

Local Cycling & Walking Infrastructure Plans

Expression of Interest
Submission to Department for Transport

Surrey County Council
30th June 2017



Local Cycling and Walking Infrastructure Plans

Expression of Interest form for technical support



Department
for Transport

Guidance on the Expression of Interest process has been provided alongside this form. **An Expression of Interest should be no more than 8 pages.** Please include all relevant information when completing the form. If you have any questions about the LCWIP process or guidance please email: walking.cycling@dft.gsi.gov.uk

Please note that this is an Expression of Interest and that technical support is not guaranteed.

SECTION A - Applicant Information

A1. Local authority name(s):

Surrey County Council

If the expression of interest is a joint proposal, please enter the names of all participating local authorities and specify the lead authority

A2. Project Lead

Name: Lyndon Mendes

Position: Transport Policy Team Manager

Contact telephone number: 020 8541 9393

Email address: Lyndon.mendes@surreycc.gov.uk

A3. Senior Responsible Owner

Name: Trevor Pugh

Position: Strategic Director Environment and Infrastructure

Contact telephone number: 020 8541 7694

Email address: trevor.pugh@surreycc.gov.uk

SECTION B - Project Description

B1. Type of Support

This Expression of Interest is for:

- ☒ Technical Support to prepare an LCWIP.
- ☐ Technical Support to update existing walking and cycling plans and programmes.

B2. Total number of support days requested: 80

B3. Project Summary

Please outline why you require technical support and how it will help you prepare a LCWIP or update existing walking and cycling plans and programmes.

In 2014 Surrey consulted on and published the Surrey Cycling Strategy. Recognising that a one size fits all approach will not work, a key objective was to develop local cycling plans for each of Surrey's 11 districts and boroughs to ensure that solutions are tailored to local needs. Following this we developed local cycling plans for six of the 11 Surrey district and boroughs. These cover [Elmbridge](#), [Epsom and Ewell](#), [Guildford](#), [Mole Valley](#), [Reigate and Banstead](#), and [Waverley](#).

The local cycling plans identify long-term proposals for a comprehensive cycle network identifying routes to the places people want to get to. As Surrey has many rural areas the network looks to connect towns and villages as well as providing infrastructure for those making journeys by bike around town centres.

The local cycling plans also cover promoting cycling, cycle training, safety campaigns and data on levels of cycling and casualties. In the plans we have developed so far we have liaised with local planning authorities and other stakeholders.

We have also started to develop a walking strategy but due to recent funding cuts and the loss of associated resources it has never been completed. Some pro-walking policies have been devised such as 'Safety Outside Schools.' We have also carried out several town centre access studies which look particularly to improve access for those with disability impairments. We are working with Living Streets to promote walking but have no over-arching strategy.

We are seeking assistance with the preparation of the remaining five local cycling plans and guidance on developing a walking strategy.

If we are successful we plan to use the tools and training from the LCWIP to help us update the six existing local cycling plans. We can apply the learnings to further refine the existing plans and incorporate the walking into them.

Our resources are stretched and having up to 80 days to develop these plans would ensure they are well thought out, strategic and in a strong position to include in future transport planning.

We are also keen to benefit from the technical expertise offered and understand the LCWIP recommended approach. We want to increase understanding of walking and cycling schemes to be more successful with future DfT bids. Well-developed plans will help us make the case for future investment and identify short, medium and long-term plans.

Using the Welsh Active Travel Design Guide we have also been updating our own Surrey standards. If we are successful in this bid we would seek advice on technical guidance for infrastructure as well as support on how to include planning for walking.

The technical support on offer will enable us to develop comprehensive plans to take to the relevant Local Committee to be approved. Once adopted they will be published on the popular Travel SMART website and be used to inform cycling and walking programmes going forward as covered in C2.

B4. Geographical Area:

Please provide a map and a short description of the area that will be covered by the LCWIP. This section should include information about the population covered, current levels of cycling and walking and the number of short trips.

This expression of interest is to create LCWIPs for the five areas which don't currently have a local cycling plan. These are Runnymede, Spelthorne, Surrey Heath, Tandridge and Woking and the planning authorities are supportive of seeing LCWIPs developed in their areas.

This bid is also to develop our countywide walking strategy and furnish us with the tools and information to update plans with strategic walking infrastructure.

