

LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

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Wards affected:	(All Wards);
Urgent Decision?	No
If yes, reason urgent decision required:	
Appendices (attached):	Appendix 1 - Epsom and Ewell Local Cycling and Walking Infrastructure Plan

Summary

This report provides an update on the Phase 1 work undertaken to develop a Local Cycling and Walking Infrastructure Plan (LCWIP) for Epsom and Ewell Borough Council.

Recommendation (s)

The Committee is asked to:

- (1) Endorse the Epsom and Ewell Local Cycling and Walking Infrastructure Plan – Phase 1.**

1 Reason for Recommendation

- 1.1 Following endorsement by this Committee, the County Council will be able to formally adopt the Epsom and Ewell Local Cycling and Walking Infrastructure Plan (LCWIP) - Phase 1.
- 1.2 This will enable the commencement of the Phase 2 feasibility work in partnership with Surrey County Council (SCC) once funding to undertake this second stage of work is identified.
- 1.3 Government funding is available for the delivery of cycling and walking schemes but to secure this funding requires the submission of detailed implementable schemes. The LCWIP is the mechanism to provide these detailed schemes.

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2 Background

2.1 In 2017 the Government produced a Cycling and Walking Investment Strategy (CWIS) outlining its ambition to make cycling and walking a natural choice for shorter journeys or as part of longer journeys by 2040. The CWIS sets out the following targets to achieve by 2025:

- To double cycling to 1.6 billion cycle stages in 2025 (a stage is defined when there is a change in the form of transport e.g., cycling to a railway station to catch a train would be two stages)
- To increase walking stages to 300 stages per person per year
- To increase the number of children aged 5 to 10 that usually walk to school from 49% to 55% in 2025

2.2 Local Cycling and Walking Infrastructure Plans are ten-year plans for investing in these activities in an area. They enable a long-term strategic approach to identifying improvements with key outputs including:

- A network plan for walking and cycling which identifies preferred routes and core zones for further development; and
- A prioritised programme of infrastructure improvements for future investment.

2.3 There are four key stages to identifying and delivering a scheme:

- Stage 1 - Preparation of an LCWIP that delivers network plans to identify key walking and cycling corridors, initial high level concept proposals and a prioritised programme of infrastructure.
- Stage 2 - Preparation of detailed feasibility studies for a set of prioritised cycle and walking routes capable of benefiting from any funding opportunities.
- Stage 3 – Preparation of business cases/secure funding for specific schemes.
- Stage 4 – Scheme delivery

2.4 SCC are working with the Council to produce a LCWIP for Epsom and Ewell, with the county funding the majority of the work and EEBC contributing £20,000 for the phase 1 work, which has been funded from our year 1 allocation (2023/24) of the UK Shared Prosperity Fund. SCC appointed Atkins to undertake the preparation of the LCWIP in partnership with EEBC which has been progressed over the last year or so. The final draft of this document representing the conclusion of phase 1 is the subject of this report and is attached as Appendix 1.

