

## Agenda Item 6

<b>Chairman of the Mole Valley Local Cycle Plan Working Group</b>	Councillor David Mir
<b>Executive Member</b>	Councillor James Friend
<b>Strategic Management Team Lead Officer</b>	Graeme Kane, Strategic Leadership Manager
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<b>Date</b>	7 <sup>th</sup> October 2014

<b>Ward (s) affected</b>	
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<b>Subject</b>	Mole Valley Local Cycling Plan
<b>RECOMMENDATIONS</b>	
<p>The Executive is asked to note the attached Local Cycling Plan for Mole Valley and adopt it for implementation in conjunction with the Local Committee (Mole Valley).</p>	

<b>EXECUTIVE SUMMARY</b>
<p>In recognition of the potential benefits of cycling for communities and the strength of feeling amongst some communities about the impact of road cycling, the Executive formed a cross-party working group to consider how to implement the Cycling Strategy at a local level in Mole Valley. The Group were tasked with devising a local cycling plan, which is presented in Appendix 1.</p> <p>The Mole Valley local cycling plan seeks to implement the strategy at a local level in accordance with local circumstances and priorities. In particular, it seeks to balance the desire to promote cycling as an enjoyable and healthy leisure activity and a sustainable mode of transport with the need to manage the negative consequences caused by the growing popularity of Mole Valley as a cycling destination, which are affecting some of our communities.</p> <p>The plan itself was developed in conjunction with the Mole Valley Local Committee. On 10<sup>th</sup> September, the Local Committee agreed to adopt the action plan and recommended it to Mole Valley District Council Executive for adoption.</p>

<b>CORPORATE PRIORITIES</b>
<b>ACCESS TO SERVICES</b>
<b>Helping residents to access the services they need</b>
<p>Improve the way we listen to, and engage with, our customers and communities.</p> <p>Work with our partners to provide the right services to our local residents.</p> <p>Ensure that our residents are supported through welfare reform and the emerging health and wellbeing agenda.</p>

**ENVIRONMENT****Maintaining the character and environment of Mole Valley**

Improve the quality of the built environment whilst preserving the character and integrity of our towns and villages, and protecting the rural landscape.

**VALUE FOR MONEY****Delivering quality, value for money services**

Ensure we have an ongoing sound financial basis to enable us to continue to deliver services that represent value for money.

Review the way in which we provide our services to ensure that they are focused on what matters, deliver against our priorities and thereby develop a culture of innovation across MVDC.

**The Committee has the authority to determine the Recommendations.****1.1 BACKGROUND**

Cycling has the potential to be an enjoyable leisure activity and a sustainable and healthy way to travel, which is popular with sections of the Mole Valley population. Therefore, supporting and promoting cycling complements many of the priorities of Mole Valley District Council (MVDC) and those of our partner agencies, particularly with regard to promoting health and well being, and environmental sustainability. However, the growth in cycling in recent years has brought some negative consequences for some communities within Mole Valley who are affected by the number of cyclists on the roads, particularly at the weekend. In response to the concerns of our communities, MVDC is working with others to address these issues and support those communities who are affected by the popularity of Mole Valley as a cycling destination. Members have listened to and considered these opinions carefully in order to adopt a balanced approach to promoting and managing cycling in Mole Valley.

**1.2 Surrey-wide Cycling Strategy**

The Surrey Transport Plan – Cycling Strategy 2014-2026, published by Surrey County Council in March 2014, seeks to unlock the potential of cycling in the county as well as addressing the negative consequences of the growing popularity of some types of cycling.

The Strategy includes 12 objectives with a focus on: promoting cycling as an inclusive, affordable and healthy mode of transport; improving the safety of cycling through training and infrastructure improvements; capturing the economic benefits of cycling; reducing congestion; addressing health problems; minimising the impacts of off road and sports cycling, and cycling events on communities and businesses.

The Strategy includes a commitment to develop local cycling plans for each district and borough in Surrey. The local cycling plans seek to implement the strategy at a local level in accordance with local circumstances and priorities.