A map of the areas is attached as **Annex A** and census data on each area is in the table below. They are five very different areas with their own challenges and opportunities. The Propensity to Cycle Tool shows that under the government target scenario there is the greatest scope to increase cycling in Spelthorne, eastern Runnymede, parts of Surrey Heath and the Woking suburbs.

Runnymede has some good cycle infrastructure but with gaps in the network. Planned improvement works at Runnymede roundabout will remove some current gaps in the network. Within Runnymede, Egham has recently benefitted from a £1.775m Sustainable Transport Package which was completed in January 2017. This has included new sections of shared cycle footway, toucan crossings and raised tables at junctions.

Spelthorne is very urban and many routes are severed by trunk and busy roads, railway lines and reservoirs. Staines has been awarded funding from Enterprise M3 LEP together with a substantial contribution from Heathrow Airport for Phase 1 of a Sustainable Transport Package. This will improve walking and cycling facilities for travel between Staines town centre railway station and Heathrow and nearby businesses.

Surrey Heath also has very low levels of cycling. Several major schemes around Camberley and the Blackwater Valley will hopefully lead to improved cycle routes to the town centre and business parks in the west of the Borough. Camberley is also planning significant public realm improvements within the town centre.

Tandridge is very rural and has the lowest levels of bike ownership and utility cycling in Surrey (according to our 2015 monitoring survey mentioned below). National Cycle Route 21 goes through the district but doesn't connect to any towns. The Oxted regeneration provides opportunities for walking and public realm improvements.

Woking was previously a Cycle Town (2008-11) so has a well established and well signed network. The borough council are keen to develop this further and more can be done to connect surrounding villages into the town centre. A business case submission to the EM3 LEP is planned for early 2018.

Area	Population (census data)	Number who walk to work (census data)	Number who cycle to work (census data)	Number who's commute is less than 10km (census data)
Woking	99,435	4,567 (4.6%)	1,368 (1.4%)	22,593 (22.7%)
Spelthorne	98,469	3,158 (3.2%)	1,337 (1.4%)	27,903 (28.3%)
Surrey Heath	88,067	3,268 (3.7%)	784 (0.9%)	17,852 (20.3%)
Tandridge	86,025	2,913 (3.4%)	368 (0.4%)	14,601 (17.0%)
Runnymede	85,594	4,005 (4.7%)	1,186 (1.4%)	19,884 (23.5%)
Total	457,590	17,911 (3.9%)	5,043 (1.1%)	102,833 (22.5%)

In 2015 we carried out our own interview-based [monitoring survey](#). This was to provide survey data identifying the proportion of Surrey cycling, journey purpose, locality and demographic characteristics, and satisfaction with provision for cycling. We also wanted to find out current travel patterns and what influences journey choice as well as what would get people cycling who aren't already. The findings have been used to support schemes and inform business cases.

We learnt that 39% of Surrey residents are lapsed cyclists, i.e. don't cycle now but have done in the past. This suggests there is significant potential to encourage these to cycle again. We also found the most influential aspect in encouraging non-cyclists to start cycling is cycle paths separated from traffic. Most who said they would consider cycling again was to increase their health and fitness.

Levels of bike ownership are higher than the [national average](#) in Surrey and many people have cycled at some point in the past 12 months (see table below). However

leisure cycling is the most popular form of cycling with very low numbers choosing to commute by bike.

With low levels of utility cycling but high congestion, bike ownership and a desire to be fit and healthy there is significant scope to increase levels of cycling with good quality cycle infrastructure.

Area	% who own or have access to a bike	% who have cycled at some point in past 12 months
Runnymede	69%	44%
Surrey Heath	65%	49%
Spelthorne	59%	44%
Woking	58%	42%
Tandridge	41%	41%

SECTION C – Strategic Narrative

C1. The Strategic Case

Please outline your authority's ambition in terms of walking and cycling. In this section you should explain how producing a LCWIP will support your wider local policy aims as well as the objectives set out in the Cycling and Walking Investment Strategy.

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. 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.

The Surrey Cycling Strategy was developed in 2014 and 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 and poor air quality, 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 events. This resulted in an overall 27% increase in cycling rates, importantly without an increase in casualty rates. Subsequently the County Council secured £18m from the Department for Transport's Local Sustainable Transport Fund which included around £2.5m for cycle infrastructure and promotion.

The Cycling 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.

Our Cycling Strategy recognises that a one size fits all approach will not work: the issues in rural Surrey are not the same as those in the urban fringe. For that reason, we are developing local plans for each of the Surrey boroughs and districts, to ensure that solutions are tailored to local needs.

