



**NATIONAL CYCLE ROUTE 22
GUILDFORD TO SHERE**

**SURREY COUNTY COUNCIL
LOCAL COMMITTEE (GUILDFORD)**

27th SEPTEMBER 2007

KEY ISSUE

This report recommends a revision to the route for National Cycle Route 22 (NCR22) between Guildford town centre and Shere.

SUMMARY

A report on this scheme was previously considered by the Committee in December 2004, since which time a number of suggested amendments have been put forward to avoid high gradients and environmentally sensitive areas. A revised route is recommended, much of which is now in Waverley borough.

Report by**Surrey Atlas Ref.**

LOCAL HIGHWAYS MANAGER

Pages 130-151-152-153-132-133

GUILDFORD B.C. WARD(S)**COUNTY ELECTORAL DIVISION(S)**

FRIARY AND ST NICOLAS
SHALFORD
TILLINGBOURNE

GUILDFORD SOUTHEAST
SHALFORD
SHERE

OFFICER RECOMMENDATIONS

The Committee is asked to agree:

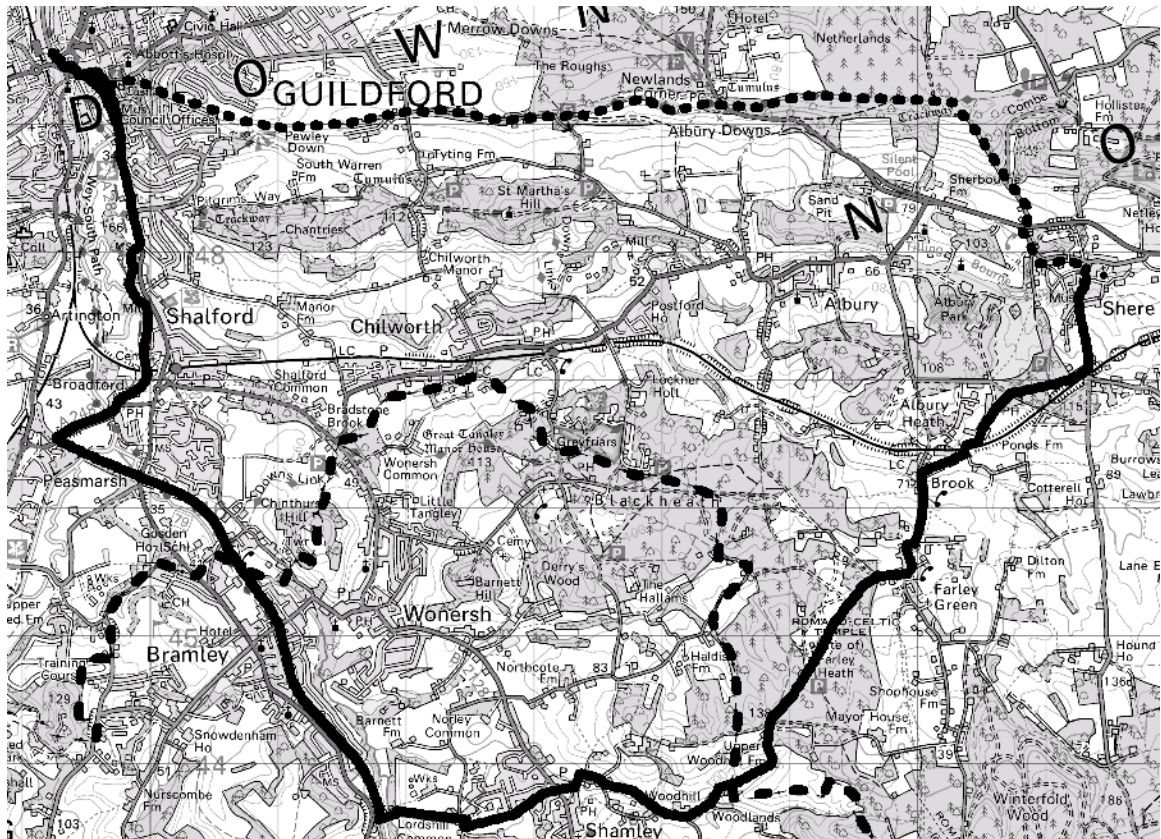
- (i) that those parts of the revised route of National Cycle Route 22 (NCR22) within the borough of Guildford as described in the report be approved for implementation.