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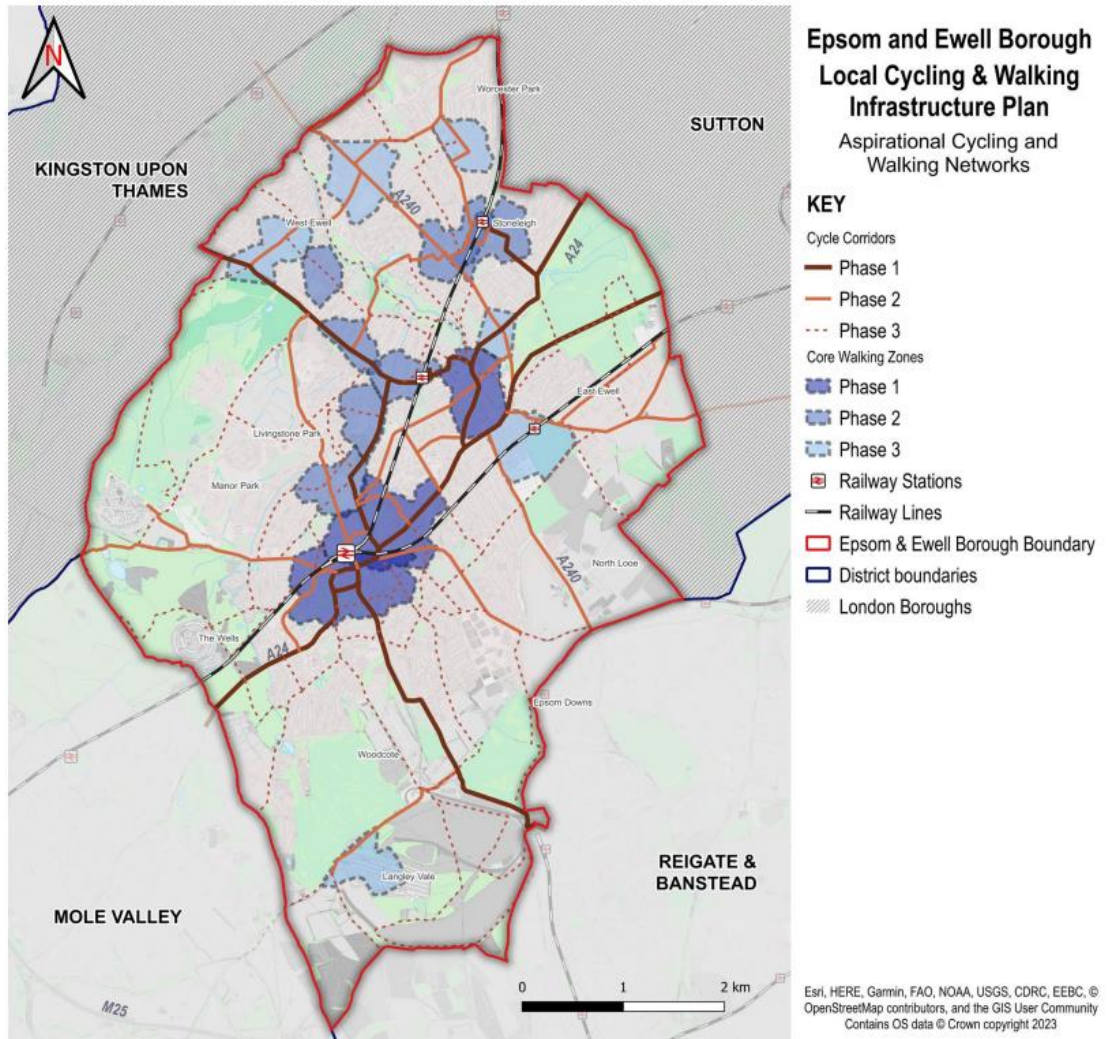
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- 2.5 Early engagement was a key element of the LCWIP to ensure that the views and knowledge of local residents and stakeholders were taken into account. At the outset of the study, public input on existing issues and desired improvements related to walking and cycling was obtained through the Cycle Infrastructure Map Viewer and the Commonplace website.
- 2.6 Preparation of the LCWIP also involved the following steps (having regard to DfT guidance on the preparation of LCWIPs):
- Review of previous studies, strategies and guidance
 - Background data analysis including key destinations, pedestrian and cycle activity and local networks, collision data, key barriers, online public comments, census data and commuting patterns and links to neighbouring boroughs.
 - Draft 'aspirational list' of cycle routes and core walking zones based on the above
 - Stakeholder engagement to refine the draft proposed network and zones
 - Prioritisation of phase 1 cycle corridors and walking zones using a multi-criteria assessment framework
 - Site visits and formal assessments of priority areas using standardised tools such as Walking Route Audit Tool (WRAT) and Route Selection Tool (RST)
 - Identification of potential interventions for the phase 1 routes/areas
 - Further stakeholder engagements (one set of workshops as above) to review the proposed interventions
 - Programme prioritisation and cost estimation
- 2.7 LCWIPs are being produced for all Surrey authorities on a rolling programme and some of our neighbouring authorities have already endorsed their LCWIPs, such as Mole Valley. The purpose of this report is to seek endorsement of the Epsom and Ewell LCWIP.

3 Epsom and Ewell Local Cycling and Walking Infrastructure Plan

3.1 The LCWIP identifies 22 aspirational cycle corridors and 15 core walking zones, as shown in Figure 1 below:

Figure 1 – Aspirational Cycling and Walking Networks



3.2 As set out above, a multi criteria assessment framework, along with stakeholder input was used to prioritise the aspirational network and select a short list for further analysis as part of the LCWIP. These phase 1 corridors/areas were selected for development of initial concepts for potential infrastructure improvements. The phase 1 cycle routes/zones shown are detailed below and shown in Figure 2:

- A24 Dorking Road (Ashtead to Epsom Town Centre)
- A24 Epsom Town Centre to Sutton
- Epsom Town Centre to Epsom Downs

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- Hook Road - Longmead Road
- Chessington Road A24
- Ewell to Nonsuch Park

3.3 The Epsom Town Centre gyratory is identified as one of the key priorities for the Borough, as four Phase 1 cycling corridors link to the gyratory. However, proposals along the gyratory are presented as a separate section due to the significant constraints in the area and the need for a holistic, multimodal review of opportunities in the Town Centre alongside other workstreams beyond the LCWIP.