### **1.3 Executive Working Group**

In recognition of the potential benefits of cycling for communities and the strength of feeling with some communities about the impact of road cycling, the Executive formed a cross-party working group to consider how to implement the Cycling Strategy at a local level in Mole Valley. The group were tasked with devising a local cycling plan, which is presented in Appendix 1.

### **2.1 Working together for our communities**

In order to achieve the objectives of the Surrey-wide cycling strategy and the priorities laid out in the local cycling plan, there is an appreciation within MVDC, Surrey County Council (SCC) and Surrey Police that the organisations need to work together and with other stakeholders within our communities to implement the plan. The plan itself was developed in conjunction with the Mole Valley Local Committee. On 10<sup>th</sup> September, the Local Committee agreed to adopt the action plan and recommend it to Mole Valley District Council Executive for adoption.

A number of the initiatives within the plan include further consultation and co-operation with key stakeholders in order to achieve the plan's priorities. In this way, the plan is an inclusive approach to promoting and managing cycling in Mole Valley.

### **2.2 Listening to our communities**

In order to develop the plan, members of the working group have listened to the opinions and concerns of local residents and discussed these concerns with each other and appropriate officers from SCC and MVDC. In turn, MVDC officers have sought the input and opinion of key stakeholders including Surrey Police, Surrey Hills AONB and Mole Valley Cycling Forum. MVDC and SCC regularly receive feedback from residents, Parish Councils, Residents Associations and businesses about cycling in Mole Valley. These contributions have helped shape the priorities and actions within the local cycling plan.

SCC carried out a public consultation exercise on the draft county-wide Cycling Strategy before it was finalised and adopted. Out of the 3,647 responses that were received across Surrey, 764 (21%) were from Mole Valley; a much greater proportion than the actual population of the District, which makes up 7% of Surrey's population. These views have also informed the Mole Valley cycling plan.

### **3.1 Financial Implications**

Any funding for the initiatives included within the plan will be sourced from existing budgets, or from successful bids to external sources of funding. The extent to which initiatives can be developed may depend on available funding.

### **3.2 Legal Implications**

There are none arising as a direct result of this report.

## **4 CORPORATE IMPLICATIONS**

**Monitoring Officer commentary** - The Monitoring Officer confirms that all relevant legal implications have been taken into account

**S151 Officer commentary** - The S151 Officer confirms that the relevant financial implications have been considered in this report

**Risk Implications** – There are no implications for MVDC’s risk management as a result of this report.

**Equalities Implications** – A number of the actions within the plan seek to encourage cycling as a leisure activity and transport option within our more deprived communities, and promote inclusive cycling for those residents who are unable to use a standard bicycle. In addition, the plan seeks to address concerns regarding shared pavements where cyclists can be seen as a threat and danger to elderly residents, those with visual or hearing impairments, as well as other vulnerable groups. Where appropriate, Equality Impact Assessments will be completed as and when the individual actions are developed and implemented. This may be particularly relevant to the design of any future infrastructure developments, which will be led by Surrey County Council.

**Employment Issues** – There are no employment implications as a result of this report and plan.

**Sustainability Issues** – The plan seeks to encourage and support cycling as a mode of transport, which is low carbon and considered to be one of the most environmentally sustainable ways to travel.

**Consultation and Communications** – The plan has been developed in conjunction with the Local Committee (Mole Valley) and key stakeholders within our communities. During the development of the plan, officers and Members have listened to those communities most affected by the negative effects of cycling, and included appropriate actions to address their concerns. We have also listened to those interested in the promotion of cycling as a mode of transport and included actions to address their interests.

Many of the actions include continued liaison with stakeholders in order to develop and implement the plan. As appropriate, MVDC will use a variety of channels of communication during the implementation of individual actions. These communications will be co-ordinated with SCC where it is beneficial to do so.

