



**SCC LOCAL COMMITTEE IN  
SPELTHORNE**

**TP 26 SUNBURY – PROPOSED  
SHARED PEDESTRIAN / CYCLE  
ROUTE**

**19 JUNE 2006**

**KEY ISSUE AND SUMMARY:**

To consider the responses to the public consultation on a proposed shared pedestrian / cycle route along TP26 Sunbury.

**OFFICER RECOMMENDATIONS:**

The Committee is asked to agree the route that a proposed shared pedestrian / cycle route should take.

## **1 INTRODUCTION and BACKGROUND**

- 1.1 The strip of land known as TP 26 was reserved for the Lower Sunbury Relief Road but was abandoned during the late 1980s. The land runs west / east between Green Street and Oakington Drive (previously between Green Street and Staines Road East) and is shown in the Borough's Local Plan as public open space. There are no formal rights of way across the land.
- 1.2 For many years it has been an aspiration of both Councils to provide a shared pedestrian / cycle route along this strip of land in line with the Safer Routes to Schools initiative and to encourage people to use modes of transport other than the private car.
- 1.3 The land is currently owned and maintained by Surrey County Council and during the last few years negotiations have taken place between the County and Borough officers with a view to Spelthorne acquiring the land. During January 2004 Spelthorne Borough Council's Executive considered whether to purchase the land known as TP26, however, they resolved not to purchase the land at that time.
- 1.4 Officer level discussions continue regarding the transfer of land and both Councils appear to be in a position to agree the terms of the land transfer and still enable the scheme along the route to be progressed.

## **2 ANALYSIS and COMMENTARY**

- 2.1 Surrey and Spelthorne officers have worked in partnership to agree the proposed route shown at Annex A which is circulated separate from the agenda. It is intended that the route will be as close to the trodden path as possible but kept away from tree roots. Signs will be kept to a minimum, however some will be needed near the highway to ensure the scheme complies with highway standards and safety requirements. Street lighting is considered to be inappropriate along the route.
- 2.2 The material of the route surface has not yet been decided, however it will be sympathetic to the surrounding area, be low maintenance and durable. Further consultation will take place with Members and Kempton Park and Lower Sunbury Residents' Associations.

## **3 CONSULTATIONS**

- 3.1 Public consultation has been carried out with local County and Borough Members, Surrey Police, local schools, those using the route during the morning and afternoon peak times and residents whose homes abut the land known as TP 26. Early responses to the consultation show

considerable support for the scheme with 91 responses in favour of the proposal and 26 respondents against it. An annex to show all responses that we have received will be provided at the Committee meeting.

- 3.2 Among the responses received so far, there are several concerns about the use of the route by motorcyclists. However the route already has a hard surface during dry weather and this does not seem to attract them.

#### **4 FINANCIAL IMPLICATIONS**

- 4.1 A sum of £50,000 has been allocated in the Local Transport Plan budget for the current financial year with an indicative programme of £50,000 allocated for 2007 / 2008 and 2008 / 2009. This year's funding should deal with feasibility, public consultation, scheme design and land ownership matters. It is proposed that the funding provisionally allocated for future years would be passed to Spelthorne to arrange for the surfacing works to be carried out. This will ensure Spelthorne has the control over maintenance arrangements.

#### **5 SUSTAINABLE DEVELOPMENT IMPLICATIONS**

- 5.1 This proposal would encourage modes of transport other than the private car and would particularly support the Safe Routes to Schools initiatives.

#### **6 CRIME & DISORDER IMPLICATIONS**

- 6.1 There are no crime & disorder implications at this stage, although there is concern from some residents that motorcyclists would use the route and that young people may gather there.

#### **7 EQUALITIES IMPLICATIONS**

- 7.1 There are no implications.

#### **8 CONCLUSION AND REASONS FOR RECOMMENDATIONS**

- 8.1 Early responses to the public consultation indicate the majority of those consulted favour the introduction of a shared pedestrian / cycle route generally in line with the existing trodden path along the route known as TP26.

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**BACKGROUND PAPERS:** Report to SBC's Executive dated 13-01-04.  
Responses to the public consultation.