The Surrey Transport Plan also acknowledges the importance of walking as a means of travel and identifies the need for a walking strategy. If we are successful in this submission we would look integrate our walking programmes into a comprehensive strategy.

The LCWIPs will support wider local policy aims:

The vision of the Surrey Transport Plan is to help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey; in order to promote economic vibrancy, protect and enhance the environment and improve the quality of life.

Based on this vision there numerous strategies to help achieve this of which the Cycling Strategy is one and the Walking Strategy will form another.

Air Quality Strategy

Air quality is key to the health of humans and ecosystems. Surrey's borough and district councils have a statutory duty to identify Air Quality Management Areas where current or future air quality is unlikely to meet the Government's national air quality objectives. There are twenty four such areas in Surrey, and the main source of the pollutants in these areas is road traffic.

A key objective of this strategy is to incorporate physical transport measures in the borough or district council's Infrastructure Delivery Plan and support smarter travel choices, for future implementation as and when funding becomes available, in order to reduce air pollution from road traffic sources.

Climate Change Strategy

The climate change strategy of the Surrey Transport Plan sets out our ambition to reduce carbon dioxide (CO₂) emissions from transport in Surrey and to manage risks posed to the transport network arising from climate change. Our aim is to develop a lower carbon transport system that is more resilient to future climate risks and higher energy prices. The LCWIP will support this as an objective of the strategy is to increase the proportion of travel by sustainable low carbon modes.

Congestion Strategy

Surrey's highway network is extremely busy and travel demand is increasing as a result of additional development, both within and outside the county's boundaries. Given that providing additional capacity is no longer considered to be the best solution a mix of solutions are required involving a wide range of tools including promoting alternatives to car travel. The LCWIP will identify the infrastructure needed to provide viable alternatives to car travel in some of the most congested core zones.

Passenger Transport Strategy

The local bus network is an integral part of the transport system in Surrey. Buses provide access to schools and colleges for young people, to shopping and leisure facilities at the evenings and weekends and are a vital lifeline for older people who wish to maintain their independence.

Walking facilities are key to supporting bus travel as very few people have a bus stop immediately at the start and end of their journey. The LCWIP will encourage combining walking with bus travel to extend where people can travel to sustainably.

Travel Planning Strategy

Travel planning has an important role to play in ensuring effective, reliable, safe and sustainable travel behaviour is embedded in the culture of organisations and schools in Surrey. This will encourage active travel supporting the LCWIP and highlight where walking and cycling facilities are poor.

Rail strategy

The county has a generally comprehensive rail network and a large number of rail stations, however many services are at capacity and suffer from peak time overcrowding.

There is also considerable opportunity in Surrey to encourage more cycling and walking to the rail stations. We monitor the [levels of cycle parking](#) at various rail stations and while it is on the increase it is still very low relative to the numbers using the station. In our 2015 monitoring survey we asked residents how they generally travelled to the rail station. Out of 1524 asked 57% walked and 4.7% cycled.

Rights of Way Improvement Plan

There are 3,444km of rights of way in Surrey and they are an invaluable asset. The revised Rights of Way Improvement Plan (ROWIP) considers the status of the network, the needs of its users, and investigates how the network could be improved to reflect changing patterns of use and the changing requirements placed upon it. With so many busy roads in Surrey the ROW network can provide attractive walking and cycling routes as well as convenient short-cuts.

Drive SMART Road Safety & Anti-Social Driving Strategy

Although Surrey has been relatively successful in reducing casualties in recent years, speeding and anti-social driving have remained a prime concern of Surrey's residents and discourages walking and cycling. Therefore care has been taken in the development of this strategy to build upon the successful delivery of the recent Drive SMART initiative to tackle anti-social driving.

Public Health framework and the Health and Wellbeing Board

The Surrey Health and Wellbeing Board is a group of NHS commissioners, public health, social care, local councillors, Surrey Police, borough and district council and public representatives that work together to improve the health and wellbeing of people in Surrey. It is about bringing people together, influencing and identifying areas of work that can be done better together. Getting active is a key element of health and wellbeing and therefore we have been collaborating with our public health colleagues to promote active travel.

C2. Integration

Please describe how the LCWIP will integrate your existing and future local transport and planning policies and strategies.