## **BACKGROUND PAPERS**

Surrey Transport Plan – Cycling Strategy 2014-2026

## **Appendix 1: Mole Valley Local Cycling Plan**

### **INTRODUCTION**

The *Surrey Transport Plan – Cycling Strategy 2014-2026* was published by Surrey County Council in March 2014. Its purpose is to unlock the potential of cycling in the county in terms of economic benefits, congestion reduction, addressing health problems, improving mobility whilst recognising the need to tackle increases in cyclist casualties and to manage the local impacts of Surrey's popularity as a place for sports cycling.

The aim of the Strategy is to have more people in Surrey cycling, more safely. The strategy identifies 12 objectives to achieve this aim (Appendix A).

As part of this strategy, local cycling plans are to be developed for each of Surrey's 11 boroughs and districts in order to best reflect local issues and priorities. These plans will be delivered in partnership by Local Committees, district/borough councils, Surrey County Council and other relevant stakeholders.

This document is the local cycling plan for Mole Valley. It identifies local cycling priorities specific to Mole Valley.

The local cycling plan has been developed by a Mole Valley Executive Working Group, including a representative from the Local Committee, and in consultation with local stakeholders. Additional and on-going consultation will be conducted as part of the implementation of the action plan, specifically with regard to infrastructure improvements. The plan will be delivered by Mole Valley District Council, Mole Valley Local Committee and Surrey County Council according to the attached action plan. Progress against the plan will be monitored by Mole Valley Local Committee annually and by Mole Valley District Council on request.

### **PROMOTING CYCLING IN OUR COMMUNITIES**

Both Mole Valley District Council and Surrey County Council promote and support cycling through a variety of different initiatives. The following is an overview of the key streams of work carried out by both authorities.

Mole Valley District Council has supported the establishment and work of community cycling initiatives in Dorking (B-Spoke) and Leatherhead (MTB). Both groups encourage cycling within disadvantaged groups. Dorking Raiders, which is the junior coaching squad of Dorking Cycling Club was set up with the aid of a grant and officer support from Mole Valley District Council. Inclusive cycling for children and adults with physical and mental disabilities is promoted by Mole Valley District Council through their work with Wheels for All. Funding has also been provided to Seeability in Leatherhead to purchase bikes for those with visual impairments. Designated cycle routes are provided in parks owned and managed by the District Council where it is safe to do so although cycling is not permitted elsewhere in the parks owing to concerns about the safety of pedestrians. Cycle parking is provided within a number of Mole Valley car parks. Mole Valley District Council also encourages cycling as a sustainable mode of transport through National Bike Week events and promotes cycling amongst its own staff through their Sustainable Travel Plan. Aware of the effects on local businesses, the District Council proactively works with the business community, event organisers and the County Council to reduce the impacts that road closures have on normal trading.

Surrey County Council, with its responsibility for the public highways, leads on providing cycling routes and infrastructure. The current network stretches across the District and is being extended and improved. The most recent major extensions were from Westcott to Dorking and Leatherhead to Ashted. The County Council provides maps illustrating the cycle routes across the county in paper-form and on-line. A new

journey planner website has been developed that provides route information to encourage users to incorporate cycling into their journeys. Subsidised cycle training is provided through the Bikeability training scheme in primary schools and is available for adults and families. The County Council lead on the Safer Routes to School initiative which promotes sustainable travel, including cycling, to schools. The Travel SMART campaign, aimed at helping residents cut carbon, calories and cost was launched in 2012 to encourage people to travel sustainably including cycling to work, school and for leisure.

## **LISTENING TO OUR RESIDENTS**

The draft county-wide Cycling Strategy went to public consultation between September and November 2013. Out of the 3,647 responses that were received across Surrey, 764 (21%) were from Mole Valley; a much greater proportion than the actual population of the District, which makes up 7% of Surrey's population.

Of those who responded, 68% agreed with the overarching aim of the Strategy. (Appendix E, p5). The key issues from the Mole Valley responses were as follows:

- More cycle routes and cycle parking provision and better information on cycle routes would encourage residents to take up cycling;
- Many comments were received regarding the disruption caused by cycling events, associated road closures and the number of sportives occurring on public roads;
- Most residents agreed with the proposed approach<sup>1</sup> to cycle routes, with traffic calming measures highlighted as the most popular means of improving cycling infrastructure;
- The main concerns around cycling are heavy/fast traffic, the inconsiderate behaviour of motorists towards cyclists, the lack of suitable cycle routes and cyclists not obeying the Highway Code;
- Safer cycle routes are required to encourage increased cycling amongst children and young people;
- Addressing the behaviour of cyclists was the most commonly cited action needed to encourage all road users to share the road safely.

