



The Surrey County Council Conversion of Part of Public FPs No 21 +22 Walton & Weybridge into Cycle Track Order 2020

Closing submissions on behalf of the council

In considering the merits of confirming the order there are no statutory tests of criteria to be met; it is a question of balancing all the natural considerations and evidence both for and against the order. The evidence has of course been entirely in favour of making the order at this inquiry.

Confirmation of the order will provide an opportunity to regularise what has in fact been occurring on the ground for many years – that is a combined pedestrian / cycle route to the college and school, the railway station and the town centre.

That combined use has taken place safely, without reported incidents even prior to the significant improvements to the paths which have been made. Confirmation of the order will allow further improvements through the 'share with care' strategy and signage for the routes which can then be provided.

With the increased path widths, good forward visibility, user numbers (both anticipated and existing) and nature of use with 'tidal flow' the paths meet the requirements of the up-to-date advice in LTN 1/20.

In particular with regard to the desirable minimum width of 3.0m for shared paths, the follow points are noted:

- a) The guidance refers to this as a desirable width – it is not an absolute minimum and departures are allowed for short sections in certain situations. Here these are two short sections which are currently below 3.0m path width both at the ends of routes and necessary to achieve continuity. It is highly likely that by the church 3.0m will be achieved leaving only one section. I would add here that the derived 3.0m takes account of the widths of user types in Sustrans which is relied upon by the objectors but is superseded by LTN 1/20.
- b) 3m desired width is based upon 300 cyclists per hour. Even allowing for future increase, use here is significantly below this.
- c) The paths are lit and have good forward visibility and surface.
- d) The shared space is away from streets and within greenspace.
- e) The alternative scores significantly lower on the LTN 1/20 matrix.

In addition to providing a safe cycling route, including for students, without compromising pedestrian use, the confirmation of the order will bring many other benefits.

- a) Health benefits through exercise and reducing pollution
- b) Reduced congestion on the roads and parking pressure
- c) Economic benefits to the town centre
- d) Social benefits for users being able to share use
- e) Assist in the desire to achieve carbon neutrality
- f) Provide the final link for the overall accessibility scheme – there is no other alternative to this link route

In short, balancing all the issues and the evidence you have, it is respectfully submitted that there is no good reason not to confirm the order. The routes are safe and suitable for combined use and the council respectfully asks that the order be confirmed.