All of the LCWIPs will form an important element of the over-arching Cycling Strategy and future Walking Strategy which sit under the Surrey Transport Plan (LTP3). By having comprehensive walking and cycling plans we can ensure that these modes are considered in all transport planning and policies going forward.

Infrastructure plans from these documents feed into the Local Transport Strategies (LTS's) for each district and borough. These are statutory documents that identify issues on the highway network and link with borough and district local plans. They are used to form packages of schemes and projects and are the starting point for bids for funding. As such any LCWIPs will be fully integrated into the LTS's to provide a comprehensive schedule for each borough/district for the entire county and enable us to have a prioritised programme for future investment.

C3. Current Walking and Cycling Policies, Strategies and Programmes

Please provide information on existing cycling and walking policies, strategies and programmes.

Cycling and walking feature heavily in the [Surrey Transport Plan](#) (Local Transport Plan 3). The plan sets out the council's objectives to help people meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey, in order to promote economic vibrancy, protect and enhance the environment, improve the quality of life, and reduce carbon emissions.

To address current transport issues and support growth set out in Local Plans each district or borough has a Local Transport Strategy (LTS) and forward programme. One of the key objectives of the transport strategies are to encourage more sustainable travel and improve air quality. Walking and cycling schemes are listed in the forward programme which provide an evidence base for future funding bids. The forward programme helps the county council and borough/district councils to identify strategic infrastructure delivery priorities and guide future investment from a range of funding sources.

The County Council has developed the [Surrey Cycling Strategy](#) to support the development of cycling as a means of transport and to secure economic, health and environmental benefits for Surrey. The Strategy also sets out plans to address the increase in cycle casualty rates and the local impacts of the increase in sports cycling and cycling events.

The Strategy's aim is to get more people in Surrey cycling, more safely and it has a series of objectives to support the achievement of this aim:

O1: Surrey County Council and its partners will work together to deliver improvements for cycling.

O2: Surrey Local/Joint 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.

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.

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.

O13: We will use an evidence and data led approach to inform future development of the strategy.

Current walking and cycling programmes:

Surrey County Council currently sponsor a Research Engineer undertaking a doctorate in the field of cycling at the University of Surrey (until January 2018). Their research focus is on understanding area level factors that make specific demographics more (or less) likely to cycle to work. Findings are expected to inform elements of the Cycling Strategy, specifically around what type of intervention may be most appropriate for increasing cycling within each demographic in Surrey.

Surrey County Council provides National Standard cycle training to around 15,000 Surrey residents each year. As well as Bikeability in schools, customised cycle training is available for all ages and abilities.

We have benefitted from the recent Access Fund through a partnership with Living Streets. Our dedicated Living Streets officer works with schools, businesses and communities countywide on programmes encouraging walking as a form of travel. They are also soon to be expanding their offer to include cycling through the Cycling UK network. By joining the network groups will have access to inspiration and practical support to promote and encourage cycling.

Travel SMART is a promotion and engagement programme designed to provide people with more travel choices. While engagement activities have had to cease due to lack of funding, the website continues with relevant information and a journey planner to encourage sustainable choices.

Surrey Wheels for All is a charity (funding bodies include Surrey County Council) offering inclusive cycling sessions on adaptive bikes. They deliver sessions in various locations around Surrey.

Drive SMART is a partnership between Surrey Police and Surrey County Council (including Surrey Fire and Rescue Service), with the aim of reducing road casualties, tackling anti-social road behaviour and making the county's roads safer and less stressful for everyone. It includes cycle safety campaigns.

Active Surrey is the County's Sports Partnership, developing sport and physical activity. Amongst other aims, Active Surrey seek to increase participation and develop clubs. We continue to work with Active Surrey to promote active travel.

We also carry out various monitoring cycling and walking across Surrey. This includes manual and [automatic cycle counts](#), [cyclist casualties](#), [cycle parking at selected railway stations](#), and have also undertaken an interview survey of a cross-section of the Surrey population exploring the propensity to cycle. The 2011 census

collected journey to work information including walking and cycling. The [Surrey-i website](#) shows this data broken down for local areas in Surrey.

Further to the behaviour change programmes above we are also working on a number of [Sustainable Transport Packages](#) (STPs) and major schemes with funding from the Local Enterprise Partnerships. The schemes aim to make it easier to travel by bus, by bike and on foot. Schemes include making improvements to, and creation of, cycle lanes and footways, making bus stops better and more accessible, and improved access to railway stations.

