

# Surrey Strategic Greenway Initiative

Proposals for the provision of a high-quality walking, cycling and horse riding network, spanning the county

Kieran Foster - National off-road advisor, Cycling UK. June 2020

 **SurreyHills**  
Area of Outstanding Natural Beauty

**we are**  
**cycling**  
The cyclists' champion **UK**



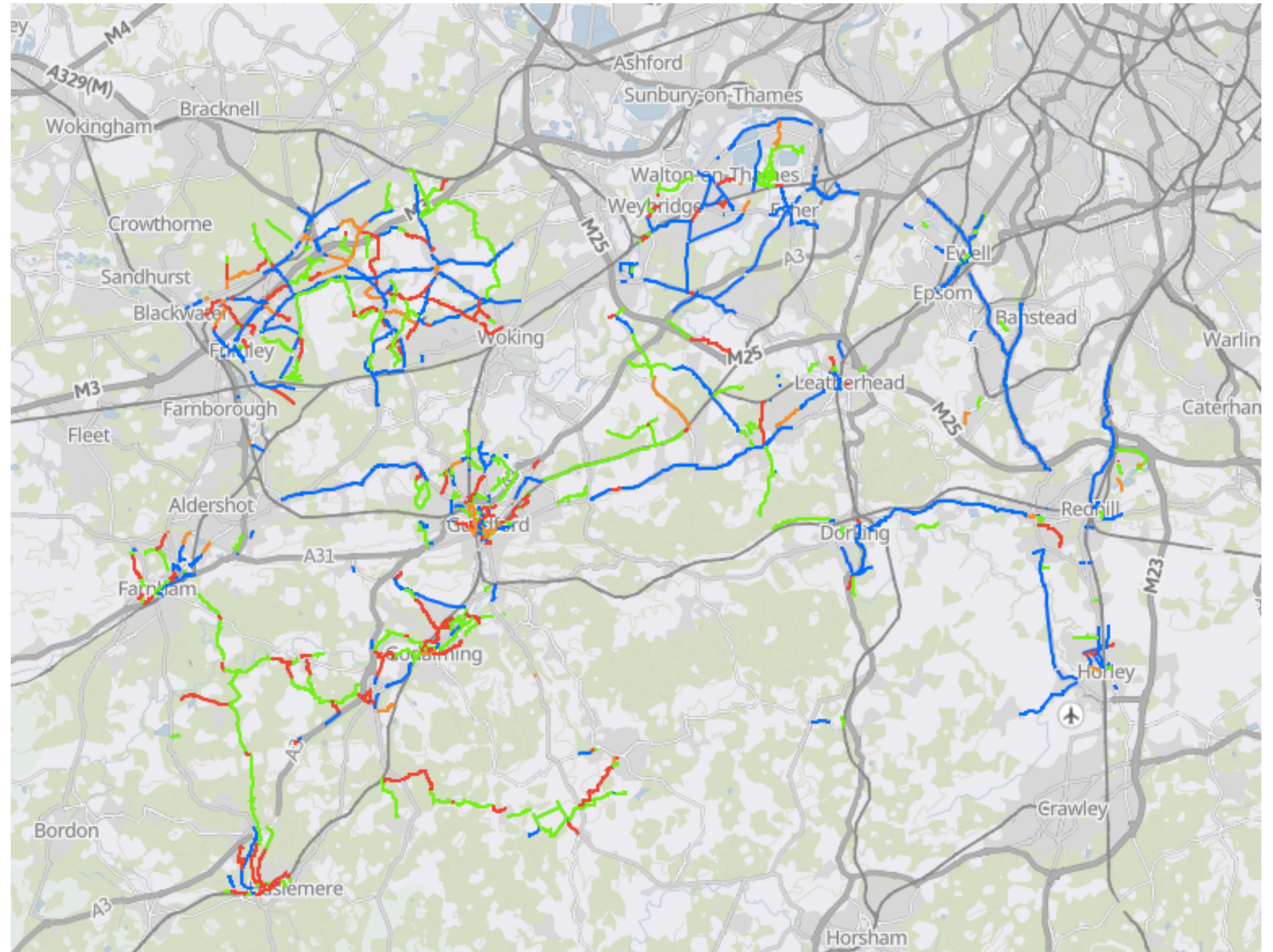
# Creating the new normal :

- Government drive towards decarbonisation
  - Glover review concerns over levels of car use in protected landscapes
  - Social issues of health & wellbeing
  - Post Covid-19 changes in travel patterns & commuting
  - Rural A-Roads now more dangerous than urban roads for cyclists
- Surrey Climate Change Strategy
  - Levels of traffic on minor roads in Surrey growing. Anecdotally much of this is rat running due to traffic management and congestion on main roads & junctions
  - Fear of traffic is biggest element in putting people off cycling
  - Continued increase in light commercial vehicle use due to growth in online delivery
- Surrey Climate Change Strategy
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# Cycling Infrastructure:

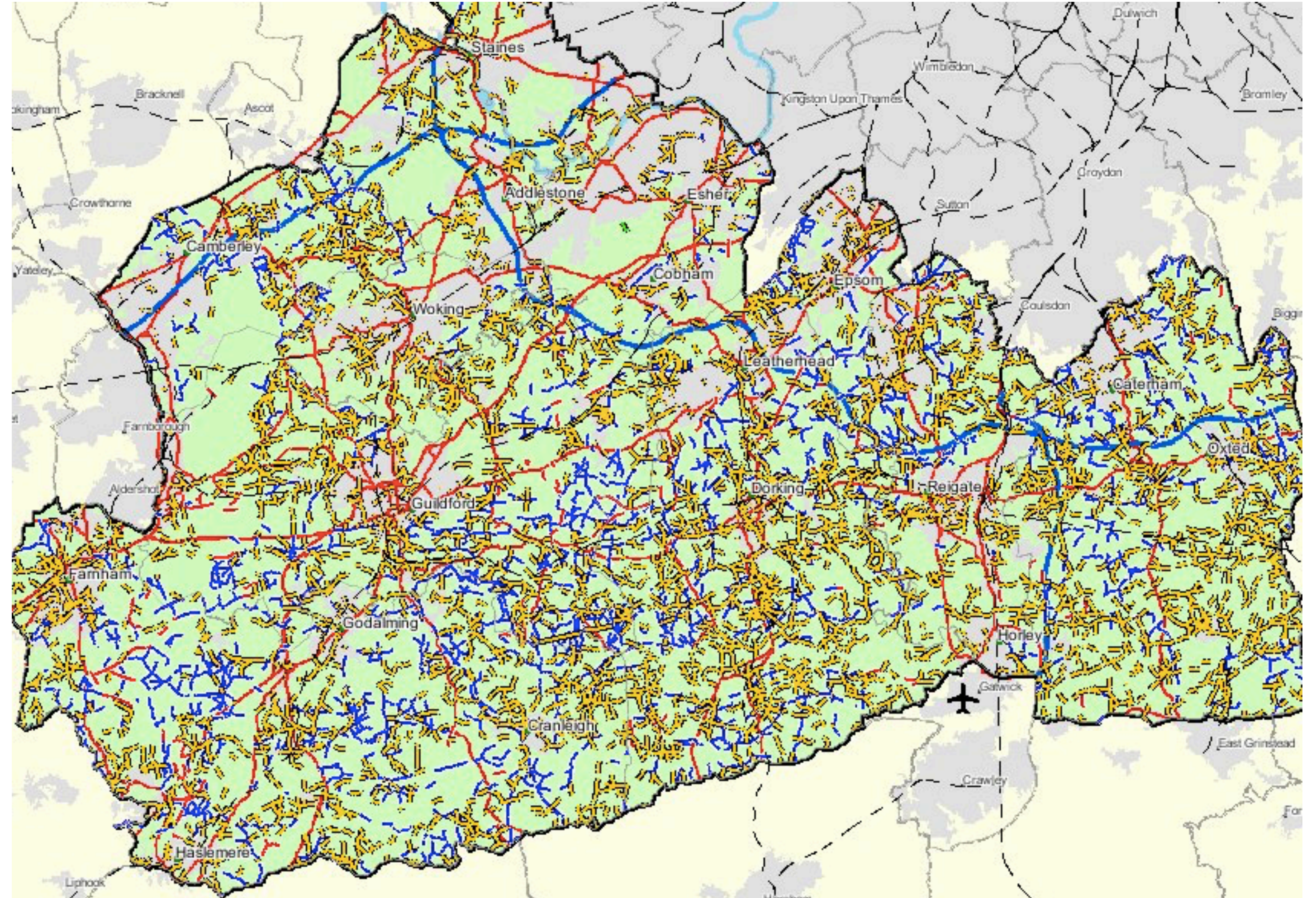
- Often developed on an ad-hoc basis
- cycling & walking investment strategy
- designed & kept at district council level
- integrated with local transport plan, largely road based, focused on local transport & utility cycling needs
- rarely integrated with statutory rights of way improvement plan
- Mainly funded through S106 & CIL





# Walking & Horse Riding:

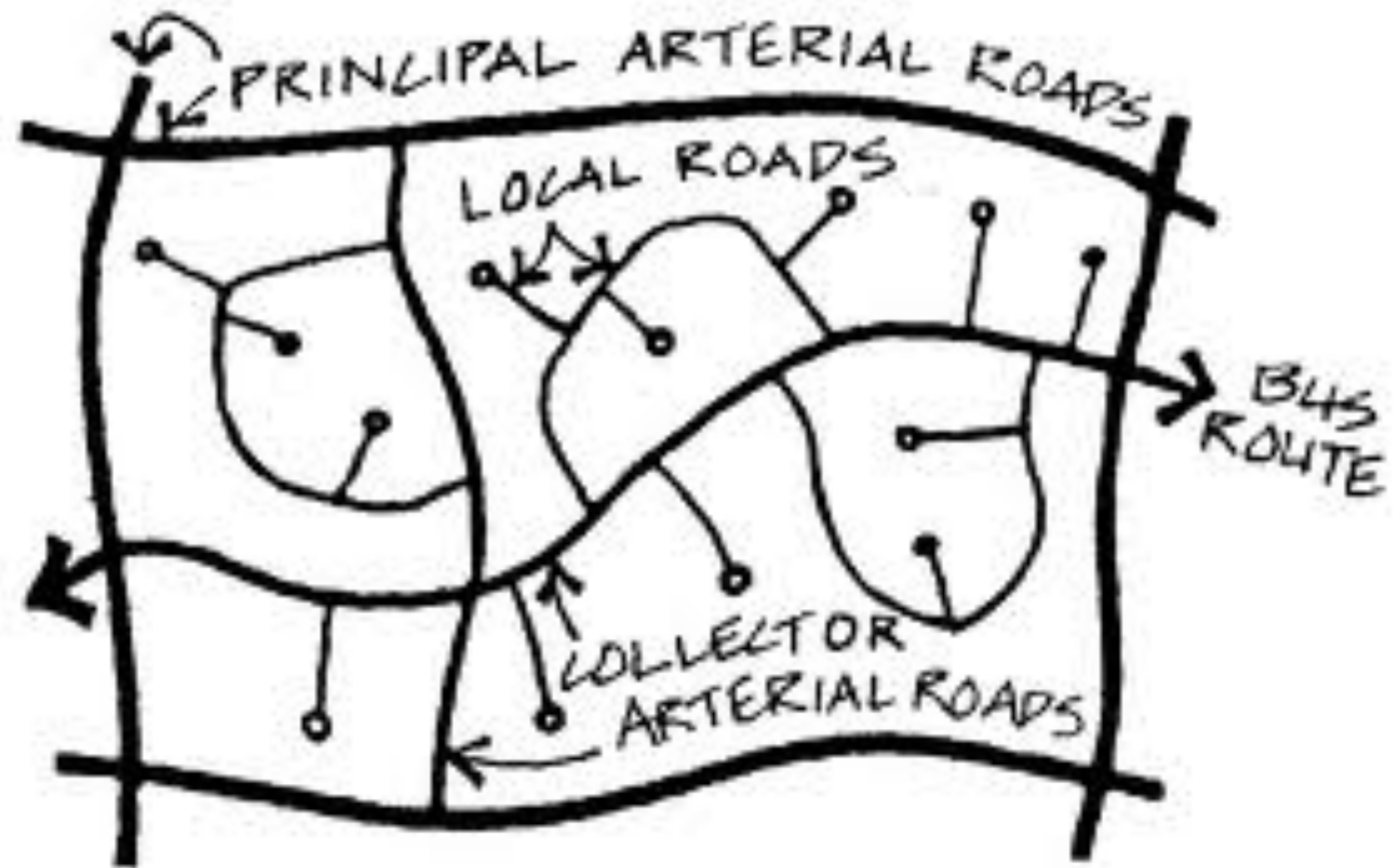
- Focus on historic rights of access
- Managed at county council level
- Statutory Rights of Way improvement plan exists, but no duty (or funding) to deliver improvements
- Mainly funded through County Council budget
- Poor connectivity & inconsistent classification of routes dating back to parish surveys in 1950's
- Compulsory powers exist for creation of new routes where in public interest
- Created just six new bridleways in last ten years





