

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE: 15 JUNE 2020



LEAD OFFICER: TIM VICKERS, TRANSPORT PLANNER

SUBJECT: BROOKLANDS BUSINESS PARK ACCESSIBILITY PROJECT – CYCLE TRACK ORDER

DIVISION: Weybridge St George's Hill

SUMMARY OF ISSUE:

The Brooklands Business Park Accessibility Project is now in its final year of delivery (to end of March 2021) and includes establishing a formal pedestrian/cyclist route between Weybridge Railway Station (Heath South car park) and the Brooklands Community Park.

Along part of this route, there is an opportunity to make a Cycle Track Order to convert parts of public footpaths on privately owned land to cycle track, to best guarantee that both pedestrians and cyclists can use the route in the future. This will directly extend sections of cycle track previously made in 2018 (after being authorised by the Elmbridge Local Committee). Once made, cycle track status would come into effect after construction works currently in delivery have been completed, therefore ensuring a high standard facility is provided for pedestrians and cyclists first across the route.

The Cycle Track Order will convert a short section of Footpath 23 in Elmbridge, and then also a section of Footpath 12 and a permissive section of footpath underneath and either side of Seven Arches Bridge in Runnymede, up to the land boundary with Elmbridge Borough Council. This is a total distance of approximately 90 metres. Converting the permissive section is contingent on it first being dedicated to public footpath, which is currently going through the dedication process. These path sections are identified on a map in Annex A. Only part of the footpaths' width will be converted to cycle track leaving the remainder as public footpath on the Definitive Map.

RECOMMENDATIONS:

The Local Committee (Elmbridge) is asked to:

- Recommend that the Cabinet Member should authorise the making of Cycle Track Order. Note, if there are any objections, it is recommended that these are resolved if possible by the Area Highway Manager in consultation with the Cabinet Member, and if necessary any unresolved objections are submitted by the Area Highway Manager to the Secretary of State for

determining whether the Order can be confirmed or a Local Inquiry is required.

It should be noted that this a cross border issue affecting both Elmbridge and Runnymede. It is being agreed by the Chairmen of the Elmbridge Local Committee and Runnymede Joint Committee that the Cabinet Member should be asked to make the decision and that any comment from the members of both Committees will be submitted to the Cabinet Member.

REASONS FOR RECOMMENDATIONS:

The recommendations have been provided in order for a Cycle Track Order to be made to extend the cycle track along part of the formal pedestrian/cyclist route being created between Weybridge Railway Station (Heath South car park) and the Brooklands Community Park. This will best guarantee that both pedestrians and cyclists can use the route in the future and has been considered as a better option than providing rights to cyclists through a permissive agreement. Construction works are in delivery to provide a high quality facility in this location for pedestrians and cyclists.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Brooklands Business Park Accessibility Project is now in its final year of delivery (to end of March 2021) and includes establishing a formal pedestrian/cyclist route between Weybridge Railway Station (Heath South car park) and the Brooklands Community Park. Construction works to provide the route with a bound path along its full extent are in delivery.
- 1.2 The project team is working to ensure right of ways are in place for both pedestrians and cyclists across the route. Changes are needed to guarantee rights for cyclists. Under the Cycle Tracks Act 1984, the County Council has the power to convert public footpaths into cycle tracks. Having been authorised by the Local Committee, a Cycle Track Order was made in 2018 to convert part of sections of Footpath 23 to cycle track between the Heath South car park and the footbridge at the River Wey, south-west of Seven Arches Approach. No formal objections were raised during the consultation process and the order will come into effect after the construction works in the area have been completed. Two metres of the width will be converted to cycle track, leaving the remainder as public footpath on the Definitive Map, although in reality there will be no segregation and the path will be shared use.
- 1.3 There is now an opportunity to make a second Cycle Track Order, to extend the cycle track further across a short section of Footpath 23 in Elmbridge, and sections of Footpath 12 and permissive path underneath and either side of Seven Arches Bridge in Runnymede, up to the land boundary with Elmbridge Borough Council. This is approximately a distance of 90 metres in total and is shown in Annex A. Part of this distance is contingent on a new section of public footpath being dedicated first, also indicated in Annex A. This has been agreed in principle with the landowner Network Rail who has previously signed an agreement to give permissive rights for use by pedestrians, and is currently being taken through the dedication process. As with the previous Order, only part of the path width will be converted to cycle track leaving the remainder as public footpath on the Definitive Map. Once made, this Cycle Track Order would best guarantee that both pedestrians and cyclists can use the route. From the

Elmbridge Borough Council land boundary, there is a permissive route for pedestrians and cyclists.

- 1.4 The process for making Cycle Tracks Orders is summarised as follows (as summarised from the Cycle Track Regulations 1984):
- Carry out 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).
 - Highway Authority makes 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.
 - There is a period of time (not less than 28 days) for objections to be raised to the Order.
 - Unopposed Orders are confirmed by the Highway Authority. The Order would come into operation on the first publication of the notice confirming the date it takes effect.
 - 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.
- 1.5 This item is for recommendation and comments only, the Cabinet Member will make the decision.