Through the Council's engagement with the business community, it is clear there is a perception amongst some members of the community that the increase in cyclists coming to Mole Valley does not bring a net economic gain to the area. Some members of our business community are concerned about the impact cycling events have on their trading. Road closures in particular disrupt normal trading and result in financial losses for some businesses.. However, there are examples of businesses in Mole Valley who have benefitted from the increase in visitor numbers following the national and international profile Mole Valley has gained following the major cycling events held in the district. There are also others who are benefitting from the growing market that cyclists offer.

Mole Valley Local Committee identified a number of concerns and principles in relation to cycling which have been raised by their communities:

- where possible, cyclists, pedestrians and motor vehicles should be segregated to avoid accidents;

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<sup>1</sup> The principles for cycling infrastructure are outlined in the Surrey Cycling Strategy p13.

- cyclists should be encouraged to use cycle paths rather than roads and pavements;
- cyclists, like all road users, must obey the Highway Code and should not hide behind the anonymity afforded by the absence of registration plates on bicycles;
- there should be flexibility in how the above points are implemented within individual communities dependent on the local situation and the needs and attitudes of local residents; tolerance and respect is needed between all road users;
- residents are keen to see and understand the economic costs and benefits of cycling to the local area;
- learning from, and sharing with, other local authorities about how to manage the effects of the growing popularity of cycling is important.

### **DIFFERENT TYPES OF CYCLING**

It is recognised that there are different types of cyclists in Mole Valley and their needs differ. Each type of cycling activity brings benefits and enjoyment to those who participate in them. However, the district and county council also appreciate that each group brings positive and negative consequences for the environment and Mole Valley communities to differing degrees, which need to be considered and managed carefully.

The action plan seeks to support and manage each type of cycling group within Mole Valley. The matrix presented in Appendix B identifies the different cycling groups and the cycling priorities which relate to them.

### **MOLE VALLEY CYCLING PRIORITIES**

Eight local cycling priorities relevant and appropriate to the local area have been identified for Mole Valley. They seek to implement the objectives of the Surrey-wide Strategy and address the views and concerns of our communities. To demonstrate how they relate to Mole Valley District Council's commitment to our residents, they have been grouped under the District Council's three corporate themes of *Access to Services*, *Environment* and *Value for Money*

The matrix presented in Appendix C illustrates how the local cycling priorities relate to the objectives of the Strategy as well as Mole Valley District Council's three Corporate Plan themes.

## **MOLE VALLEY LOCAL CYCLING PRIORITIES**

### *Access to Services*

We wish to ensure that facilities are in place to encourage those who wish to take up cycling can do so readily in a safe and convenient manner, with access into cycling made easily available.

- A1 Seek to ensure that cycle training is widely available across all areas of Mole Valley.
- A2 Encourage the take-up of cycling as a means of sustainable transport.
- A3 Enhance the visibility of and promote existing cycling information.

### *Environment*

By engaging with relevant stakeholders, we will seek to develop greater respect amongst all on and off-road users to ensure that Mole Valley's roads and countryside remain a safe and accessible place to enjoy, travel, live and do business.

- E1 Encourage positive relationships between all road, bridleway, shared path and trail users
- E2 Promote and encourage cycling as part of a sustainable and healthy lifestyle
- E3 Reduce any adverse impacts of sport cycling on our communities, including businesses

### *Value for Money*

We will ensure that any investment into cycling infrastructure is targeted at areas that most require it, thus preserving our tradition as an organisation that provides good value for money.

- V1 Seek to design and build infrastructure that best suits the needs of residents in Mole Valley.
- V2 Work with relevant organisations to maintain and improve existing cycle routes.



