



NATIONAL CYCLE NETWORK ROUTE 22

GUILDFORD LOCAL COMMITTEE

9th DECEMBER 2004

KEY ISSUE

This report seeks approval for proposed National Cycle Network (NCN) Route 22 in the borough of Guildford.

SUMMARY

A feasibility study and consultation process have been undertaken to determine the most appropriate path for NCN 22 within Surrey. This report details work carried out to identify a route together with the consultation process undertaken and seeks approval to implement the proposed route.

Report by

LOCAL TRANSPORTATION DIRECTOR

Surrey Atlas Ref.

Pages 126 to 133

GUILDFORD B.C. WARD(S)

TILLINGBOURNE
HOLY TRINITY
FRIARY & ST. NICHOLAS
SHALFORD
THE PILGRIMS

COUNTY ELECTORAL DIVISION(S)

SHERE
GUILDFORD SOUTH
SHALFORD

OFFICER RECOMMENDATIONS

The Committee is asked to agree:

- (i) that the proposed route through the borough of Guildford for National Cycle Network Route 22 as shown on the plans in **ANNEXE A** and described in the text of this report be approved for implementation subject to funding being made available

INTRODUCTION

- 1 When complete, the National Cycle Network (NCN) will pass through all the major urban centres of the United Kingdom and link these via over 10,000km of traffic-free cycle routes and quiet lanes forming a comprehensive cycle network throughout the UK. There are already two NCN routes passing through Surrey, NCN 21 (London to Brighton) and NCN 4 (Thames Valley Route).
- 2 Another proposed route, NCN 22, will link London and Portsmouth via Banstead, Epsom Downs, Dorking, Guildford and Farnham in the County of Surrey. The proposed route crosses the districts of Reigate & Banstead, Epsom & Ewell, Mole Valley, Guildford and Waverley.
- 3 The development of the National Cycle Network has been managed by Sustrans who in 2002 approached the Council with regard to further developing Route 22. Ideally an NCN route should be designed to:
 - Link communities and public transport nodes.
 - Provide cycle facilities for local cycle trips, Safe Routes to School journeys as well as long distance touring.
 - Use traffic free routes and quiet lanes wherever possible.
 - Provide additional facilities for pedestrians, equestrians, disabled users and pushchair users.

DEVELOPMENT OF THE ROUTE THROUGH SURREY

- 4 A feasibility study and consultation process have been undertaken to determine the most appropriate path for NCN 22 within Surrey. Wherever possible the proposed route for NCN 22 has been chosen in order to utilise existing cycle facilities and build on the cycle infrastructure already in place. It is not always possible to find traffic free or lightly traffic routes in Surrey and in these circumstances the safest and most attractive cycling route has been chosen.
- 5 In some cases the route follows bridleways across open fields where livestock may be present. In this event, and following consultation with relevant landowners it may be necessary to provide stock fencing. Where the route follows rural bridleways it is intended that the overall path width

should be 3 metres, within which 2 metres will be loosely surfaced using crushed limestone or a similar material. Sections that have higher cycle, equestrian or pedestrian usage may need to be wider.

THE PROPOSED ROUTE THROUGH GUILDFORD

- 6 The proposed route through the borough of Guildford is shown on the plans labelled Sections 5 to Section 9 in **ANNEXE A** of this report. NCN 22 enters Guildford Borough from Mole Valley via Bridleway 161 at Abinger Hammer and then follows this to Gomshall where it joins Bridleway 157 to Shere.
- 7 Between Shere and Guildford a number of alternatives have been investigated as follows:
- Follow the A25 with cycle track in verge between Shere and Newlands Corner. This would be very expensive.
 - Follow A248 to Shalford. The A248 is busy with little scope to improve cycle facilities.
 - Follow Pilgrims Way. It would be very expensive to upgrade the sandy surface of this footpath to allow cycling.
 - Follow Combe Lane from Shere to North Downs Way. Combe Lane is steep and narrow.
- 8 The route considered most suitable is to follow Bridleway 146 from the bottom of Combe Lane to the North Downs Way and then on to Guildford via Newlands Corner and the North Downs Way. Although this option crosses the A25 twice, overall it is considered the safest, most pleasant and least steep route to cycle between Shere and Newlands Corner.
- 9 The proposed route then enters Guildford Town via Pewley Down and Fort Road and reaches the town centre via Warwicks Bench, Castle Hill, Quarry Street and Millbrook. Travelling east the route would cross Millbrook at the bottom of the High Street and then follow Quarry Street, Castle Street and South Hill to join Warwicks Bench.
- 10 There are two options for the route between Millmead and the Hogs Backs. The first is via the Mount which is steep but lightly trafficked. The existing pelican crossing on the A3100 at the bottom of the Mount could be converted to a Toucan crossing. The second route avoids the steepest part of the Mount and follows an existing cycle route along Buryfields and Lawn Road. It then crosses the A3100 and follows Guildown Road and Beech Lane before rejoining the Mount. This option would require the conversion of Footpath 67 to a bridleway through Guildford Cemetery. Consultations have suggested that the first option is the better route, despite the gradient of The Mount.
- 11 Members will be aware that the bus station will be temporarily relocated in the Farnham Road car park during the reconstruction of the Friary. It is

likely that during this 2 to 3 year period there will be traffic signals at the Portsmouth Road junction with High Street and The Mount, and also that The Mount will become one-way uphill, away from the junction. Assuming this proceeds, officers will re-examine the proposed cycle route, and it may be necessary to use the second option during this period.

