



# **Tandridge Cycle Network & Titsey Hill to Warlingham Cycle Route**

**6 June 2003**

## **KEY ISSUE**

Prioritising and developing the Tandridge Cycle Network and the future of the part completed Titsey to Warlingham cycle route.

## **SUMMARY**

At their meeting on 23 April Members of the Local Committee reaffirmed their desire to implement cycling improvements on an incremental basis, and asked that Officers revisit proposed cycling scheme allocations in the Local Transport Plan for 2003/04 with this in mind.

The first allocation was to identify, prioritise and develop cycle routes within Tandridge and recommend a Tandridge Cycle Network.

The second allocation was to complete the Titsey Hill to Warlingham cycle route, which was suspended last year due to financial restrictions

## **RECOMMENDATIONS**

The Committee is asked to agree:

- a) That a draft Cycle Network for Tandridge be progressed, and that this network be consulted on and publicised as widely as possible to ensure that any routes that are developed meet public expectations and demand.

- b) That the Titsey Hill to Warlingham cycle route be completed this financial year.

## **INTRODUCTION/BACKGROUND**

1. Surrey County Council's Local Transport Plan (LTP) is a statement of transportation strategy to 2016 and supports its bid to Government for Capital funds. The LTP sets out objectives and targets, identifies problems and opportunities and provides a strategy and implementation programme to work towards achieving sustainability in Surrey. Two of the eight key targets are specifically aimed at increasing cycling and improving opportunities for cycling in the County.
2. In order to achieve the LTP targets and ensure continued financial support from central Government, every Local Transportation Service has a responsibility to encourage and promote cycling as an alternative mode of transport and develop and implement an effective local cycle network.
3. The LTP Progress Report for 2002 showed that, instead of progressing towards these targets, the number of cycling journeys has actually decreased since 1999 to less than 2% of all journeys in Surrey.
4. No cycle routes were completed in Tandridge last financial year, as the Titsey Hill to Warlingham cycle route was put on hold due to budget constraints.
5. A draft Tandridge Cycle Network was developed last year which was presented to the Local Committee on 3 February 2003. The Network intended to link the main centres of Tandridge and provide a plan of both leisure and commuter routes, on and off road. This report considers the next steps needed to support the development of these routes.

## **ANALYSIS AND COMMENTARY**

### ***Tandridge Cycle Network***

6. In 2002/03 a budget was set aside to develop a cycle network for Tandridge. Initial routes were identified by the Tandridge Cycle Forum, a local Agenda 21 group consisting of people with an interest in promoting cycling in the Tandridge area as well as representatives from other organisations. Engineers spent last financial year investigating these routes to determine feasibility, the end result of which was the network presented to Committee in February 2003.
7. It was agreed that this network was not yet sufficiently developed to be able to effectively prioritise routes. Additional work on these routes, including a broader consultation process, should be progressed this financial year. This process should highlight locations where routes may be completed to encourage an increase in cycle journeys, near schools or town centres, for example, which will suggest the best use of the resource available from the LTP to support this type of journey. Involving local people will ensure that the routes developed meet local demand and expectations, and have broad public support.

### ***Titsey Hill to Warlingham Cycle Route***

8. The proposed upgrade of the existing footpath along the B269, Titsey Hill to Warlingham, to a shared cycle path, was agreed at Committee in 2001. The scheme included junction improvements, the creation of a 2m wide path along the existing verge, and additional signing. The project was split into six stages shown in ANNEXE 1, to ensure minimal disruption during construction.
9. Stages 1, 2 and 6 of the route, shown on the map attached, currently remain unfinished. Preparatory work and detailed design was undertaken last year, however, the scheme was halted before construction could begin. Revised costs will have to be confirmed with the new contractor, however, an outline costing suggests that approximately £80,000 will be needed to complete construction, including signing, of this route. In its current state, the route is unsafe, and should be completed as soon as possible.
10. The Local Transportation Service has received several complaints about the unfinished state of the route, not least from Tandridge District Council, who contributed funding in 2001/02 to support this scheme.

### **CONSULTATION**

11. It is proposed that the draft Tandridge Cycle Network be advertised at key centres around Tandridge in 2002/03. The benefits of this process should be twofold. Firstly, it should highlight popular routes and those routes that are currently considered unsafe, enabling effective prioritisation. Secondly, it will publicise the work that the Local Committee are doing locally to support the development of cycling in Tandridge.
12. By consulting widely with local residents, it will ensure that any routes resulting from this process will have public support from the outset. An effective consultation process may include: an insert in the Tandridge Magazine with a response form, information and feedback on the Surrey website, and a mobile exhibition to be shown at libraries, schools and other public venues.
13. The Cycle Network that is developed following the consultation should again be widely publicised to encourage cycle journeys for local people and others wishing to cycle in Tandridge, whether for business or leisure purposes. It is hoped that a map of cycle routes in Tandridge could be produced to complement the existing information available on the Surrey Cycleway and the National Cycle Network.

### **FINANCIAL IMPLICATIONS**

14. The cost of developing and publicising a cycle network in Tandridge is £10,000. The financial implications of not making provision for cycling in Tandridge from the LTP, could result in a reduction in the amount of money available to spend on LTP projects in future years, as decisions on how LTP funds are allocated are linked to the development of the key theme target areas, like cycling.
15. The cost of completing the Titsey Hill to Warlingham cycle route is approximately £80,000.

## **SUSTAINABLE DEVELOPMENT IMPLICATIONS**

16. The provision of safer cycle routes in Tandridge will support an increase in local cycle journeys, thus supporting local environmental and economic initiatives, and current LTP objectives.

## **CONCLUSION**

17. The development of a Tandridge Cycle Network will support Surrey County Council's LTP targets for increasing opportunities for cycling. Alongside this ambition, is the need to respond to local demand and expectations for the provision of cycling in the District.

18. It is anticipated that a formal public consultation of the routes developed to date will highlight those routes that could be progressed in future years, as and when funds are available, and publicise local support for cycling improvements in Tandridge.

19. The completion of the Titsey Hill to Warlingham cycle route will provide a high quality cycle route between Warlingham and Oxted, as well as a link to the National Cycle Network, and therefore improve safety for cyclists using these routes.

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**BACKGROUND PAPERS:**

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