Currently STPs/transport schemes with benefits for walking and cycling that are ongoing, nearing completion or planned to start shortly (subject to a successful Business case) are:

EM3 LEP Area

- A331 Walking and Cycling Corridor Camberley (Surrey Heath)
- Camberley Town Centre Public Realm (Borough Council leading project) (Surrey Heath)
- Egham Phase 1 (Runnymede)
- Runnymede Roundabout Egham (Runnymede)
- Wider Staines Phase 1 (Spelthorne)
- Woking Town Centre Regeneration and Public Realm (Woking – Borough Council leading project).
- Woking (Phase 1) (Business case to EM3 LEP early 2018)
- Brooklands Business Park Accessibility (Elmbridge) (Business case to EM3 LEP early 2018)
- Guildford town centre transport package (Guildford)

C2C LEP Area

- Epsom-Banstead (Epsom and Ewell/ Reigate and Banstead) (Business case to C2C LEP July 2017)
- Dorking Transport Package Phase 1 (Mole Valley)
- Greater Redhill (Phase 1) (Reigate and Banstead)

SECTION D – Management Case

D1. Delivery

Please provide details of those who will be responsible for delivering the LCWIP as well as the amount of local resources (in officer days) that will be made available.

Becky Willson is the Surrey County Council Cycling Officer and will be supported by a Graduate Transport Planner. Between them, they will also be available for 80 days over the same period.

Paul Fishwick is the Programme Manager (LTS and Major Schemes) and located within the Transport Policy Team.

D2. Governance

Annex B provides details of how key decisions will be made including information about the relevant governance and reporting processes.

For each of the areas which currently do not have any form of LCWIP we will agree a local approval process with the Local/Joint Committees. This has been done with the existing local cycling plans and has varied according to the area and level of involvement the Local Committee has wanted to have.

However for all of them it has involved the following steps:

- Regularly meeting with relevant local councillors or Task Groups to discuss issues and talk through the plans and update when necessary.
- Meeting with interested local residents and cycle forums to understand issues in the area and get their ideas for the network.
- Cycling site visits to map and review the existing cycle infrastructure and identify missing links in the network as well as minor improvements which could be quick-wins to be completed by Highways.
- Identifying strategic links for cycle improvements and producing a draft webpage as a one-stop-shop for all cycle plan areas in the district or borough.
- Taking the plan to the Local/Joint Committee for members to agree and approve the publication of the information online on the Travel SMART website.
- Sharing the webpage which includes the cycle infrastructure map (**Annex C**) which shows existing and suggested routes. The webpage includes an online form where residents can leave their comments or suggest new ideas. This means we are constantly consulting on the plans and seeking feedback. These ideas are then regularly fed back to the Local/Joint Committee Task Groups to review as necessary and in conjunction with the Local Transport Strategy.

D3. Management Case - Stakeholder Management

Please outline the key stakeholders that will be engaged with during the LCWIP process and indicate if the Local Enterprise Partnership is supportive.

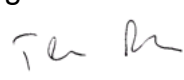
The appended flowchart (**Annex D**) shows the end to end process we take when producing and reviewing a Local Transport Strategy. This is done in consultation with the relevant borough/district. The end to end process also lists all the stakeholders involved in the development of the strategy and all the sources that information is drawn from.

The development of the cycling plans and LCWIPs will mirror this approach. The district and borough councils are the key consultees within this process and we want them to have ownership of their plans.

In the development of the existing cycling plans we have also worked closely with local members, the area highway teams, planning officers, transport policy transport studies and road safety.