- 12 The route then follows an existing cycle route to Compton and Puttenham, leaving the Borough at Seale Lane.

CONSULTATIONS

- 13 An initial route for NCN 22 was developed following an investigation of suggestions made by cycle forums in each District or Borough. In November 2003 consultations were carried out with County and District Councillors, Borough and Parish Councils, the Cyclists Touring Club, local Cycle Forums, the British Horse Society, the Ramblers Association, Surrey Police, and the Surrey Access Forum. Many helpful and useful suggestions were made and the route has been modified where appropriate and as described above.
- 14 It is proposed to further consult with local Members, landowners and Parish Councils regarding the implementation of the route. Any substantial improvements (such as new toucan crossings) that may be required along the route will be reported to the Committee for approval as they are designed in detail.

FINANCIAL IMPLICATIONS

- 15 £40,000 has been allocated from this year’s central LTP allocation to complete feasibility work and commence construction in the current financial year. It is proposed that £20,000 will be used to commence signing the route between Farnham and Guildford subject to the approval of the Guildford and Waverley Local Committees.
- 16 It is proposed that central bids for funding from each year’s LTP settlement over the next 3 or 4 years should be made in order to complete the whole route.

LOCAL TRANSPORT PLAN OBJECTIVES & MONITORING

- 17 The effectiveness of this project against LTP objectives and strategies and the monitoring regime planned are as shown below:

LTP OBJECTIVES	EFFECT (including delivery of TARGETS)
Safety	No effect
Environment	Positive, through encouragement to cycle, balanced by very slight negative, due to additional signage.
Economy	Marginal positive benefits to local businesses along the route
Integration	No effect
Accessibility	Improved accessibility by cycling

LTP STRATEGIES	EFFECT (including delivery of TARGETS)
Passenger Transport	No effect
Walking	Marginal positive effect
Cycling	Positive effect, through encouragement to use sustainable mode of transport
School Travel	Marginal positive effect, through encouragement to use sustainable mode of transport for school journeys
Traffic Management	No effect
Speed Management	No effect
Transport Telematics	No effect
Parking	No effect
Road Safety	No effect
Travel Awareness	No effect
Highway Maintenance	No effect
Bridge Management	No effect

MONITORING CARRIED OUT OR PLANNED	
'Before' monitoring carried out	No specific counts carried out since this is part of a national scheme
'After' surveys planned	Cycle survey Canvass views of those who have commented already, including Parish Councils and Guildford Borough Council.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 16 This proposal is fully in line with the objectives, strategies and targets of the Local Transport Plan, and is designed to encourage cycling for both travel and leisure purposes. The availability and signposting of the route may also encourage walking. Experience in other parts of the UK shows that new long distance routes attract leisure cyclists who in turn increase demand for refreshments, gifts and accommodation along the route thereby helping local businesses.

CONCLUSION AND REASONS FOR RECOMMENDATIONS

- 17 The recommended route for NCN 22 in Guildford offers the best and most achievable option within the likely budget and timescales available. Once the route is in place it will be possible to develop it and make improvements as opportunities arise.