# Hierarchy of Roads:

- Local minor roads feed into network of categorised roads (A, B & C class Roads)
- Managed by County Council
- Large A Roads & Motorways managed as Strategic Network, centrally funded from taxpayer





# Quiet Lanes:

- Government Led Project
- Designed to make country lanes safer and more accessible to vulnerable users.
- Chapel Lane and Ranmore Common Road were part of pilot project in 2004
- Reduced speed limits & other 'soft' traffic calming measures
- Does not prevent rat running traffic using lanes as short cut





# Filtered permeability:

- Frequently used for urban traffic management
- Prevents cars and other motor vehicles using a stretch of road, but allows walkers and cyclists
- Forces traffic to choose alternative route via main roads that are more capable of coping with higher traffic loads
- Reductions of up to 90% of traffic on some residential roads
- Balancing act due to increased length of car journey





# Rural application of filtered permeability:

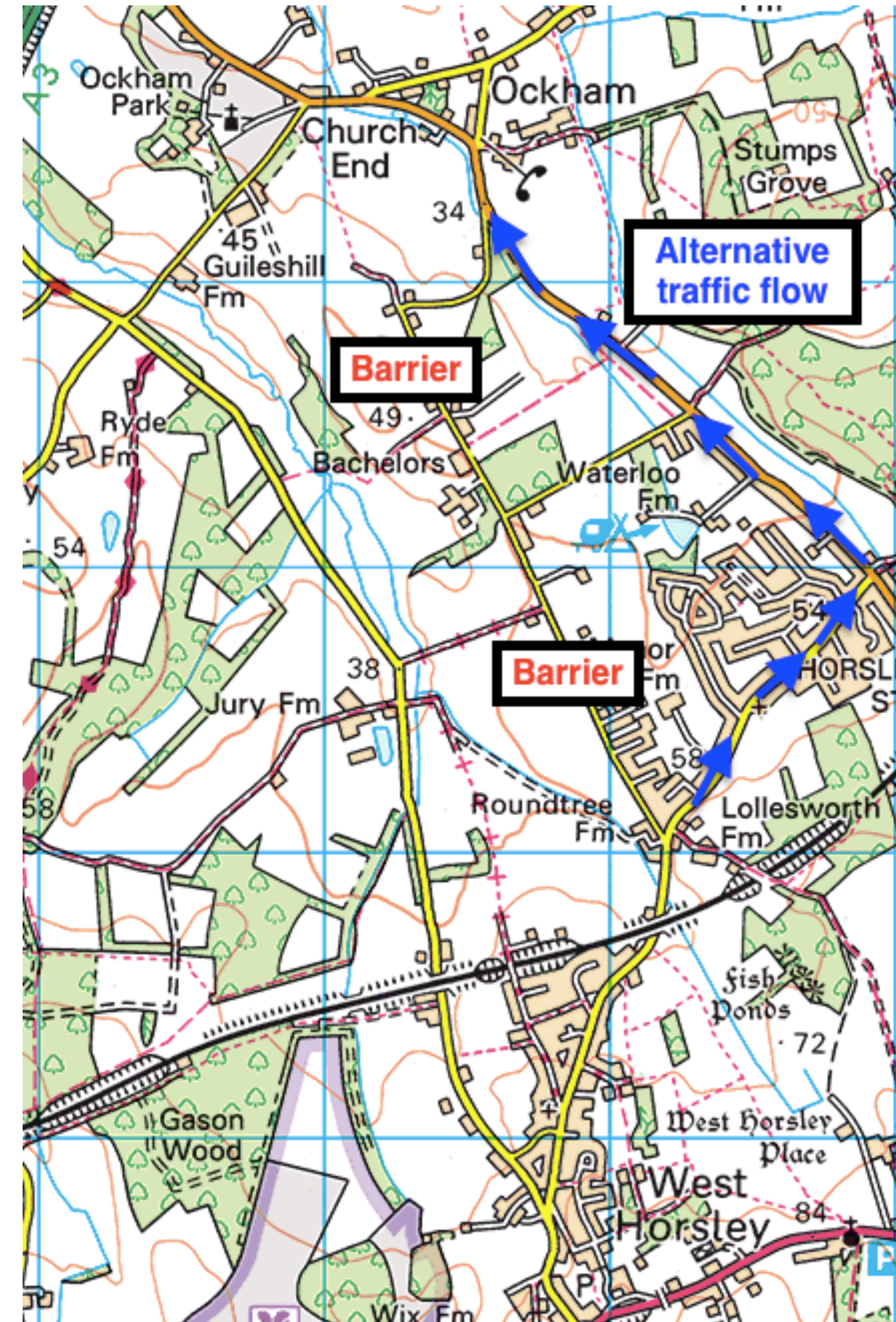
- As in urban areas, prevents cars and other motor vehicles using a stretch of road, but allows walkers, cyclists & horse riders
- Forces traffic off quiet lane and onto alternative route
- Traffic Regulation Orders require consideration of impact on use of network
- Can have significant impact on some residents on rural route - need to consult
- Local residents, farmers & parish council given keys/access codes





# Using filtered permeability to create Greenways:

- Use of a series of barriers can produce low traffic corridor over longer distances - forming a well surfaced high quality greenway at minimum cost
- Routes identified to run parallel to existing road corridors and integrate with rights of way. Minimal increase in journey for car users.
- Dilution effect - Major % reduction in traffic on minor roads only results in minor % increase in traffic on major roads
- Connect towns & villages - three car routes reduces to two car routes and one greenway/quiet lane for non motorised users



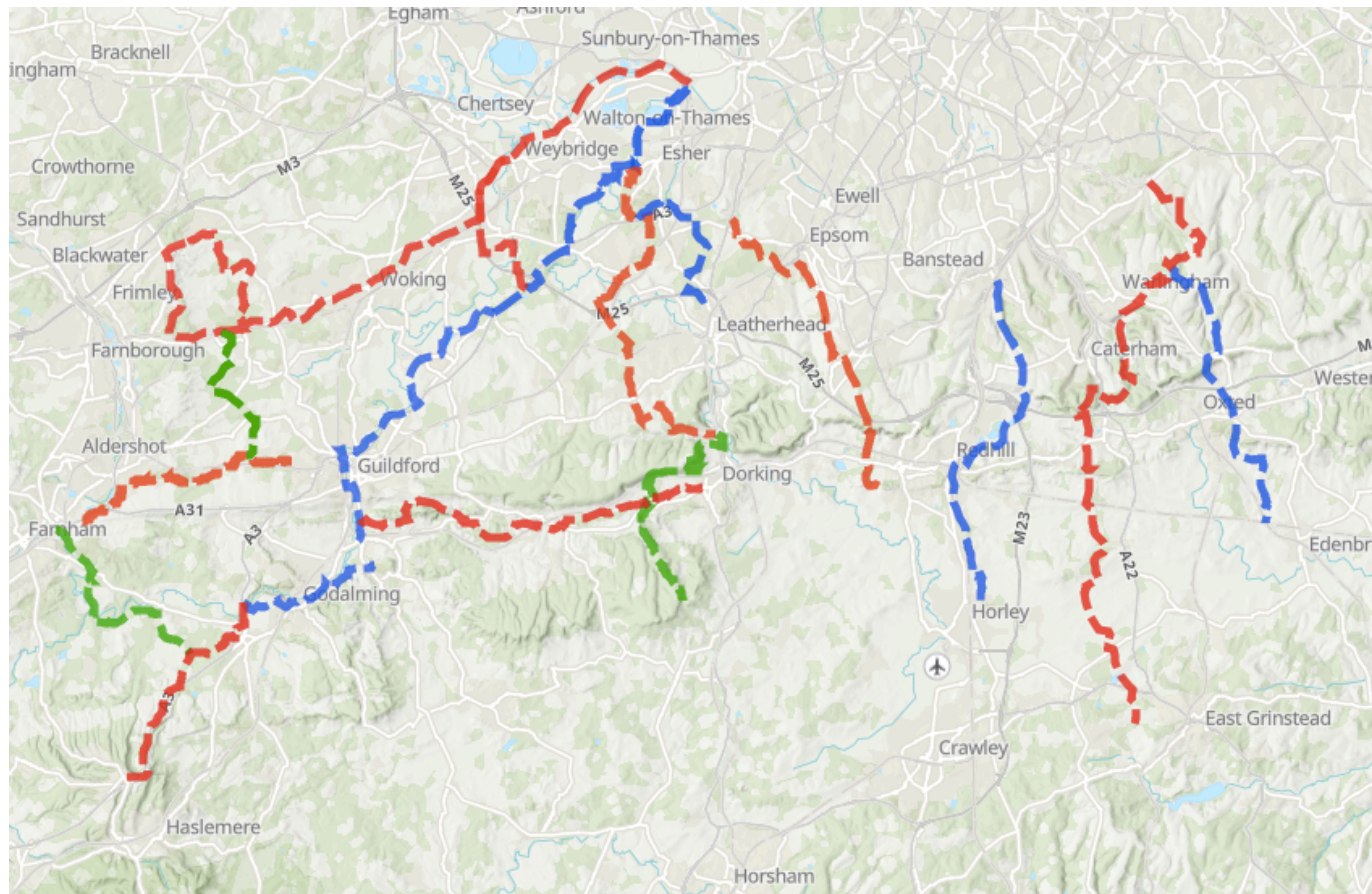


# Integrating Quiet Lanes and new Public Rights of Way to Create Strategic Greenways

- Follow hierarchy of roads model to create continuous, strategic, network of greenways that connect places and people,
- Unlike National Cycle Network there is a clearer distinction between transport and leisure routes
- Also play important role in provision of natural greenspace to connect people with nature
- Central to nature recovery network - use routes as focus for planting of trees and environmental improvements