3.4 The phase 1 prioritised core walking zones (CWZ) are detailed below and shown in Figure 2 overleaf:

- Ewell Centre
- Epsom Town Centre (North)
- Epsom Town Centre (South)

Figure 2 – Phase 1 – Cycling and Walking Networks

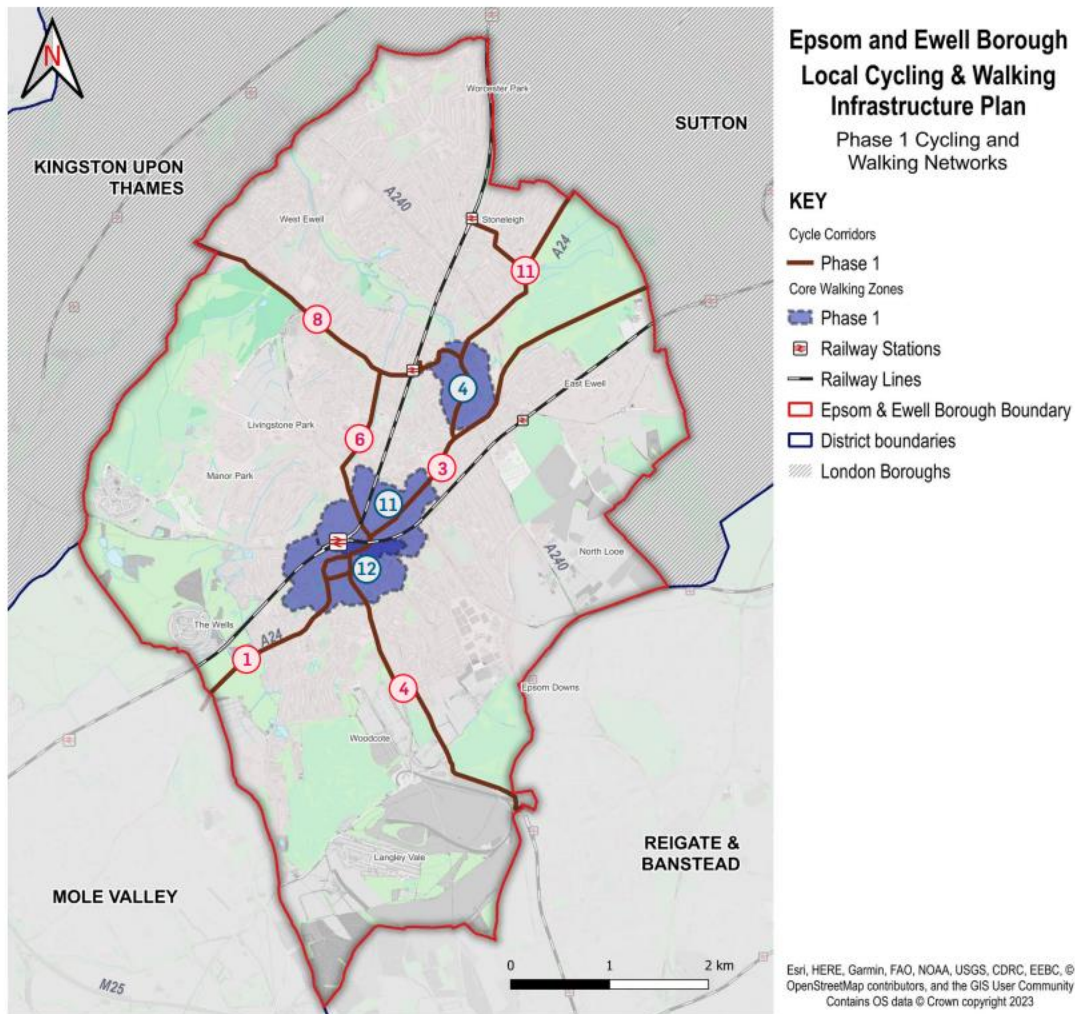


Figure 3. Epsom and Ewell LCWIP Phase 1 cycle corridors and core walking zones

4 Risk Assessment

Legal or other duties

4.1 Equality Impact Assessment

4.1.1 One of the objectives of the LCWIP is supporting a high quality of life for all residents and supporting their health and wellbeing. The LCWIP approach and proposals strive to reflect the DfT's guidance on inclusive mobility.

4.2 Crime & Disorder

4.2.1 None

4.3 Safeguarding

4.3.1 None

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4.4 Dependencies

4.4.1 None

4.5 Other

4.5.1 None

5 Financial Implications

5.1 Funding has been allocated and secured for the LCWIP - Stage 1, with Epsom and Ewell contributing £20,000 for the project funded by the UK Shared Prosperity Fund and the County Council funding the rest.

5.2 No funding has currently been allocated by EEBC to fund Stage 2 of the LCWIP programme.

5.3 **Section 151 Officer's comments:** None arising from the contents of this report.

6 Legal Implications

6.1 No legal implications.

6.2 **Legal Officer's comments:** None arising from the contents of this report.

7 Policies, Plans & Partnerships

7.1 **Council's Key Priorities:** Sustainable Transport improvements complement the Green and Vibrant and Smart and Connected Themes of the four-year plan.

7.2 **Service Plans:** The matter is not included within the current Service Delivery Plan.

7.3 **Climate & Environmental Impact of recommendations:** The endorsement of the LCWIP by EEBC and subsequent adoption of the LCWIP by SCC would contribute towards the Councils climate change objectives by improving air quality and the promotion of cycling and walking.

7.4 **Sustainability Policy & Community Safety Implications:**

7.5 **Partnerships:** SCC, as Highways Authority, will oversee the development and delivery of the LCWIP. EEBC will monitor the progress of the LCWIP development and review the success of funding bids.