## Access to Services

Priority A1 – Seek to ensure that cycle training is widely available across all areas of Mole Valley

	<b>Initiative</b>	<b>Action</b>	<b>Lead</b>	<b>Timescale</b>
1	Promote and extend where possible, the Bikeability offer in the District's schools.	Engage with schools to encourage Bikeability provision, promotion and the possible development of reward schemes.	SCC – Bikeability Team	January 2015
		Liaise with SCC and cycle shops in the area to promote better the training provision available	SCC – Travel SMART engagement team	April 2015 (dependent on funding)
2	Promote and extend where possible the provision of cycle training for adults.	Liaise with Bikeability to provide and promote training provision for adults and families.	SCC – Bikeability Team	September 2014 (will form part of the Bikeability marketing plan)
3	Promote alternative training/coaching methods.	Identify provision of and promote alternative cycle training and coaching provision in the District.	SCC – possible input from British Cycling	April 2015

Priority A2 –Encourage the take-up of cycling as a means of sustainable transport.

	<b>Initiative</b>	<b>Action</b>	<b>Lead</b>	<b>Timescale</b>
1	Improve availability of cycle parking facilities.	Investigate current cycle parking provision at train stations, MVDC parks and car parks.	MVDC - Environmental Services Team, with Car Parking Team and Parks Team	March 2015
		Liaise with relevant stakeholders to identify current need for cycle parking provision in the District's town and village centres.	MVDC - Strategic Leadership Team	September 2015
		Seek to improve cycle parking facilities in schools where possible (As part of the SCC school expansion programme – schools which have inadequate levels of cycle parking will be required to increase provision as part of the planning process)	SCC – Sustainability group	September 2015
2	Encourage commuter cycling.	Encourage and support local employers to promote cycling to work.	SCC - Travel SMART Engagement team MVDC - Strategic Leadership Team	April 2015 (subject to funding)
		Seek to increase participation in the Surrey Commuter Challenge.	SCC - Travel SMART Engagements team SCC - Cycling officer with support from MVDC	September 2014
3	Improve road safety outside schools	Through the <i>Safer Routes to School</i> initiative and using statistics on cycling to school, identify routes that need improvement or extension to	SCC	On-going

		enable cycling to school		
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Priority A3 – Enhance the visibility of and promote existing cycling information.

	<b>Initiative</b>	<b>Action</b>	<b>Lead</b>	<b>Timescale</b>
1	Maximise the value of the cycling pages on MVDC's website, and further promote Surrey's Travel SMART cycling pages	Review current website pages and identify gaps in information.	MVDC and SCC	March 2015
2	Enhance the promotion of existing cycle routes.	Increase distribution of hard copies of cycle route maps at key contact points.	SCC - Cycling officer, with MVDC	September 2015
		Promote the Travel SMART journey planner and website.	SCC - Travel SMART Engagement team, with MVDC	April 2015 (subject to funding)

## Environment

Priority E1 – Encourage positive relationships between all road, bridleway, shared path and trail users

	Initiative	Action	Lead	Timescale
1	Work with relevant organisations and groups to challenge and improve behaviour of problem groups.	Work with stakeholders across the country e.g. British Cycling, Sport England and other local authorities with high levels of cycling, to increase mutual understanding of current issues and potential solutions.	MVDC - Strategic Leadership Team SCC - Cycling Officer	September 2015
		Engage with cycling clubs, race organisers, equestrian groups and walkers to increase understanding of each other's perspectives and their impact on each other and explore potential local solutions.	MVDC - Strategic Leadership Team SCC - Cycling Officer	September 2015
		Promote the Surrey Hills Mountain Bike Code of Conduct (Appendix D)	MVDC - Strategic Leadership Team	April 2015
		Work with Surrey Police to encourage responsible behaviours and promote the safe and co-operative use of the road by all users, with officers using their range of powers during interventions in order to educate all road users and take the appropriate action to address road traffic infringements	SCC, MVDC and Surrey Police	On-going

		Use cycle maps to identify and highlight areas of high risks to cyclists and other road users	SCC - Cycling Officer	On-going
		Work with partners and land owners to improve signage, information and car parking provision for off road cyclists	MVDC – Strategic Leadership Team	April 2015
2	Promote Cycle SMART campaign in Mole Valley.	Continue and enhance the Cycle SMART promotional campaign in the area.	MVDC - Strategic Leadership Team SCC	Ongoing

Priority E2 – Promote and encourage cycling as part of a sustainable and healthy lifestyle

	<b>Initiative</b>	<b>Action</b>	<b>Lead</b>	<b>Timescale</b>
1	Target encouraging cycling in areas of the District which experience health, social and economic exclusion	Work with community cycling projects to encourage and facilitate cycling in areas of deprivation	MVDC - Partnerships Team	December 2015
2	Support inclusive cycling to enable disabled residents to enjoy the activity	Promote and support opportunities for inclusive cycling	MVDC - Partnerships Team	March 2016
		Consider the needs of inclusive bikes when designing and maintaining cycle routes	SCC - Cycling Officer	On-going
3	Support off-road cyclists to enjoy the sport whilst limiting the damage to the environment and the effect on other activities	Promote safe and well designed off-road routes for mountain bikers	MVDC - Strategic Leadership Team SCC	December 2015
4	Enhance the cycling offer within MVDC parks and open spaces	Enable younger children to use parks as a safe place to learn and explore cycling	MVDC - Parks Team	April 2015
		Expand and improve cycling routes in MVDC parks where it does not jeopardise the enjoyment of other users	MVDC - Parks Team	March 2016

Priority E3 – Reduce any adverse impacts of sport cycling on our communities, including businesses

	<b>Initiative</b>	<b>Action</b>	<b>Lead</b>	<b>Timescale</b>
1	Encourage event organisers to consider the impact on local residents and businesses when organising their events	Work with stakeholders across the country e.g. British Cycling, Sport England and other local authorities with high levels of cycling, to manage the effect of sportives on our communities and other road users	MVDC - Strategic Leadership Team SCC	September 2015
		Encourage event organisers to devise routes that reduce the impact on local residents and businesses	SCC MVDC - Strategic Leadership Team	September 2015
		Devise a code of conduct for event organisers, and incentivise their use, to lessen the impact of events on communities.	SCC	April 2015
2	Enhance the information accessible to residents and businesses about cycling events taking place in their communities	Develop a public access portal with information about cycling events taking place on public highways, and incentivise its use by event organisers	MVDC - Strategic Leadership Team SCC	April 2015
3	Campaign for changes to national regulations	Identify improvements to regulations that would enable greater control of events by the Highway Authority e.g. requirement for advance approval for events in sensitive areas	MVDC - Strategic Leadership Team SCC	September 2015
4	Seek to increase the net economic effect of cycling on local businesses	Through communication, advice and route planning, seek to reduce the disruption caused by major cycling events on local businesses	MVDC – Strategic Leadership and Economic Development	On-going



		Gather evidence of the costs and benefits experienced by businesses and residents arising from the increasing popularity of cycling, cycle events (including the associated road closures) and any associated growth in the visitor economy	MVDC - Economic Development and Strategic Leadership Team SCC – Heritage Team	On-going
		Publicise evidence, including best case examples, how businesses have and can benefit from the popularity of cycling in Mole Valley.	MVDC Economic Development and Strategic Leadership Team SCC – Heritage Team	On-going

## Value for Money

Priority V1 – Seek to design and build infrastructure that best suits residents’ needs in Mole Valley

	<b>Initiative</b>	<b>Action</b>	<b>Lead</b>	<b>Timescale</b>
1	Create a prioritised list of improvements and extensions to the cycling network	Work with relevant stakeholders to identify demand for new routes and improvements to the existing cycling network.	SCC - Cycling Officer and Community Partnership and Committee Officer	Stakeholder workshop in Autumn 2014. Finalised list by September 2015
		Where appropriate, extend the use of cycle counters to inform the management and promotion of cycling	SCC - Cycling Officer	On-going
2	Secure funding for infrastructure improvements	Seek funding from a range of sources to support the development and improvement of cycling infrastructure	SCC and MVDC	On-going

Priority V2 – Work with relevant organisations to maintain and improve existing cycle routes

	<b>Initiative</b>	<b>Action</b>	<b>Lead</b>	<b>Timescale</b>
1	Improve the maintenance of existing cycle paths in Mole Valley.	Confirm responsibility for maintenance of existing cycle paths.	SCC MVDC - Environmental Services	April 2015
		Engage with relevant stakeholders to prioritise maintenance in areas of greatest need.	SCC - Cycling Officer with MVDC - Environmental Services	April 2015
2	Improve signage of current routes.	Work with relevant stakeholders to identify gaps in cycle path signage and de-clutter where signage is unhelpful, unnecessary, redundant, or inappropriately sized.	SCC - Cycling Officer	April 2015
		Establish a prioritised list of signage improvements.	SCC - Cycling Officer	September 2015
		Review and improve where necessary signage at MVDC car parks and parks to advise of cycling facilities and access	MVDC - Car Parks and Parks teams	April 2015

## Appendix A: Surrey Cycling Strategy Strategic Objectives

<b>Objectives: overarching</b>	O1: Surrey County Council and its partners will work together to deliver improvements for cycling
	O2: Surrey Local Committees will oversee development of Local Cycling Plans that reflect local priorities and issues
	O3: We will develop a comprehensive training offer and ensure that cost is not a barrier to learning to ride a bike
	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
<b>Objectives: transport</b>	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
	O6: We will encourage cycling as an inclusive, healthy and affordable means of travel through the provision of information, promotional activities and practical support
	O7: We will work with Surrey Police and other partners to improve cycle safety and encourage respect
<b>Objectives: sport, leisure and events</b>	O8: We will promote and encourage cycling for health and leisure
	O9: We will encourage the provision of off road cycle trails and activities while managing the impacts on Surrey's countryside
	O10: We will take action to minimise the impacts of high levels of sport cycling on some roads and communities in Surrey
	O11: We will lobby central government to ensure that regulations governing events on the highway are fit for purpose
	O12: We will support major cycle sport events which inspire participation and bring economic benefit, while minimising impact on affected communities

## Appendix B: Relationship between identified cycling groups and the Mole Valley Cycling Priorities

<b>MV cycling priorities</b>	<b>Target audience</b>	<b>Cycling commuters to school and work</b>	<b>Local trips by bike (shopping, errands etc)</b>	<b>Mountain bikers</b>	<b>Sports cyclists</b>	<b>Other leisure cyclists</b>	<b>Other road users (cars, horses and pedestrians)</b>	<b>Local communities, including businesses</b>
A1: Seek to ensure that cycle training is widely available across all areas of Mble Valley	✓	✓	✓	✓	✓	✓		
A2: Encourage the take-up of cycling as a means of sustainable transport.	✓	✓						
A3: Enhance the visibility of and promote existing cycling information	✓	✓	✓	✓	✓			
E1: Encourage positive relationships between all road, bridleway, shared path and trail users			✓	✓	✓	✓		
E2: Promote and encourage cycling as part of a sustainable and healthy lifestyle	✓	✓	✓	✓	✓			
E3: Reduce any adverse impacts of sport cycling on our communities, including businesses					✓			✓
V1: Seek to design and build infrastructure that best suits residents' needs in Mble Valley	✓	✓	✓	✓	✓	✓		
V2: Work with relevant organisations to maintain and improve existing cycle routes.	✓	✓				✓		

**Appendix C: Relationship between Surrey Cycling Strategic Objectives and Mole Valley Cycling Priorities**

**Surrey Cycling Strategic Objectives**

O1: SCC and its partners will work together to deliver improvements for cycling

O2: Surrey Local Committees will oversee development of Local Cycling Plans

O3: We will develop a comprehensive training offer and ensure that cost is not a barrier to learning to ride a bike