INTRODUCTION and BACKGROUND

- 1 At the meeting of this Committee on 9 December 2004 Members approved a route for NCR22 through the Borough of Guildford. The section between Guildford town centre and Runfold (where the route enters Waverley borough) was completed in 2006. Funds are available during 2007/08 to progress the route between Guildford town centre and Shere.

PROPOSED REVISIONS TO THE ROUTE

- 2 The previously approved route from Shere to Guildford was via the bottom of Combe Lane to the North Downs Way and then on to Guildford via Newlands Corner, Pewley Down and the North Downs Way. However concerns have been received from amongst others the Guildford Cycle Forum regarding the steep climb from Combe Lane, and from local groups and individuals about the environmentally sensitive area of Pewley Down.
- 3 Although these concerns were known about in 2004 further detailed investigations have shown that the steep climb from Combe Lane may result in any new surface being washed away, and following the 2004 Committee report a great deal of concern regarding the use of Pewley Down was expressed by local groups.
- 4 An alternative route has now been identified that goes via Shalford, the Downslink, Shamley Green and Farley Green and is shown on the **PLAN** overleaf as the continuous black line. The previously approved route is also shown. The off-road sections are already part of existing cycle routes (the Shalford cycle route and Downslink).
- 5 From Guildford town bridge the route would be via the High Street and Quarry Street to its junction with Millbrook (towards the town bridge the route would be directly along Millbrook using the exit point just after the pelican crossing by Debenhams).
- 6 NCR22 would then follow the existing signed cycle route to Shalford via Shalford Park, Dagley Lane and Shalford Common, to Broadford Road and along Broadford Road to the start of the Downslink extension at Artington.
- 7 The route would then follow the Downslink, leaving the Borough of Guildford, via Shamley Green and re-entering Guildford Borough at Farley Green and then follow the Surrey Cycleway via Brook to Shere.



-  Proposed route
-  Original route
-  Guildford/Waverley boundary

8 The route follows existing roads, and therefore requires no civil engineering works other than direction signing.

CONSULTATIONS

9 The Guildford and Waverley Cycle Forums, Guildford Borough Council and Sustrans have all been consulted and are in agreement with the route alignment. The Ramblers Association and British Horse Society have also been informed of the proposals. Their response is awaited and will be reported verbally if received in time.

VALUE FOR MONEY & FINANCIAL IMPLICATIONS

10 Since this is a cross-borough project, the development of the route is centrally-funded from the county Council’s Local Transport Plan capital funds. The direction signing referred to in this report is estimated to cost some £5000 and the budget available is £40000. The balance will be spent elsewhere on the route, outside Guildford borough. The Local Committee is not being asked to allocate any of its funding to this project.

EQUALITIES & DIVERSITY IMPLICATIONS

11 This report has no implications for equalities and diversity.

CRIME & DISORDER IMPLICATIONS

12 This report has no implications for crime and disorder.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

13 The scheme will provide additional facilities for existing and would-be cyclists in the area.

CONCLUSIONS & REASONS FOR RECOMMENDATIONS

14 Surrey County Council is committed to completing NCR22 during the period of the second Local Transport Plan. The revised routing of NCR22 uses existing high quality cycling routes and is welcomed by local cycling groups.

WHAT HAPPENS NEXT

15 Following approval of the proposal by the affected Local Committees, the direction signing will be designed and orders issued to the Constructors for its installation.

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COUNTY CYCLING OFFICER

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BACKGROUND PAPERS Guildford Local Committee, 9 December 2004,
Item 9, Report and Minutes
