

Annex F: Cycle Tracks Order – Footpath 23 between the River Wey and Weybridge Railway Station

Background

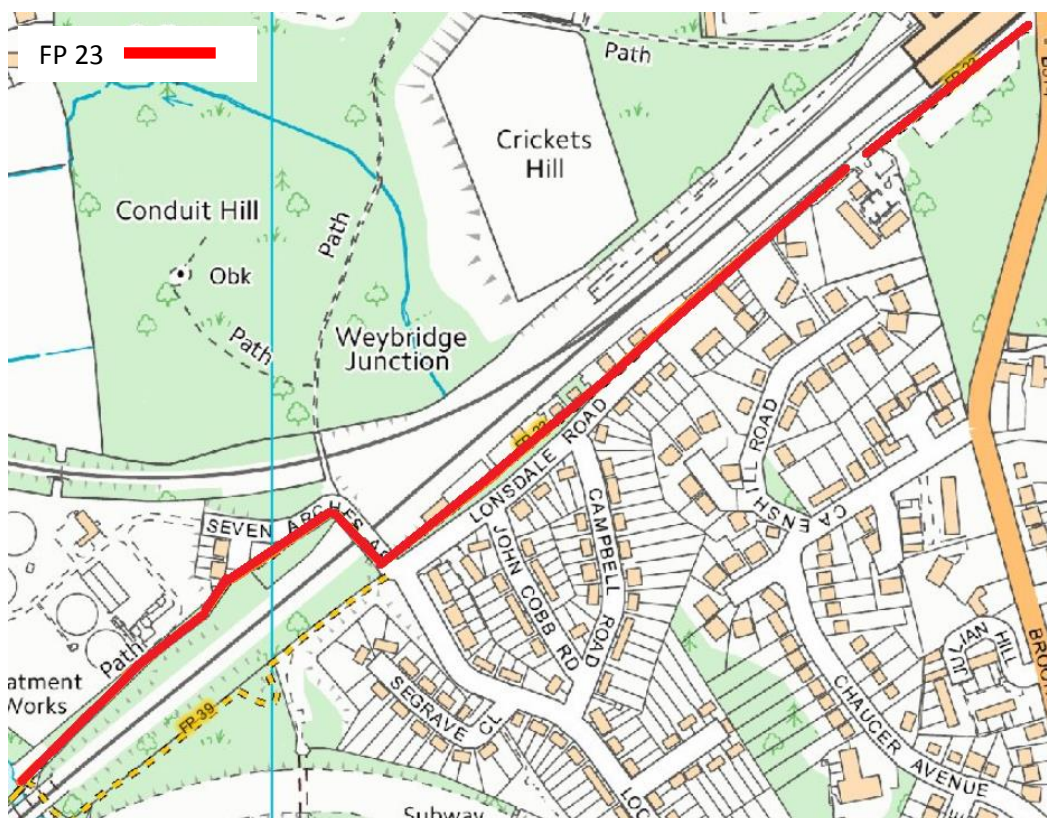
It is proposed to create a formal pedestrian/cycle route between the Brooklands Business Park/Brooklands Community Park and Weybridge Railway Station. The route, separated from busy traffic, would follow the line of the unbound path from the Brooklands Community Park, north along the River Wey to Seven Arches Bridge. It would then continue broadly along the line of Footpath 23 (FP 23) to Weybridge Railway Station. It would be well surfaced and lighting would be improved where appropriate to enable use all year round. The infrastructure to provide the route would be delivered through the Brooklands Business Park Accessibility Project if funding is successfully awarded by the Enterprise M3 LEP. A bid for funding was submitted in April 2018.

The pedestrian/cycle route is needed to improve accessibility to the Brooklands Business Park. It would widen travel choice, encourage more people to travel by sustainable modes and mitigate congestion through reducing the reliance on car travel in the area. Economic appraisal work included within the bid for funding shows that construction of the pedestrian/cycle route would provide good value for money.

Conversion of part of Footpath 23 to Cycle Track

Under the Cycle Tracks Act 1984, the County Council has the power to convert public footpaths into cycle tracks. The public has a right of way on both foot and pedal cycle on a cycle track.

Public Footpath 23 covers the part of the proposed pedestrian/cycle route between the River Wey and Weybridge Railway Station as shown on the map below.



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Public footpaths provide a right of way on foot only, therefore cycling is not currently permitted on the route, apart from where there is an overlap with publically maintainable roads (e.g. Lonsdale Road). In order to permit cycling along the full distance it is proposed that a 2m width of the footpath would be converted to cycle track along the sections where cycling is currently not permitted. This proposal is shown across Map 1 and Map 2 that have been included.

The remaining width not converted to cycle track would remain public footpath. This is important in order for FP 23 to remain on the Definitive Map.

The process for making Cycle Tracks Orders is outlined below:

- 1) Carry out informal/initial consultation (with one or more organisations representing persons who use the footpath, local authority within whose area the footpath is situated, statutory undertakers, chief of police). This has been done and no objections to date have been received.
- 2) Make the Order. On making the Order further consultation is carried out. A public notice of the Order is advertised on site, on a public noticeboard, in a local newspaper, and notices are sent to consultees.
- 3) There is a period of time (not less than 28 days) for objections to be raised to the Order.
- 4) Unopposed Orders are confirmed. The Order would come into operation on the first publication of the notice confirming the date it takes effect.
- 5) Opposed Orders are submitted to the Secretary of State for Transport for determining whether the Order can be confirmed or a Local Inquiry is required.