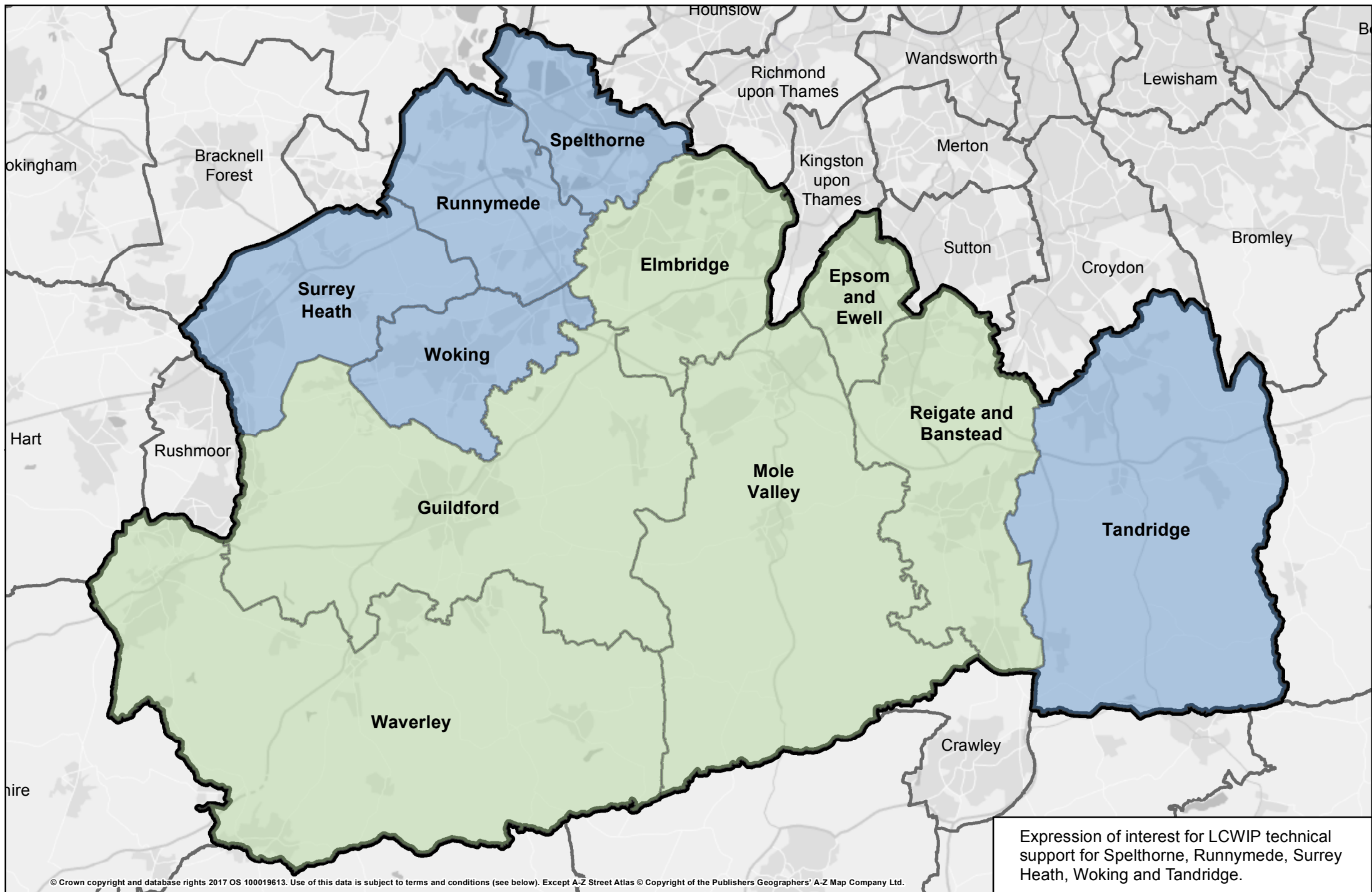
External groups we have engaged with includes any local cycle forums and/or bicycle user groups, Sustrans, Cycling UK, Surrey Wheels for All and neighbouring borough councils.

SECTION E: Declaration

E1. Senior Responsible Owner Declaration	
As Senior Responsible Owner, I hereby submit this Expression of Interest for LCWIP support on behalf of Surrey County Council and confirm that I have the necessary authority to do so.	
Name: Trevor Pugh	Signed: 
Position: Strategic Director Environment and Infrastructure	
Submission of proposal: Applications must be submitted by 4pm 30th June 2017 Submissions should be sent electronically to walking.cycling@dft.gsi.gov.uk	

Annex A

Surrey's Borough and District areas



Expression of interest for LCWIP technical support for Spelthorne, Runnymede, Surrey Heath, Woking and Tandridge.