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

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

O6: We will encourage cycling as an inclusive, healthy and affordable means of travel through the provision of information, promotional activities and practical support

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

O8: We will promote and encourage cycling for health and leisure

O9: We will encourage the provision of off road cycle trails and activities on some roads and communities in Surrey

O10: We will take action to minimise the impacts of high levels of sport cycling on the highway are fit for purpose

O11: We will support major cycle sport events which inspire participation and bring economic benefit, while minimising impact on affected communities

O12: We will support major cycle sport events which inspire participation and bring economic benefit, while minimising impact on affected communities

**MV cycling priorities**

A1: Seek to ensure that cycle training is widely available across all areas of Mole Valley	✓	✓	✓			✓	✓			✓		
A2: Encourage the take-up of cycling as a means of sustainable transport.	✓	✓		✓	✓	✓		✓				
A3: Enhance the visibility of and promote existing cycling information	✓	✓		✓		✓		✓	✓			
E1: Encourage positive relationships between all road, bridleway, shared path and trail users	✓	✓				✓	✓		✓	✓	✓	✓
E2: Promote and encourage cycling as part of a sustainable and healthy lifestyle	✓	✓			✓	✓		✓	✓			
E3: Reduce any adverse impacts of sport cycling on our communities, including businesses	✓	✓		✓			✓	✓	✓	✓	✓	✓
V1: Seek to design and build infrastructure that best suits residents' needs in Mole Valley	✓	✓		✓	✓	✓	✓	✓	✓			
V2: Work with relevant organisations to maintain and improve existing cycle routes.	✓	✓		✓	✓	✓	✓	✓	✓			

## **Appendix D: Surrey Hills Code of Conduct for Mountain Biking**

[www.surreyhills.org/surrey-hills-board/mountain-biking](http://www.surreyhills.org/surrey-hills-board/mountain-biking)

### **Trail Essentials**

Today's riders will shape the trails of the future and the image of mountain biking. IMBA UK's Trail Essentials will help you to enjoy your ride responsibly, whilst showing respect for others and care for the environment. It's all good.

#### **Keep it Legal**

- You can ride on bridleways, byways and designated cycle tracks.
- On Forestry Commission land you can ride on forest roads. You can also ride on any single-track which is promoted for mountain bikes.

#### **Leave No Trace**

- Think about how you ride and the impact this has on the trail. Practice to improve your skill at low-impact cycling.
- Wet and muddy trails are more vulnerable to damage, so adjust your riding and consider using alternative trails where appropriate.
- Keep to existing trails; avoid widening the trail or creating new lines.
- Always take your litter home with you and other people's too, if you can. Inner tubes and cycle litter reflect badly on all riders.

#### **Control Your Bike**

- Stay focused; even a second's inattention can cause problems for you and other trail users.
- Check your speed. Ride responsibly and think about when the conditions are right for riding fast. This awareness will avoid incidents with others.
- Remember – there are inherent risks associated with mountain biking. Be realistic about your riding ability.

#### **Always Give Way**

- Let your fellow trail users know you are coming. A friendly 'hello' or bell ring is considerate and alerts others to your presence.
- Pass slow and wide, slowing to a walking pace or stopping if necessary. This is particularly important when approaching or passing horse riders.
- Say 'thank you' if other trail users give way to you. It is polite and helps to build good relationships with others.
- When approaching corners or at blind spots, anticipate other trail users, particularly at junctions and crossing points.

- If cycling in a group, pass horses on the same side and in single file and advise riders how many are in your group.

#### **Avoid Disturbing Animals**

- Animals can be startled by an unannounced approach, a sudden movement or a loud noise. This can upset dogs, startle horses, scatter cattle and sheep and disturb wildlife. Be aware of your potential impact on animals and take care to avoid disturbing them.

#### **Always Plan Ahead**

- Know your bike, your equipment, your ability and the area in which you are going to ride and prepare accordingly.
- Be self-sufficient. Keep your equipment in good order and carry necessary supplies for trailside repairs and any changes in the weather or other conditions.
- Wear the appropriate safety gear, including a helmet, for the trails you are riding.