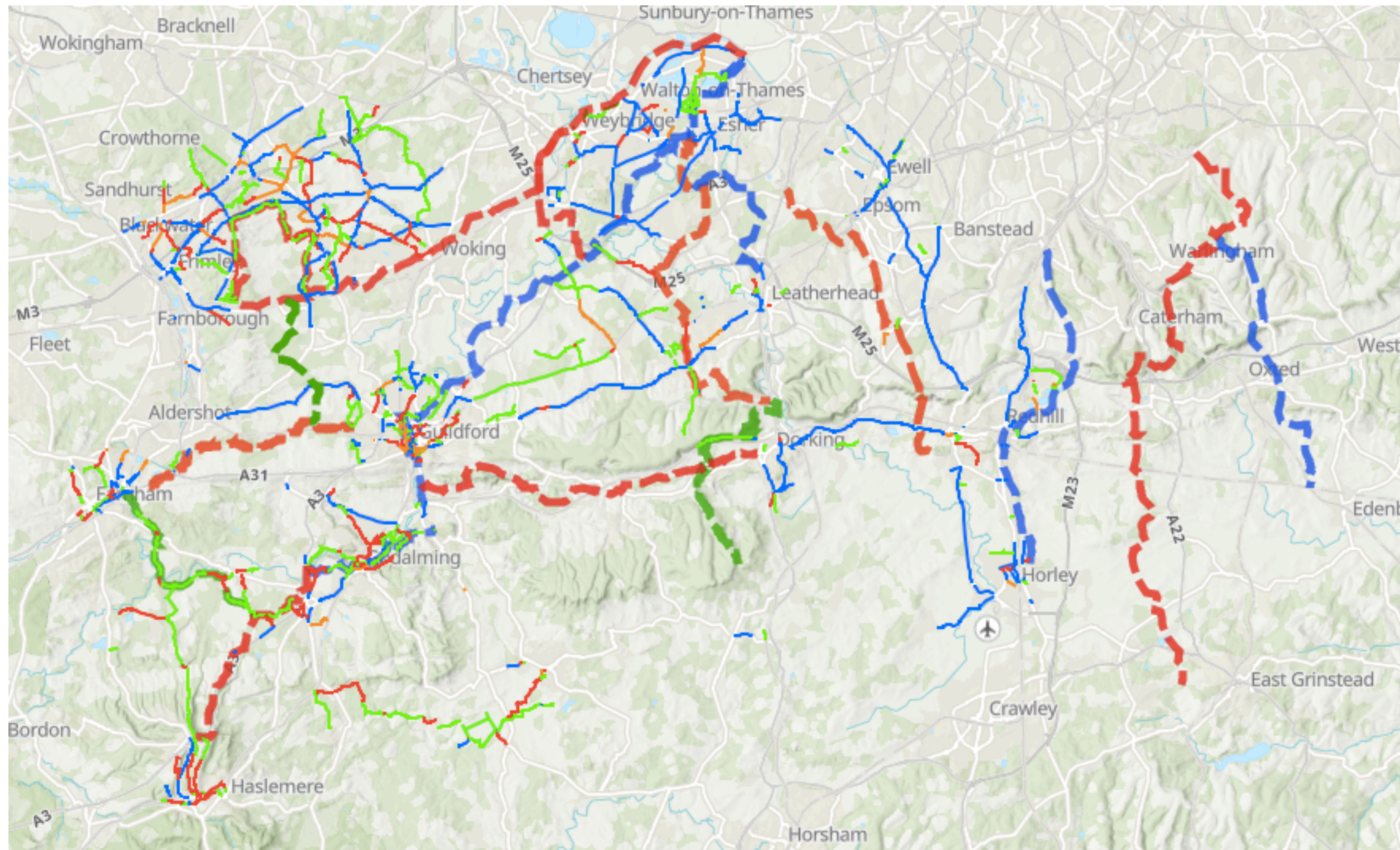






- Blue: Category one greenways - well surfaced, suitable for commuting
- Red: Category two greenways - mixed surfaces but suitable for use all year round for leisure and travel, less suitable for 'fast' cycling
- Green: Category three greenways - byways and bridleways and rough surfaced routes that would be unsuitable for travel use, but are ideally suited for nature and leisure use



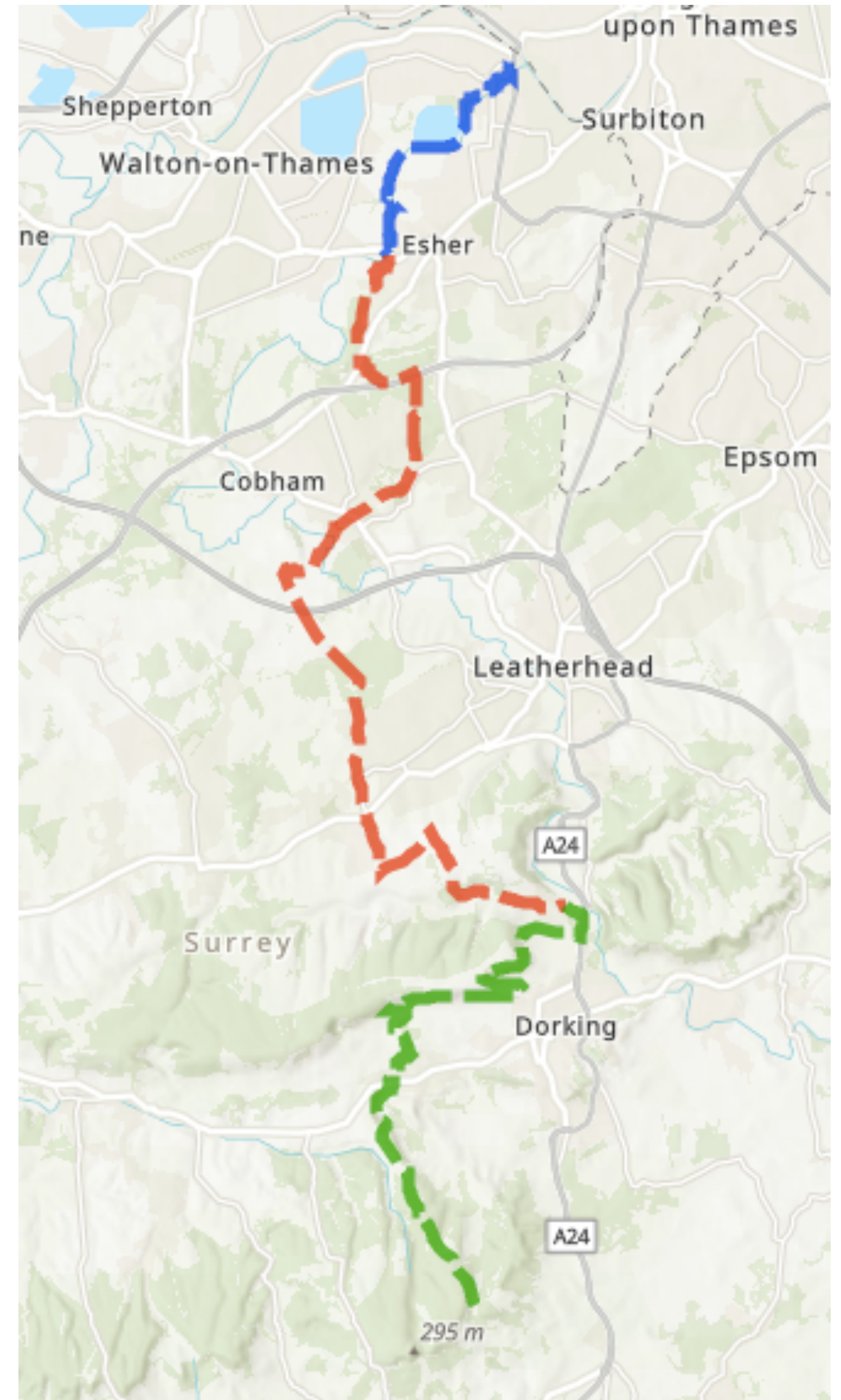


- Strategic connections would supplement local cycle networks and rights of way to allow longer distance traffic free travel across whole of county and better connections between towns and villages
- Would further integrate with rights of way network ensuring that local network of routes connected to a higher strategic framework