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Surrey Districts and Boroughs



Annex B

Project Governance

Approval bodies

Department of
Transport/ LEP/ LTB

SCC Cabinet

SCC – Cabinet Members
• Economic Prosperity
• Environment & Transport
• Highways

SCC – Environment &
Infrastructure Select Committee

Local / Joint Committee

Local/Joint Committee
Member Task Group

SCC – Cabinet Members

- Economic Prosperity
- Environment & Transport
- Highways

Approve

Infrastructure Board –
Directorate Management Team [DMT]

Monitor

Scrutiny

Transport Infrastructure
Assurance Network TIAN

Monitor

Direct

Local Transport Strategy
Working Group for
Borough / District

Control

Walking/Cycling Working
Group for
Borough/District

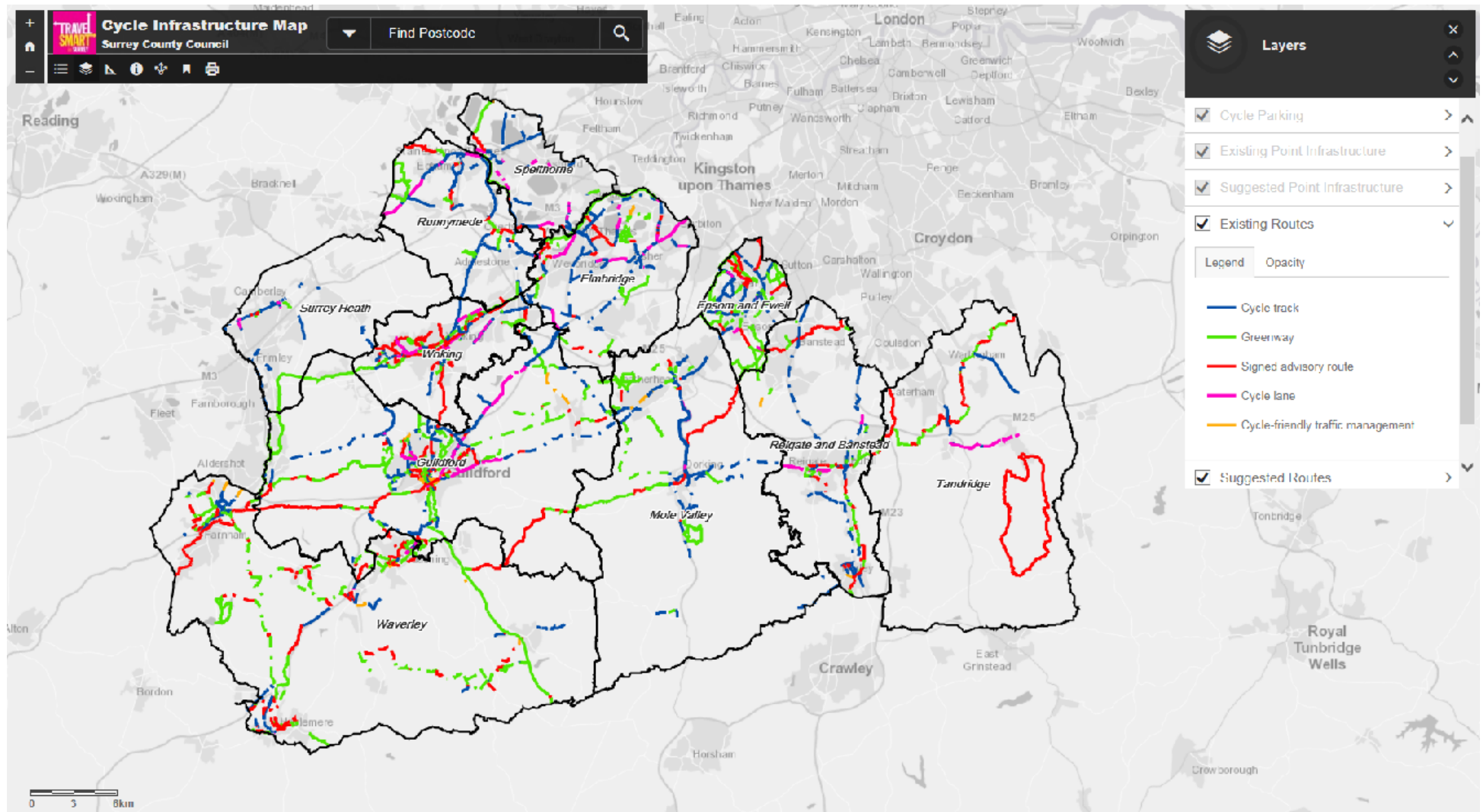
Deliver

Delivery Group for other
schemes in
Borough/District

Annex C

Cycle Infrastructure map

Annex C



Annex D

End to End Process

Local Transport Strategy & Forward Programme – end to end process for producing and reviewing LTS

