

Mole Valley Local Committee
**LEATHERHEAD CYCLE SCHEME -
OVERVIEW**

OVERVIEW

- CREATING A SHARED SPACE**
- SCHEME BUDGET**
- NEXT STEPS**

International Transport Design & Policy is moving to shared use of space

September 2012: Department for Transport publish “Shared Use of Cyclists & Pedestrians” encouraging Transport Planners to adopt new thinking. Following promotion, Sustrans government body for cycling confirms:

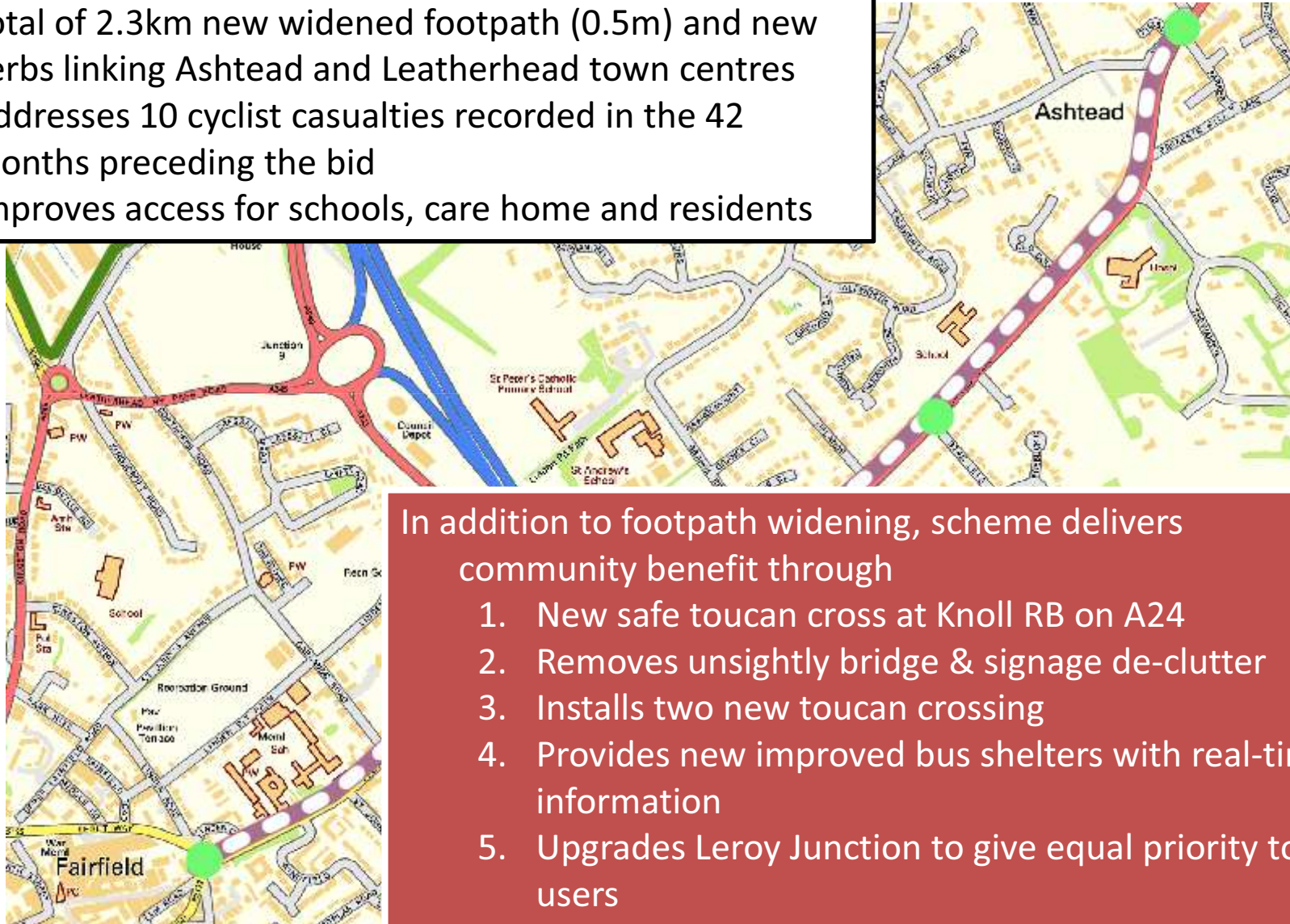
- ✓ Where pedestrians walk in groups (esp at weekend and school journeys) they are more likely to ignore segregation unless width are adequate
- ✓ Cyclists are more observant of speed and have better journey times
- ✓ Narrow segregated routes can encourage territorial behaviour between users
- ✓ Narrow Segregated routes have higher level of non-compliance
- ✓ Unsegregated routes require few signs and markings, thereby offering a less urban and intrusive solution

International & National Government Policy is looking to move further with promotion of shared space between cars, cyclists and pedestrians



Leatherhead to Ashted scheme

1. Total of 2.3km new widened footpath (0.5m) and new kerbs linking Ashted and Leatherhead town centres
2. Addresses 10 cyclist casualties recorded in the 42 months preceding the bid
3. Improves access for schools, care home and residents



Leatherhead to Ashted scheme

1. It is not for professional cyclists or to promote cycling speed.
2. A segregated solution for cyclists would have cost £5m to £8m via Linden Pitt Path and took 2-3 years to construct.
3. Neither SCC nor DFT are able to support such schemes
4. Evidence suggests that professional cyclists would ignore route due to preference for road use



Scheme Budget

Original Scheme				
	Scheme	Original Estimate	Final Price	DFT Funding
	Widen 2.3KM footpath, create road tables & provide 2 new toucan crossing	730,000	738,000	600,000
	SCC Design Costs	120,000	150,000	
	Sub Total	850,000	888,000	-33,000
Additional Enhancements				
	New bus shelters, street lighting relocation & toucan crossing at Stag Leys	0	84,700	100,000
	Remove Grange Rd Footbridge & replace with at gradient traffic signals	0	176,630	
	Sub Total	0	261,330	
	Total	850,000	1,149,330	700,000
	Contingency Not Used		100,000	

Scheme timeline

Date	Activity
26 th June 2013	Fund announced by DfT
30 th November 2012	Deadline for bids
4 th April 2013	Bid announcement by DfT
July / August 2013	Public Consultation for scheme
December 2013	Local Committee Chair and divisional members approval to proceed, based on scheme as proposed during public consultation
February 2014	Construction commenced
October 2014	Safety Audit carried out

Scheme Value For Money

- Scheme benchmarked as lower than UK average cost per sq m
- Scheme not comparable to Project Horizon, as horizon does not deliver any traffic signals, junction amendments, or significant kerb replacement. Horizon Materials ordered 3 years in advance allowing 15% discount.
- Construction Costs variations within tolerances (4%)
- VFM assessment of projected reduction in personal injury collisions gives a payback in terms of the value of casualty reductions in less than 5 years
- Additional costs are associated with scheme enhancements and long term reduction in maintenance burden as footbridge no longer needs to be replaced every 10 to 15 years

Next Steps

- **September**
 - Project Lessons Learned, exploring what can be improved in public consultation, communication and programme management
 - All snagging completed (bus shelters & bollards)
- **October**
 - Grange Rd junction resurfaced via Project Horizon to include review of bus turnings
 - Scheme Safety Audit – to review any specific additional measures along route that would mitigate risk
- **2015**
 - Project Benefit Review –to confirm average usage and success against projected benefits
 - Knoll RB Resurfaced via Project Horizon

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