# Example Strategic Route: Hampton Court to Leith Hill via Esher, Cobham & Dorking

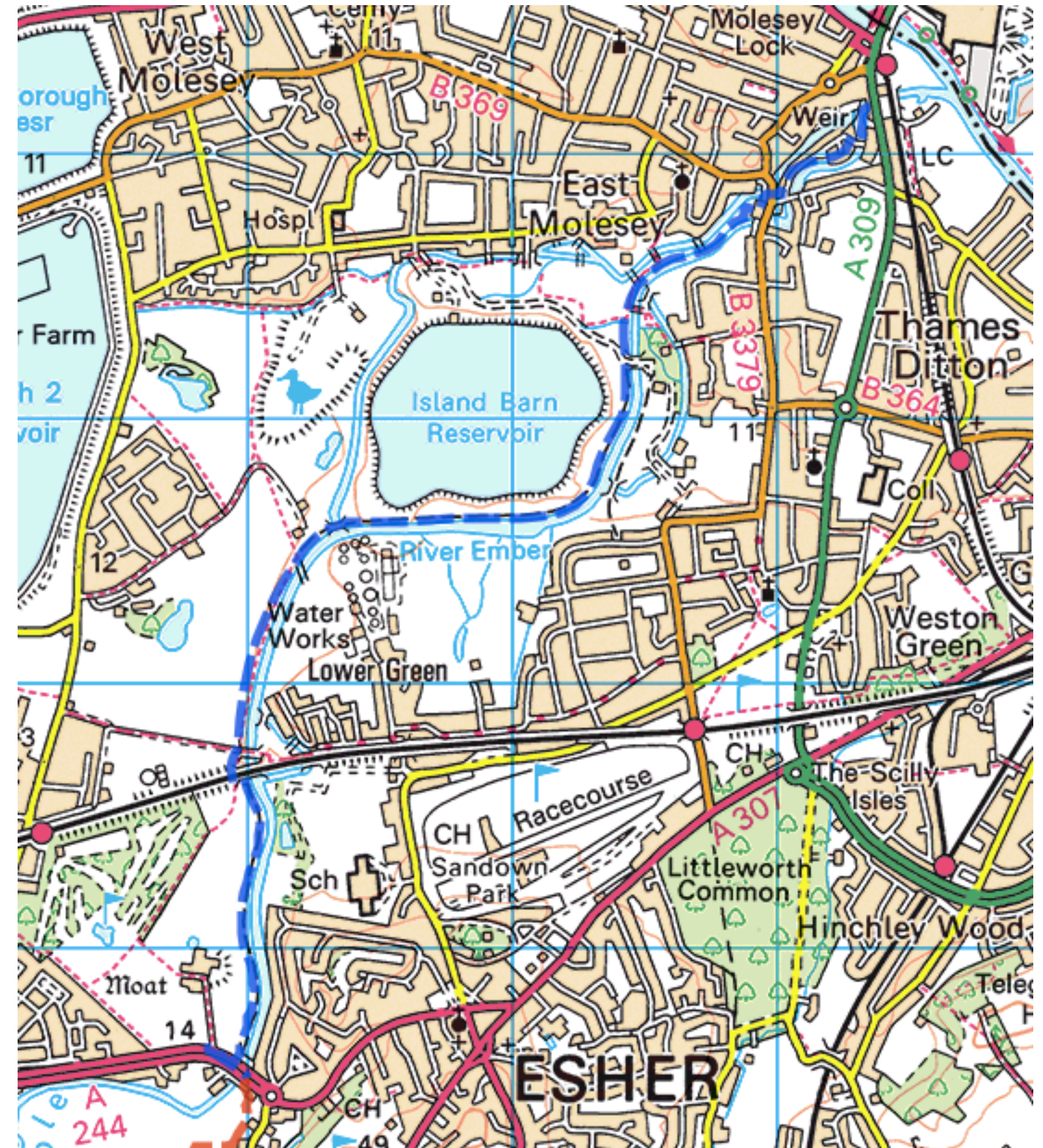
- Good example of the scale and ambition of this project
- Would create an almost entirely traffic free route from Hampton Court Bridge to Leith Hill
- Incrementally more 'natural' as you get further into the countryside
- Would require both introduction of filtered permeability of existing lanes and creation of new cycle tracks/rights of way in order to provide continuous route





# Hampton to Esher

- Entirely new link along course of River Ember using, mainly, an existing vehicular access track owned by the Environment agency but fenced off from public use
- Right of way upgrade/creation required in order to link with bridge
- High quality surfacing required due to significant commuting potential
- Can link all the way to Central London along Thames Path National Trail





# Esher to Oxshott

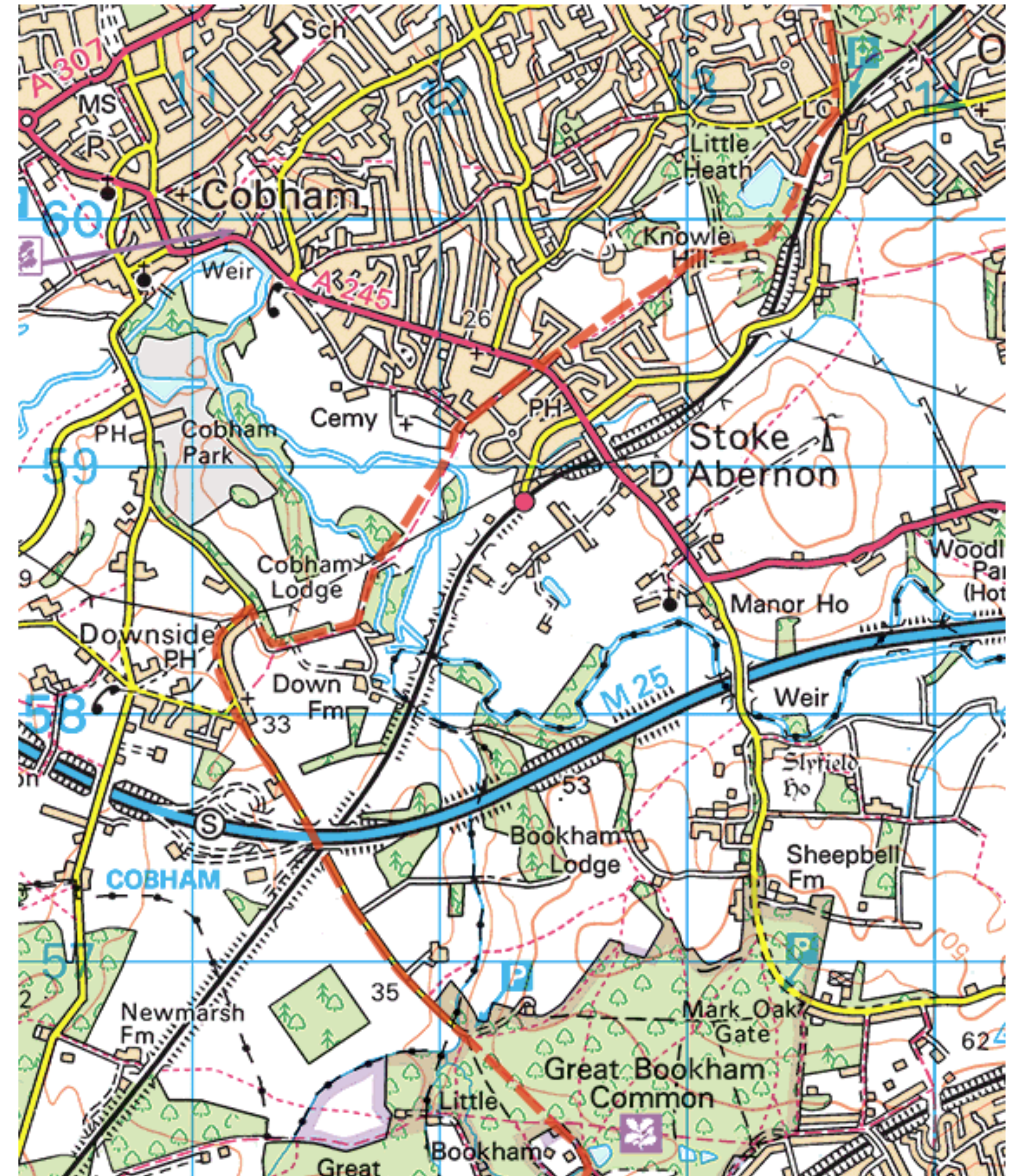
- Short link route required creating West End Common to Esher Bridge
- Creation of marked route across common
- Resurfacing recommended but retaining natural feel in accordance with surroundings
- Further short link required alongside railway to connect to existing PRow Network





# Oxshott to Bookham

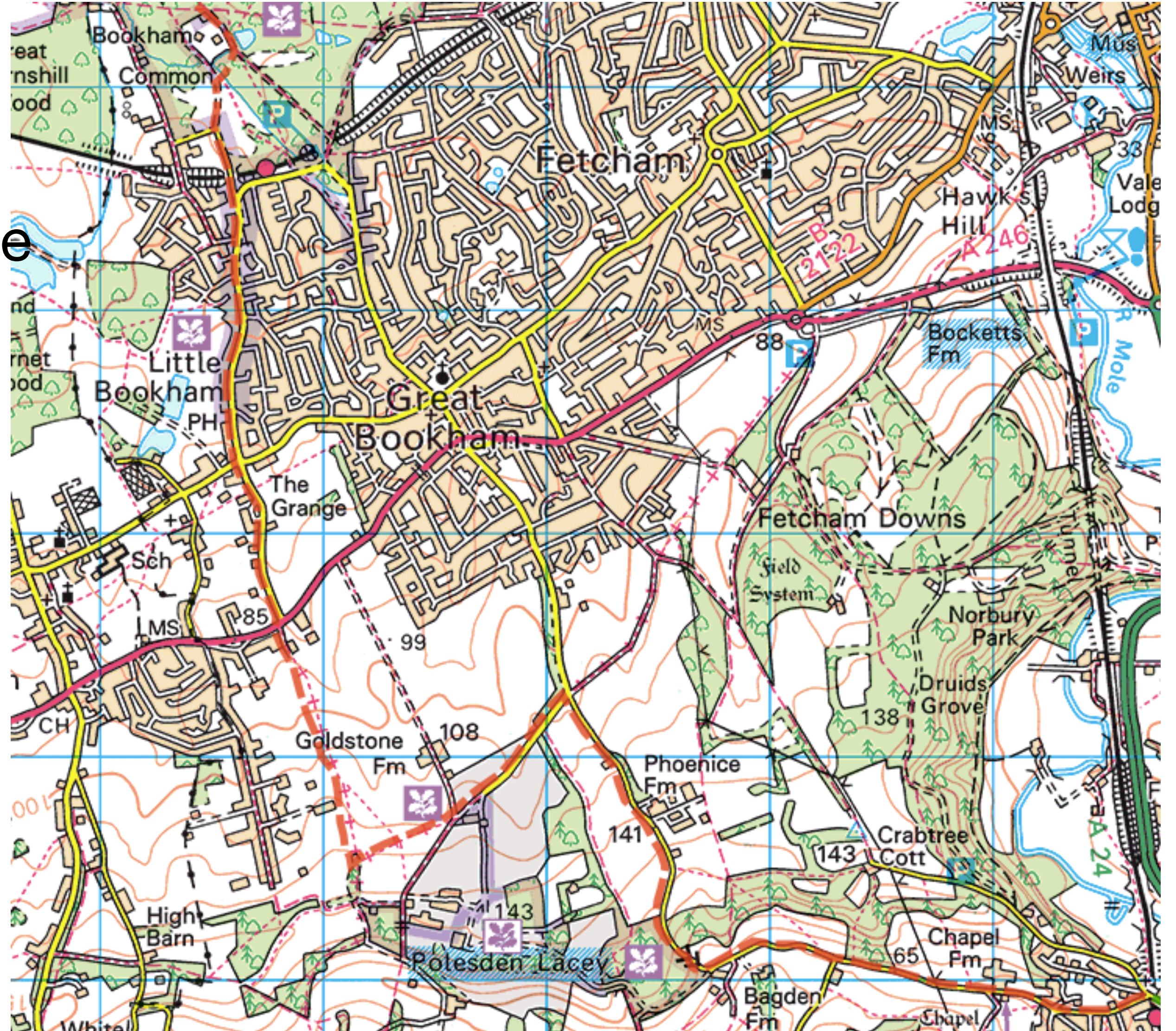
- Would require upgrade of existing footpath through Knowle park
- Then continues along bridleways and minor road that could be closed to public use past Cobham Services
- Further work could provide traffic free connection to Cobham





# Bookham to Box Hill

- Minor roads in residential area could connect to Polseden Lacey. Link route needs filtered permeability
- Then via Chapel Lane (existing proposals for this to be made traffic free) to Westhumble - thereby connecting directly to North Downs Way and Box Hill
- significant benefit to local walkers, cyclists & horse riders





# Westhumble to Westcott via Denbies Estate

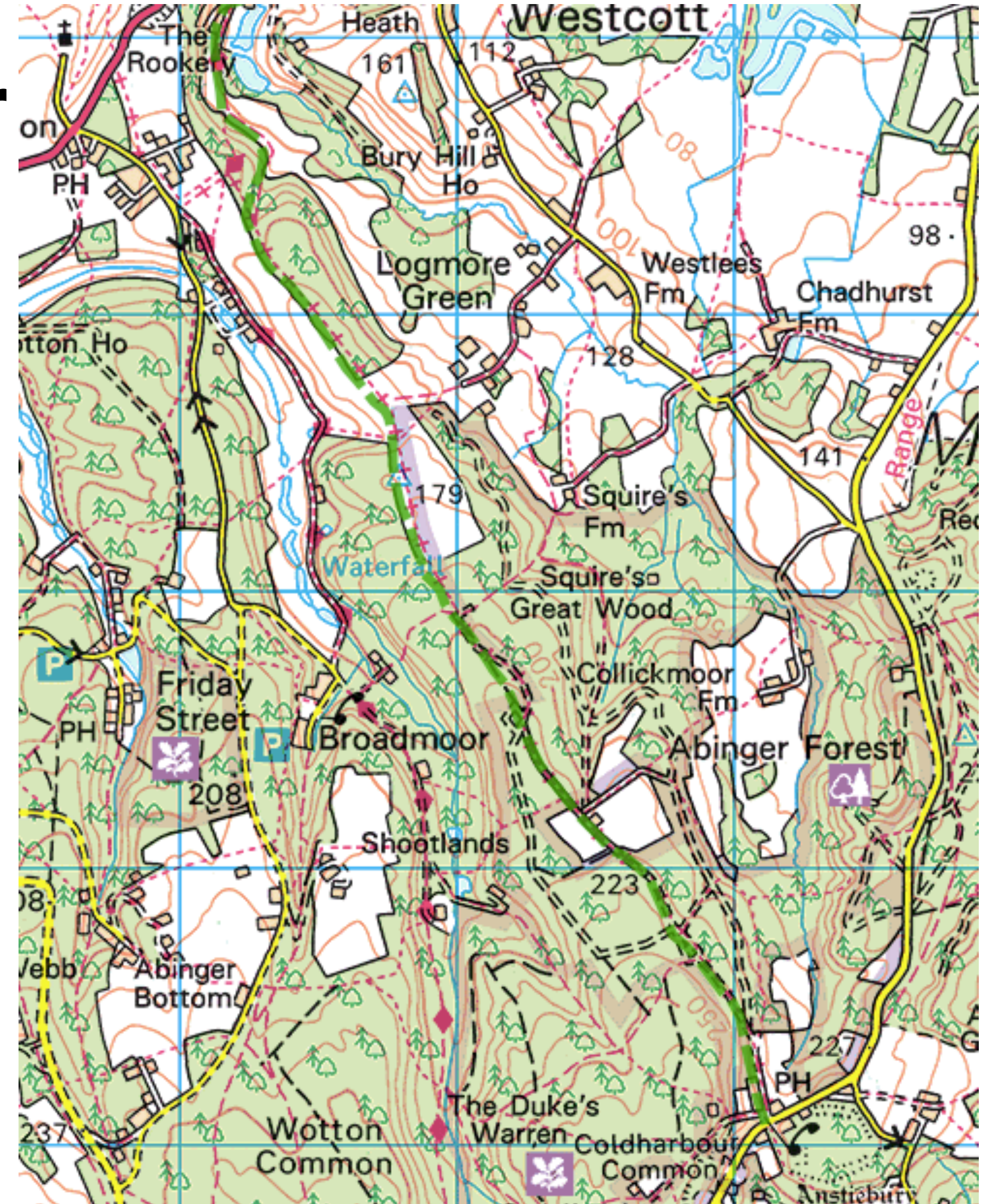
- Upgrade of existing routes and some minor resurfacing would create significant benefit to local network and ensure traffic-free connection between significant local landmarks
- Opportunity to use tunnel on Denbies estate to avoid unsafe road crossing
- Safe Crossing needed at Westcott





# Westhumble to Coldharbour via Wolvens Lane

- Existing Byway open to All Traffic
- Currently subject to significant damage by 4WD use and complaints over fast motorbikes
- Traffic Regulation order would allow closure of route and erection of barriers as per other parts of the route to ensure safety





# **Report of the National Parks Committee 1947 (Hobhouse)**

“We also attach importance to the provision of long distance paths and bridleways in and between National Parks and Conservation Areas. There should be continuous routes which will enable walkers and riders to travel the length and breadth of the Parks, moving as little as possible on the motor roads”



# What will this give us?

- A network of high quality routes that links to local networks
- Ability for families to enjoy countryside close to home
- Strategic traffic free link from central London to Surrey Hills AONB
- Onwards via Downs Link to SDNP South coast

# What is Needed to make it happen?

- Political will - legal powers exist, rarely used at moment
- Funding - minuscule cost in relation to money spent on roads. M25 Wisley junction budget £300+ million
- Community involvement - wider benefits such as planting of trees and creation of wildlife habitat along route needs buy in of local communities
- Willingness to see through the 'noise', especially where road closures may not be popular - need to see the end goal and benefit for whole community