2. ANALYSIS:

- 2.1 The Cycle Track Order would best guarantee that cyclists have rights to use the formal pedestrian/cyclist route being created between Weybridge Railway Station (Heath South car park) and the Brooklands Community Park.
- 2.2 This is important to support an objective of the Brooklands Business Park Accessibility Project to increase cycling in the area. The project supports The Community Vision for Surrey in 2030 through making journeys easier and safer, and by promoting healthier lifestyles through active travel.

3. OPTIONS:

- 3.1 The distance of approximately 90 metres that this Cycle Track Order will cover is on land owned by Network Rail (apart from the bridge which is a Surrey County Council structure). This distance is currently a right of way for pedestrians, via sections of Footpath 12, Footpath 23 and permissive path, shown in Annex A. In order to provide a right of way for cyclists, converting part of the widths of these footpaths to cycle track is proposed.
- 3.2 The alternative to a cycle track would be provision of permissive rights to cyclists by Network Rail. However it has been agreed between Surrey County Council and Network Rail that dedicating the section of existing permissive path to public footpath and then converting all sections in this location to Cycle Track is the preferred approach. This approach would also be more beneficial as timescales would not be limited to an agreed period as would likely be the case for a permissive agreement.

4. CONSULTATIONS:

- 4.1 Consultation has been carried out with Network Rail via their regional Liability Negotiations Adviser. Network Rail are landowners in this location.
- 4.2 Further consultation will be carried out as part of the process to make a Cycle Track Order set out in the Cycle Track Regulations 1984. The consultation process is summarised in section 1.4 of this report.
- 4.3 In 2018 a Cycle Track Order was made across land immediately north of this location. Consultation was carried out which evidenced support for the creation of cycle track; no formal objections were received.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The work to achieve this will be undertaken by project staff currently working on the Brooklands Business Park Accessibility Project. The project includes a project management budget for such work. This is a major transport scheme for which funding has already been awarded following approval of a Business Case that demonstrated high value for money. The project is being funded mainly by the Enterprise M3 Local Enterprise Partnership with Elmbridge Borough Council providing local contribution funding.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 An Equalities Impacts Assessment has previously been undertaken for the Brooklands Business Park Accessibility project, in which this section of planned pedestrian/cyclist route affected by the Cycle Track Order is one part of. Overall this assessment concluded that the creation of the pedestrian/cyclist route would be beneficial to people with protected characteristics. The establishment of the route was assessed to improve safety, accessibility, increase independence particularly for those who do not drive, and promote health benefits through active travel. Potential conflict between pedestrians and cyclists due to the shared nature of the route was identified however sufficient path widths mitigate this risk.

7. LOCALISM:

- 7.1 The decision will impact people who travel through the location which the Cycle Track Order would affect, south-west of Seven Arches Approach (as shown in Annex A). This includes employees of businesses at the Brooklands Business Park who would benefit from a route they can cycle to and from Weybridge Station. The decision will also impact residents who live nearby.

8. OTHER IMPLICATIONS:

- 8.1 Sustainability implications

The cycle track extension would support an objective of the Brooklands Business Park Accessibility Project to increase cycling in the area. Incentivising people to cycle instead of travelling by motor vehicle would have carbon reduction benefits.

8.2 Public Health implications

The cycle track extension would support an objective of the Brooklands Business Park Accessibility Project to increase cycling in the area. This would have public health benefits through promoting active travel.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 It is asked that the Local Committee (Elmbridge) recommend that the Cabinet Member should authorise the making of the Cycle Track Order which would extend the cycle track network in this location. This would best guarantee that both pedestrians and cyclists can use the route being created between Weybridge Railway Station (Heath South car park) and the Brooklands Community Park into the future.

10. WHAT HAPPENS NEXT:

- 10.1 It is being agreed by the Chairmen of the Elmbridge Local Committee and Runnymede Joint Committee that the Cabinet Member should be asked to make the decision to authorise the Cycle Track Order. Comments from the members of both Committees will be submitted to the Cabinet Member as part of this process. If the making of the Cycle Track Order is authorised, the process set out in the Cycle Track Regulations 1984 and summarised in 1.4 of this report will be followed. This process incorporates consultation with key stakeholders including residents who use the paths affected.
- 10.2 Updates will be provided at: www.surreycc.gov.uk/brooklandsaccessibility

Contact Officer:

Tim Vickers, Transport Planner, tim.vickers@surreycc.gov.uk, 03456 009 009 (Major Transport Schemes Team phone number).

Consulted:

Consultation has been carried out with Network Rail via their regional Liability Negotiations Adviser. Network Rail are landowners in this location.

Further consultation will be carried out as part of the process to make a Cycle Track Order set out in the Cycle Track Regulations 1984.

Annexes:

Annex A: Map of pedestrian/cyclist route and location of Cycle Track Order

Sources/background papers:

- None.

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