LEAD OFFICERS

DAVID CURL, Principal Engineer, Countywide Technical Services

ALAN FORDHAM, Cycling Officer, Traffic and Road Safety Policy Team

TELEPHONE NUMBER

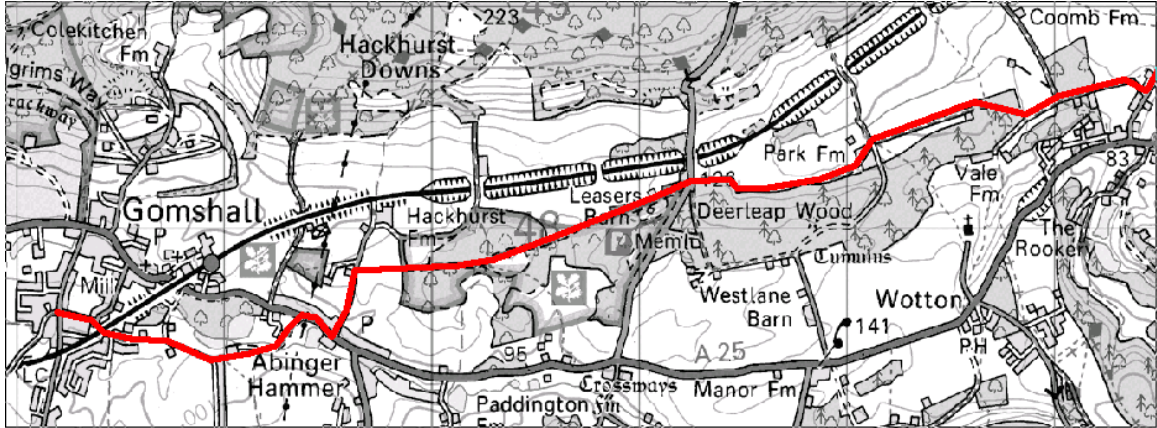
020 8541 7355 & 020 8541 7201

BACKGROUND PAPERS

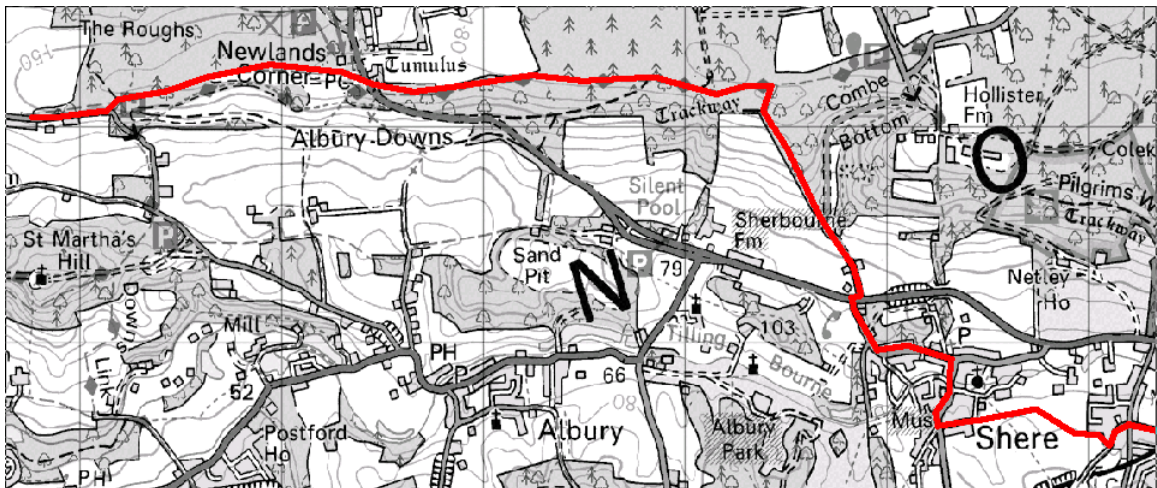
None

**NATIONAL CYCLE NETWORK ROUTE 22
PROPOSED ROUTE THROUGH GUILDFORD**

Section 5 Westcott to Gomshall:



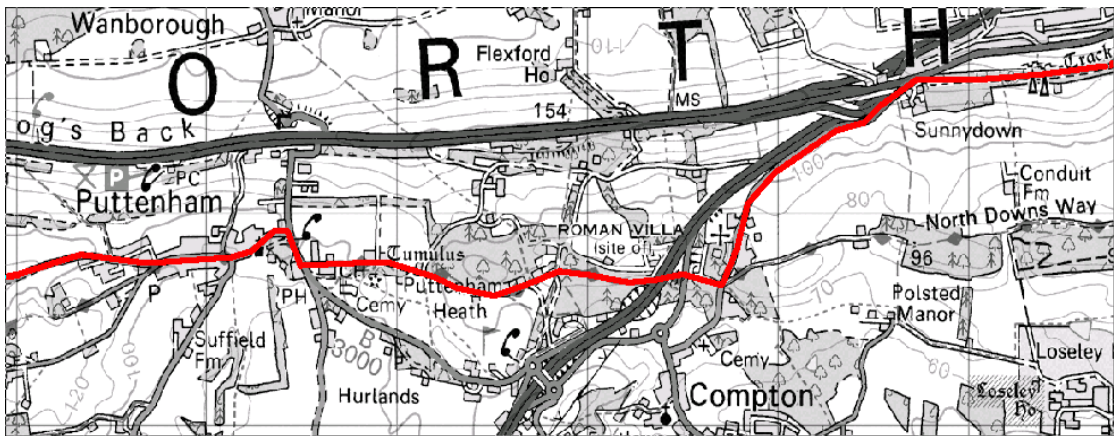
Section 6 Gomshall to White Lane (Guildford):



Section 7 White Lane (Guildford) to The Mount (Guildford):



Section 8 The Mount (Guildford) to Puttenham:



Section 9 Puttenham to Runfold:

