

WAVERLEY BOROUGH CYCLING PLAN

1. Introduction

- 1.1 There are many advantages to encouraging cycling. It is a flexible, quiet, relatively cheap and non-polluting form of transport with important health benefits for people of all ages. Cycling has the potential to cater for many more journeys than it does at present, particularly shorter distance trips where it can provide a genuine alternative to the car. It is also a popular recreational activity.
- 1.2 Surrey County Council, as the Highway Authority for Waverley, is responsible for transportation planning, including the maintenance and improvement of roads and public rights of way. Nevertheless, Waverley Borough Council has an important role to play in promoting and encouraging cycling, for instance as the local planning authority. The Borough Council adopted its first Cycling Plan in 1997, and has established a Cycling Forum to bring together interested parties.
- 1.3 This Plan replaces the 1997 Cycling Plan, and is intended to provide an up-to-date framework for future action that will assist in achieving increased cycle use. It has been produced in conjunction with Waverley Cycling Forum, which will be responsible for overseeing its implementation. In pursuing the actions set out in this Plan, Waverley Borough Council and Waverley Cycling Forum will work in partnership with Surrey County Council, Town and Parish Councils, local cycling groups and other relevant organisations such as public transport operators and health-related bodies.

2. Existing Policies

National Policies

- 2.1 In 1996, the *National Cycling Strategy* (NCS) was launched as a blueprint for the development of cycling. The central target of the NCS is to quadruple the amount of cycling over 1996 levels by the end of 2012. The NCS highlights the principle of undertaking formal cycling audits and reviews, re-allocating road space to cyclists and promoting facilities for cyclists within highway safety schemes. Annex 2 of the NCS provides 'A Model Local Cycling Strategy'. One of its objectives is to maximise the role of cycling as a transport mode, in order to reduce the use of private cars."
- 2.2 The Government White Paper *The Future of Transport*, published in 2004, includes a section relating to 'Walking and Cycling'. The overall aim is to increase walking and cycling. It states that this will:-
- Help to reduce car use and to tackle social inclusion, making towns and cities safer and more pleasant to live in;
 - Help to reduce congestion and improve air quality; and
 - Increase levels of physical activity to improve health.

It sets out a list of aims and objectives to achieve this. One of these states:- "Moving away from the 'one size fits all' national target and towards

working closely with individual local authorities to put in place sharper, more focused, local plans and targets for cycling and walking.” The Department of Transport has also published its ‘Walking and Cycling Action Plan. This includes good practical examples relating to the promotion of cycling and walking.”

- 2.3 As part of the NCS, the Department for Transport has sponsored the development of national guidance: Cycle-Friendly Infrastructure Guidelines for Planning and Design and Traffic Advisory Leaflet (TAL) 7/98, Guidelines for Cycle Audit and Cycle Review. These guidelines, and PPG 13 (see below), define a hierarchy of solutions (starting with traffic reduction, then speed reduction and so on to off-road provision) that should be applied when designing schemes to meet the needs of cyclists. The types of solutions applied are not mutually exclusive and ideally should be combined to increase cycle uptake. Local Transport Note (LTN01/04) was published by the Department of Transport as a Consultation Draft in April 2004. It also refers to the hierarchy of provision in relation to pedestrian and cycle provision. It does add that the hierarchy does not necessarily apply to schemes where it is intended to construct totally new cycle tracks/footpaths to a high standard which offer a more advantageous route than the equivalent route for motorised traffic.
- 2.4 *Planning Policy Guidance Note 13 (Transport)*, revised in 2001, provides advice on how local authorities should integrate transport and land-use planning. It indicates a range of ways in which local authorities can improve facilities for cyclists when preparing their development plans and determining planning applications, such as seeking the provision of cycle routes and secure cycle parking in developments, and influencing the design, location and access arrangements of development to ensure that it promotes cycling.
- 2.5 In November 2004, the Strategic Rail Authority published its Cycling Policy. It sets out various aims, including the provision of appropriate cycle parking facilities at stations; and ensuring that train operating companies take into account the wider benefits of cycling when considering investment in cycle facilities and rules for carrying cycles.

County and Local Policies

- 2.6 The First Surrey Local Transport Plan (LTP1) set out the County Council’s objectives, targets and strategies for transport in Surrey covering the five years from 2001/2002 to 2005/2006. It advocated an integrated approach to transport provision, which sought to widen travel choices whilst also managing the demand for travel. LTP1 included a number of targets relevant to cycling, including those relating to road casualties and increasing accessibility to town centres, schools and colleges by public transport, cycling and walking. However, the two key targets were:-
3. to raise the cycling proportion of all trips in Surrey from 2% in 1999 to 4% in 2006, 6% in 2011 and 8% in 2016;
 4. to raise the cycling proportion of school trips in Surrey from 7% in 1999 to 9% in 2006, 15% in 2011 and 20% in 2016.

- 2.7 LTP1 included a topic strategy on cycling. This strategy sets out one overriding objective, which was to improve the quality of journey and the facilities at the cyclist's destination. When LTP1 was published in July 2000, there were some 470 km (300 miles) of on or off-road cycle routes within the County. The cycling topic strategy aimed to implement another 1,000 km (625 miles) of cycle network within five years of LTP1. It intended to extend the total network to reach 4,000 km (2,500 miles) by 2016. The County Council is now preparing LTP2, which will focus on five shared priorities: Accessibility, Congestion, Safety, Air Quality and Quality of Life. Cycling targets forming part of LTP2 will be based on % number of journeys. Lengths of cycle routes will no longer be a target. Cycle fora have been consulted in order to identify priorities.
- 2.8 In 2004, Surrey County Council, in conjunction with eight of the Surrey districts, published the "Cycle Friendly Employers' Guide". This is intended to encourage and support cycling to work.
- 2.9 In December 2004, Surrey County Council adopted the Surrey Structure Plan 2004. Policy DN5 relates to 'Cycle and Pedestrian Routes'. It states that local development frameworks will identify a network of pedestrian and cycle routes to improve accessibility to facilities and to widen travel choice. The policy goes on to state that priority will be given to providing safe and convenient access to town centres, public transport interchanges, schools, colleges and shopping areas.
- 2.10 The *Waverley Borough Local Plan 2002* sets out policies and proposals to guide the development and use of land. The Plan contains the following policy to support and promote cycling in the Borough:

Policy M5 – Provision for Cyclists

The Council, in conjunction with the County Council and other organisations, will seek to improve conditions for cyclists through the following measures:-

- (a) promoting and developing a Borough-wide network of cycle routes;**
- (b) promoting and providing cycle parking facilities in town centres, at railway stations and at major public buildings, and requiring new development to provide cycle parking facilities in accordance with the adopted standards; and**
- (c) considering the safety and needs of cyclists in the design of all highway and traffic management schemes.**

Developments should, where opportunities arise, include safe, convenient and attractively designed cycle routes, including, where possible, connection to the Borough-wide cycle network.

- 2.11 There is also a policy in the Local Plan to promote a cycle route network in Farnham, together with proposals for key strategic cycle routes in Godalming and Cranleigh. Cycle parking standards are set out in an annexe to the Plan.

- 2.12 Waverley Borough Council's *Local Agenda 21 Strategy* seeks to minimise the need to travel, and to encourage journeys to be made in ways that make less use of the car wherever possible. One of the objectives under the theme of transport is to promote cycling, for example by publicising and promoting facilities for cyclists within the Borough.
- 2.13 In addition, the Council's *Cultural Strategy*, which was launched in April 2003, includes within its Action Plan the aim of encouraging safe cycling as a healthy leisure pursuit and an alternative means of transport. It also aims to provide a network of cycle routes through WBC green spaces and link with SCC rights of way and neighbouring boroughs.
- 2.14 The Borough Council's *Car Parking Strategy*, which covers the period 2000 – 2005, also identifies the advantages of encouraging cycling. One of its objectives is to extend the provision of well designed secure cycle parks in its car parks.

3. Existing Cycle Facilities

Cycle Routes

- 3.1 Waverley is fortunate in having a network of country lanes, many of which are relatively quiet, narrow roads that follow old and winding routes. Some of these lanes form part of the Surrey Cycleway, a signed on-road leisure route. There is also a dense and well-used rights of way network in the Borough, including important long distance routes such as the Downs Link bridleway. The existing network of public rights of way can support both utility cycling and leisure cycling.
- 3.2 However, there are very few dedicated routes for 'utility' cycling in Waverley. Safety is a major concern and the busy roads in the main built-up areas and many of the villages can discourage potential cyclists. Only 1.73% of journeys to work in Waverley are currently made by cycle (2001 census). Notwithstanding the provision of dedicated cycle routes, existing roads will still form the basic framework for the local cycle infrastructure.
- 3.3 Some progress is being made in Farnham, where a cycle route network was identified as part of the Farnham Movement Study in the mid 1990's. In 2001 an access route from Hale to the town centre was constructed through Farnham Park.
- 3.4 In Godalming proposals to provide a cycle route to Guildford, either along the A3100 or on an alternative route, are being considered by Surrey County Council as part of an area study. A package of schemes to improve access to the town centre has been identified by a sub-group of the Waverley Cycling Forum, and is due to be progressed with Local Transport Plan funding.
- 3.5 Elsewhere, utility routes are being investigated in the centre of Cranleigh as well as new cycleways linking Cranleigh to Ewhurst and Wonersh to Shamley Green. A number of Safe Routes to School projects are also being progressed around the Borough. Many of these should help to

improve conditions for cyclists, e.g. by providing new or improved crossings of main roads. Annexe 1 is a map showing the Waverley Cycle Network. Annexes 2 – 5 comprise larger scale maps showing the Cycle Network in and around the four main settlements of Farnham, Godalming, Haslemere and Cranleigh.

Cycle Parking

- 3.6 The Borough and County Council's have installed cycle stands in the main shopping centres and at public buildings such as libraries, leisure centres and council offices. Annexes 6 - 10 show the location of existing cycle parking facilities in Farnham, Godalming, Haslemere (including Weyhill) and Cranleigh, together with potential sites for further exploration.

4 Aim and Objectives

- 4.1 The effectiveness of this Plan will be judged by the extent to which it contributes locally towards achieving the targets for increased cycle use set out in the Surrey LTP. Meeting these targets will be a challenging task given the fact that traffic flows on major roads in Surrey and Waverley are approximately double the national average, and car ownership is also significantly higher than the national average.
- 3.2 The local authorities cannot, and would not wish to, force people to cycle, but by working in partnership with others they can encourage an increase in cycling by making it safer and easier to do so. Clearly defined objectives and actions are a necessary starting point.

Aim

To maximise the role of cycling as a transport mode in Waverley, so as to reduce the use of private cars; to help achieve the cycle-related targets in the Surrey Local Transport Plan; and to give real travel choice by providing opportunities for cycling.

- 4.3 It is intended to meet this aim by implementing the following objectives, which reflect particular local needs and opportunities (these are not set out in any order of priority):-

Objectives

- 1 To develop a network of safe, convenient and continuous cycle routes in the Borough, including links with adjacent cycle networks, and utilising rights of way and roads where appropriate;**
- 2 To safeguard, maintain and enhance the suitability for cycle use of both the Waverley Cycle Network and the general road network, with priority given to the Waverley Cycle Network.**

- 3 To promote utility cycling and to improve the safety and accessibility of the centres of Farnham, Godalming, Haslemere and Cranleigh to their adjoining residential areas and villages;
- 4 To participate in the County-wide Safe Routes to School initiative;
- 5 To integrate cycling with public transport services and facilities;
- 6 To exploit the potential for recreational and tourist cycling in Waverley's countryside and to ensure that where possible, designated cycle networks be linked to tourist attractions, pubs and food & drink establishments, nature reserves and public transport interchanges;
- 7 To link the Borough to the National Cycle Network;
- 8 To improve the quantity, quality and security of cycle parking facilities at convenient locations;
- 9 To raise public awareness of the environmental and health benefits to be gained from cycling;
- 10 To work with equestrian and pedestrian groups to enhance the ability of cyclists, walkers and horse riders to cross the A3 & A31; and
- 11 To promote safe cycling and to make cycle training accessible to those who require it.

5. Action Plan

- 5.1 Each of the above objectives will be implemented through a specific programme of measures. These are set out in the Action Plan, which is attached as Annexe 11. The Action Plan will be kept under regular review and updated accordingly.
- 5.2 In addition, the Cycle Forum has produced a prioritised list of suggested schemes to deal with severance points and parts of the network. This list is attached as Annexe 12. As well as keeping the Action Plan under review, the Cycle Forum will review and update the list of priority schemes and the Maps showing the Waverley Cycle network annually.

6 Funding and Implementation

- 6.1 The primary source of funding for the provision of physical infrastructure such as new cycle routes will be through the LTP. The Government allocates transport capital funding to Surrey County Council based on its assessment of the programme of works set out in the Surrey LTP. That money is then distributed across the county based on 'themed bids' put together by each County Council Local Committee. Cycling is one of the

nine themes that are used to target limited funds in order to achieve LTP objectives.

- 6.2 Surrey County Council retains some funding centrally for larger cycle schemes, such as the cross-county National Cycle Network Route 22. Cyclists may also benefit from schemes that are funded through other County Council budgets, such as those coming under the Safe Routes to Schools programme. In addition, routine highway maintenance activities such as surface dressing and footpath reconstruction may offer the opportunity to incorporate improvements for cyclists.
- 6.3 Waverley Borough Council can provide matched funding towards a range of voluntary and community projects. Individual town and parish councils may also be willing to fund or contribute towards cycle projects in their areas.
- 6.4 External funding may be available from a variety of other partners, such as the Countryside Agency and rail operators, depending on the nature and location of the scheme. Cycle schemes can be funded from a number of national sources, such as the National Cycling Strategy Board Projects Fund and the New Opportunities Fund of the National Lottery. However, these grants can be heavily over-subscribed and, in the latter case, tend to be directed to areas of the country with high levels of deprivation. More local sources of potential funding include Landfill Tax credits, for example those administered through the SITA Surrey Partnership, and the relatively new Aggregates Levy.
- 6.5 In a Borough of the size and with the high traffic levels of Waverley, the above sources of funding are unlikely to be sufficient to deliver all the improvements that will be necessary in order to convince many more people that cycling can be a safe and enjoyable mode of transport. If the objectives of this Plan are to be achieved within a reasonable timescale, then developer contributions through the planning process will be needed to help supplement public and voluntary funding. Where justified by the location and type of development, the local planning authority will seek developer contributions to bring forward cycle and pedestrian schemes that would otherwise take several years to implement.

7 Monitoring and Review

- 7.1 Waverley Cycling Forum will be responsible for monitoring the success of the above Action Plan, where appropriate drawing on information provided by officers from the Borough and County Councils. The intention is that the Action Plan, the prioritised list of suggested schemes and the maps of the Waverley Cycle Network will be reviewed annually at the Forum's July meeting. The outcome of this monitoring and review will be reported to the Local Area Committee. It is also intended that the outcome will be fed into the Annual Monitoring Report relating to the Borough Council's Local Development Scheme.
- 7.2 The first Surrey LTP is due to be replaced in July 2005. Representatives from the Cycle Forum have already taken part in a County-wide consultation on cycling priorities for LTP2. The Action Plan, the prioritised

list of suggested schemes and the maps of the Waverley Cycle Network will all provide a focus for the identification of local cycling priorities.

Annexes

- Annexe 1** Map showing the Waverley Cycle Network
- Annexe 2** Inset Map (Farnham)
- Annexe 3** Inset Map (Godalming)
- Annexe 4** Inset Map (Haslemere)
- Annexe 5** Inset Map (Cranleigh)
- Annexe 6** Cycle Parking in Farnham Town Centre
- Annexe 7** Cycle Parking in Godalming Town Centre
- Annexe 8** Cycle Parking in Haslemere Town Centre
- Annexe 9** Cycle Parking in Weyhill
- Annexe 10** Cycle Parking in Cranleigh Village Centre
- Annexe 11** Action Plan
- Annexe 12** Prioritised list of suggested schemes

ANNEXE 1

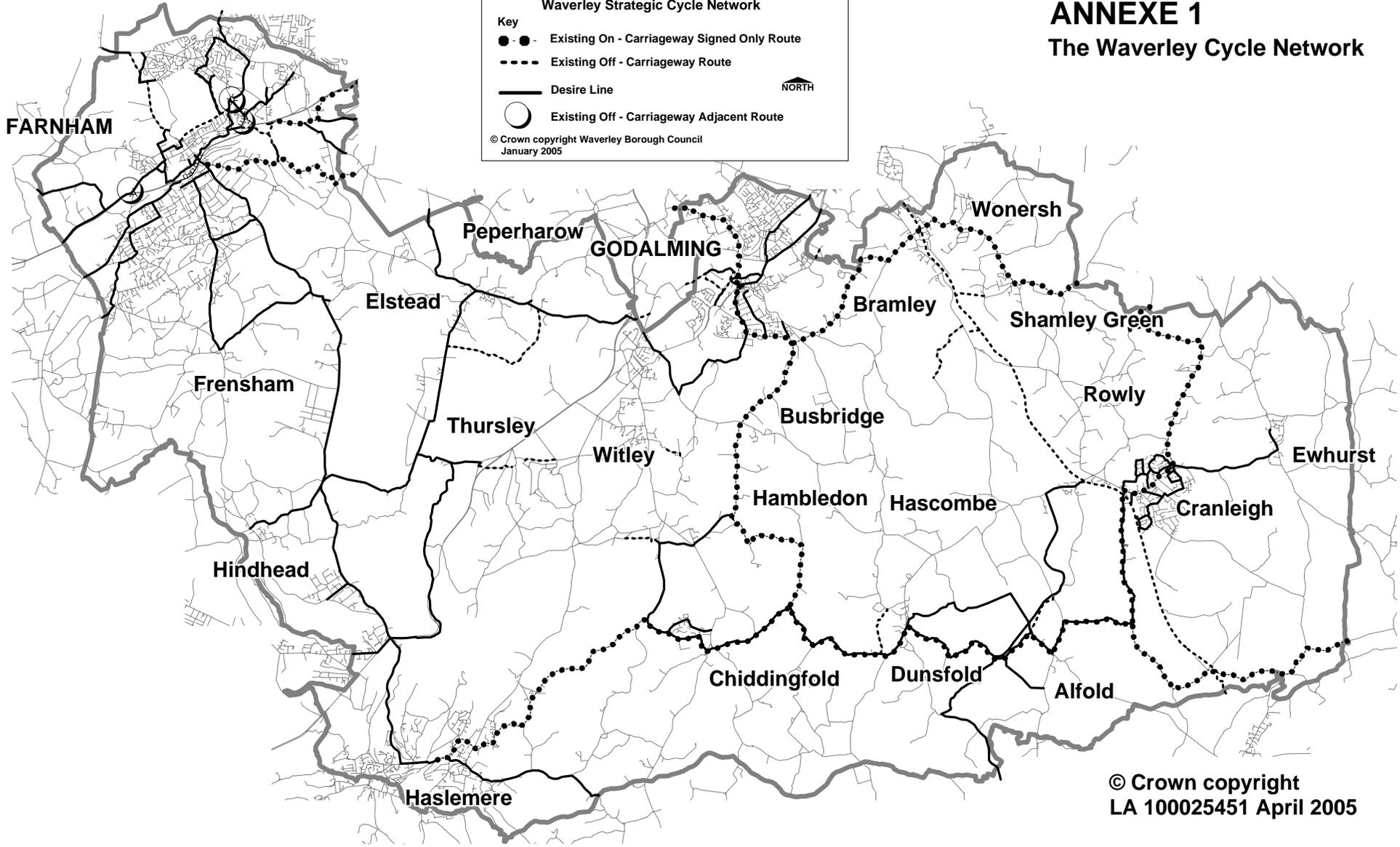
The Waverley Cycle Network

Waverley Strategic Cycle Network

Key

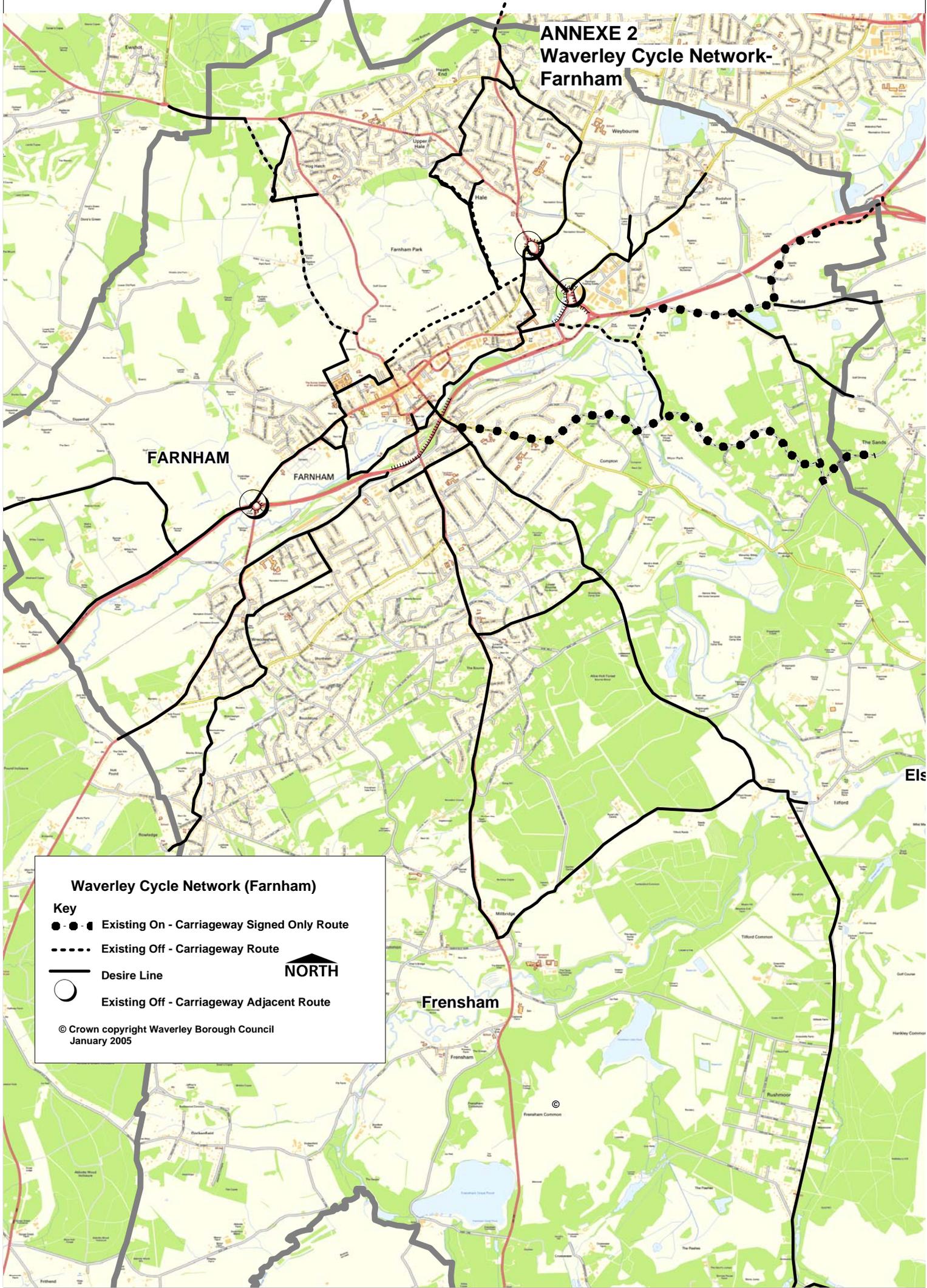
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- - - Existing Off - Carriageway Route
- Desire Line
- Existing Off - Carriageway Adjacent Route

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ANNEXE 2 Waverley Cycle Network- Farnham



Waverley Cycle Network (Farnham)

Key

- - ● - ● Existing On - Carriageway Signed Only Route
- - - - Existing Off - Carriageway Route
- Desire Line
- Existing Off - Carriageway Adjacent Route

NORTH

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**ANNEXE 3
Waverley Cycle Network -
Godalming**

GODALMING

GODALMING

Bram

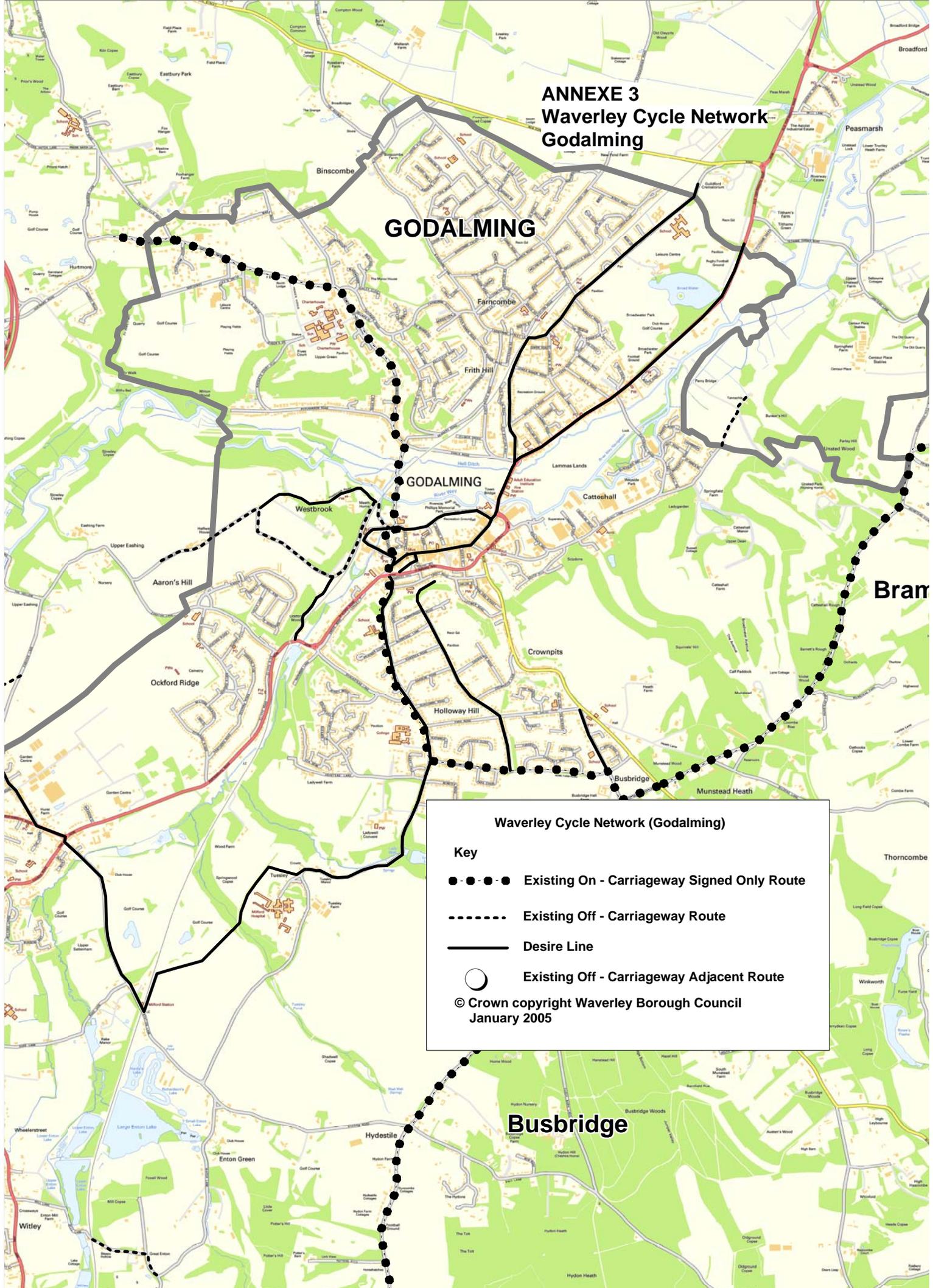
Waverley Cycle Network (Godalming)

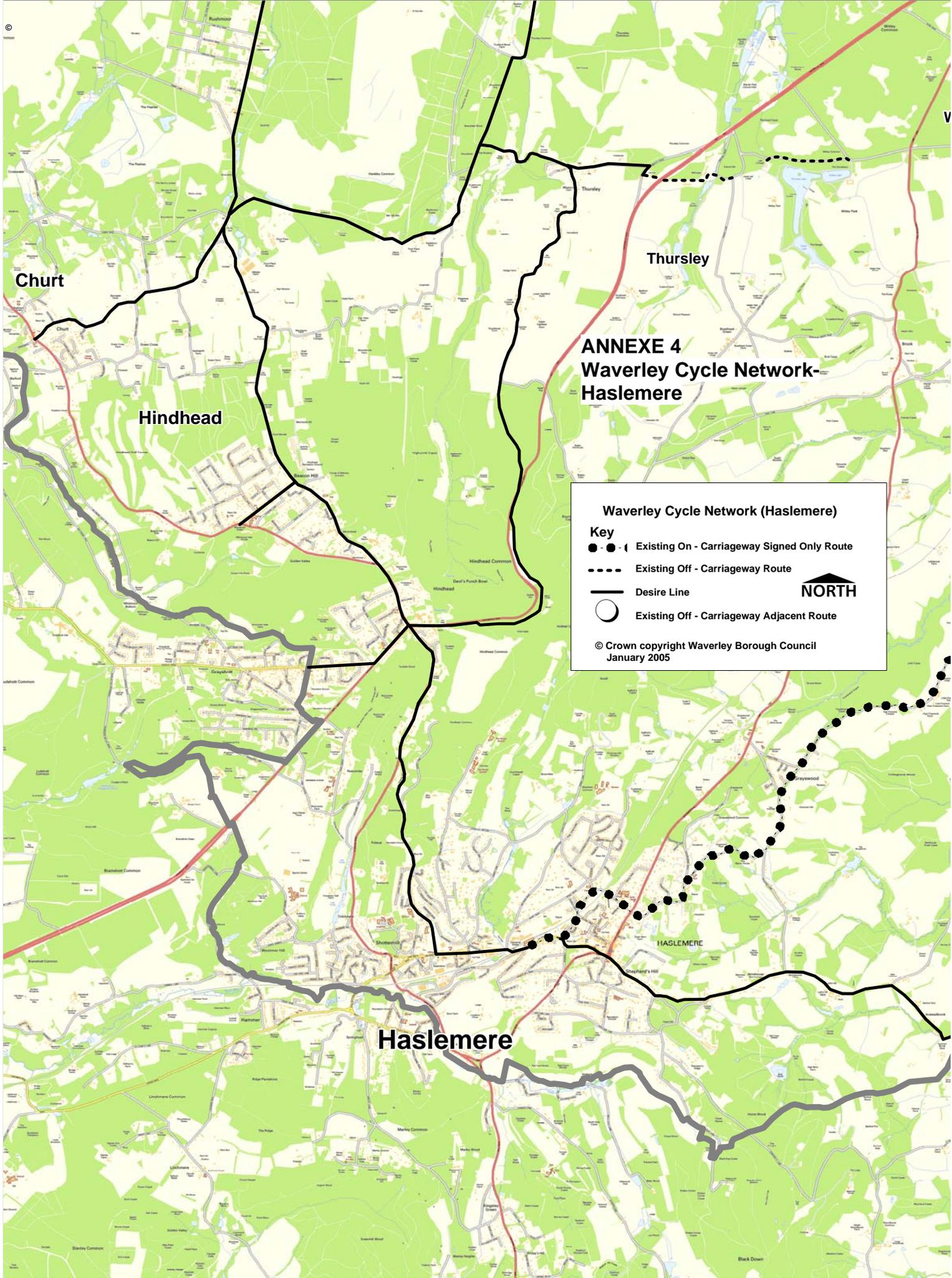
Key

- - ● - ● Existing On - Carriageway Signed Only Route
- - - - Existing Off - Carriageway Route
- Desire Line
- Existing Off - Carriageway Adjacent Route

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Busbridge





Churt

Hindhead

Thursley

**ANNEXE 4
Waverley Cycle Network-
Haslemere**

Waverley Cycle Network (Haslemere)

Key

- - ● - | Existing On - Carriageway Signed Only Route
- - - Existing Off - Carriageway Route
- Desire Line
- Existing Off - Carriageway Adjacent Route

NORTH

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Haslemere

HASLEMERE



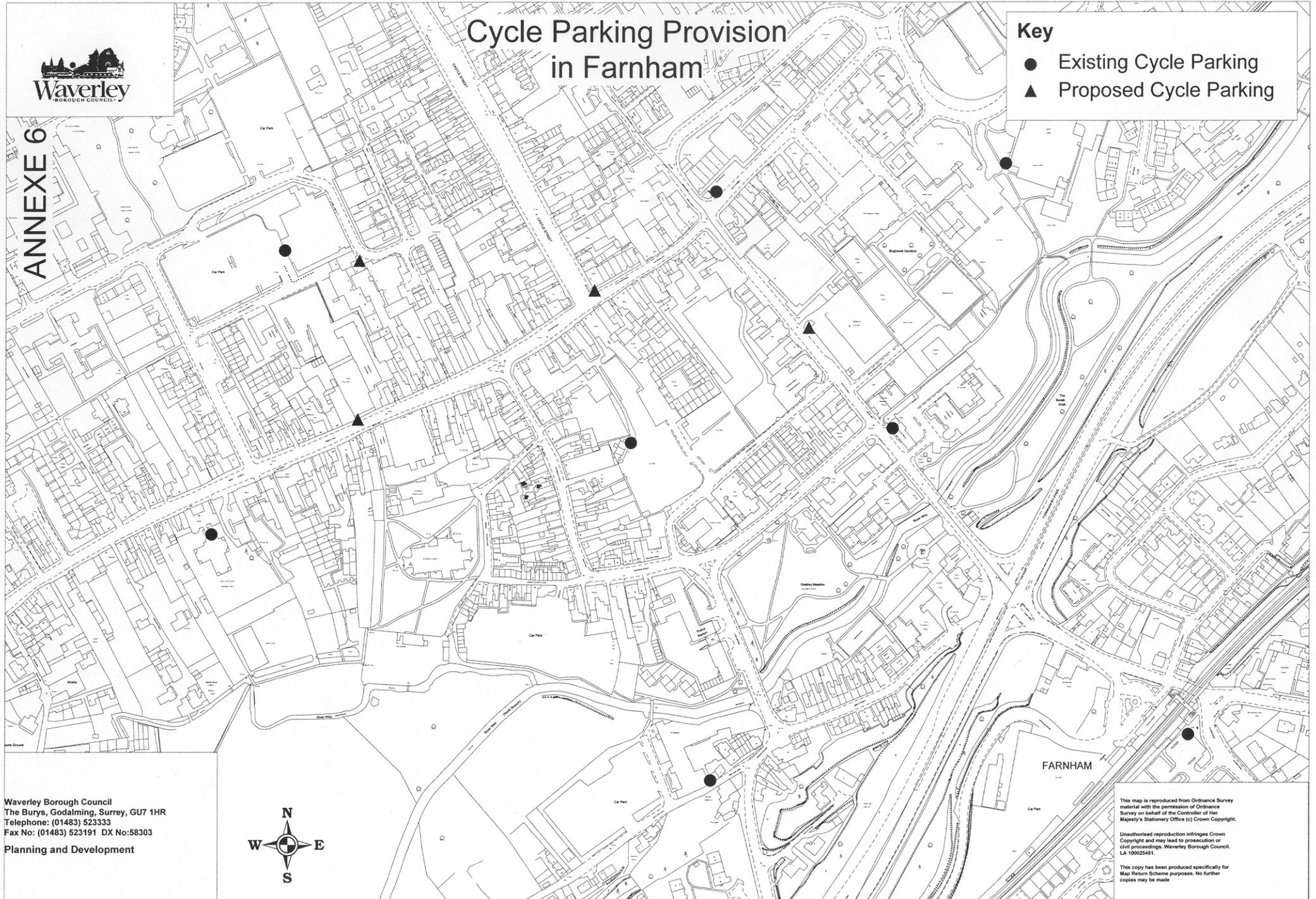


ANNEXE 6

Cycle Parking Provision in Farnham

Key

- Existing Cycle Parking
- ▲ Proposed Cycle Parking



Waverley Borough Council
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 Planning and Development



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Cycle Parking Provision in Godalming



Key

- Existing Cycle Parking
- ▲ Proposed Cycle Parking

ANNEXE 7

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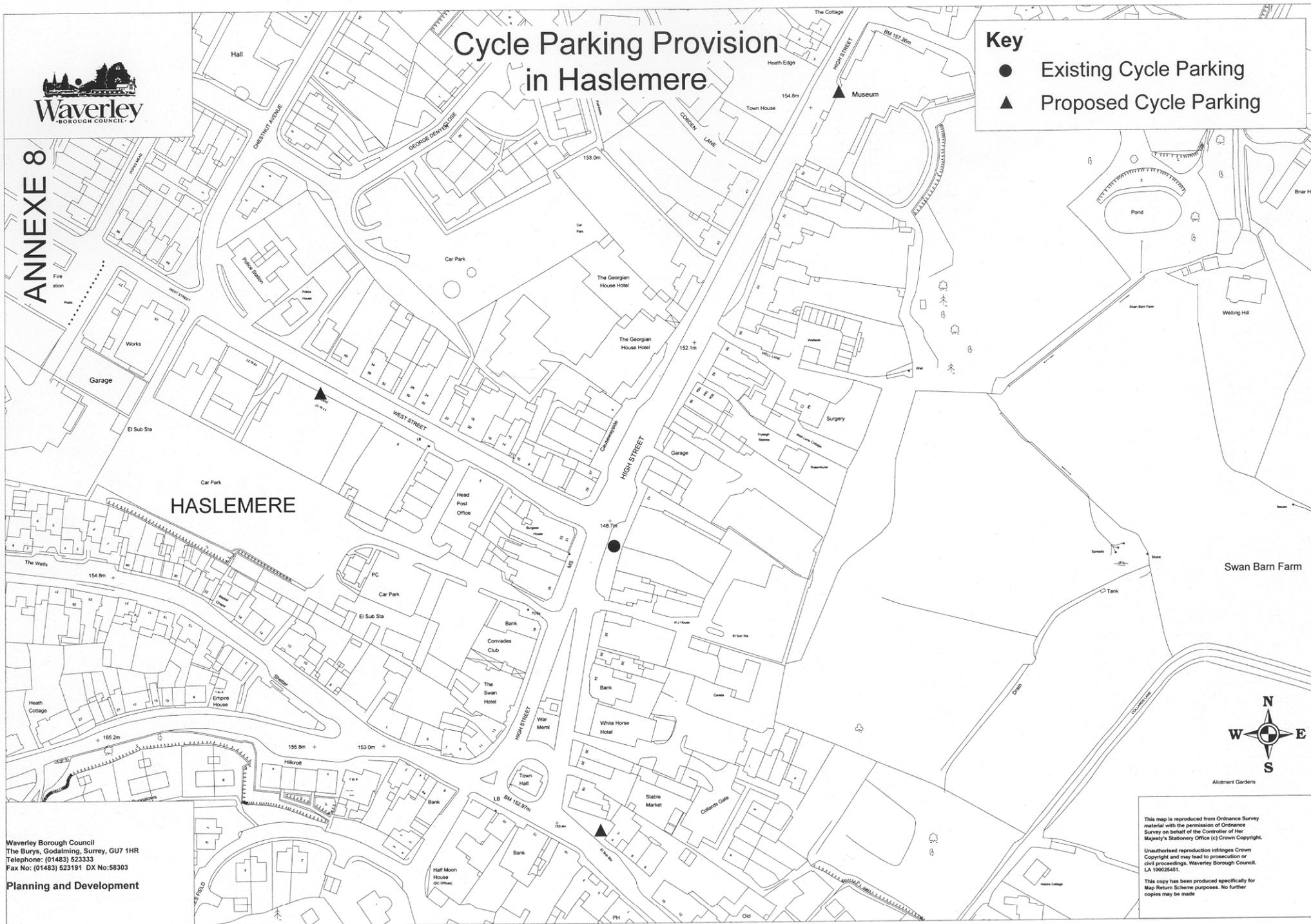


ANNEXE 8

Cycle Parking Provision in Haslemere

Key

- Existing Cycle Parking
- ▲ Proposed Cycle Parking



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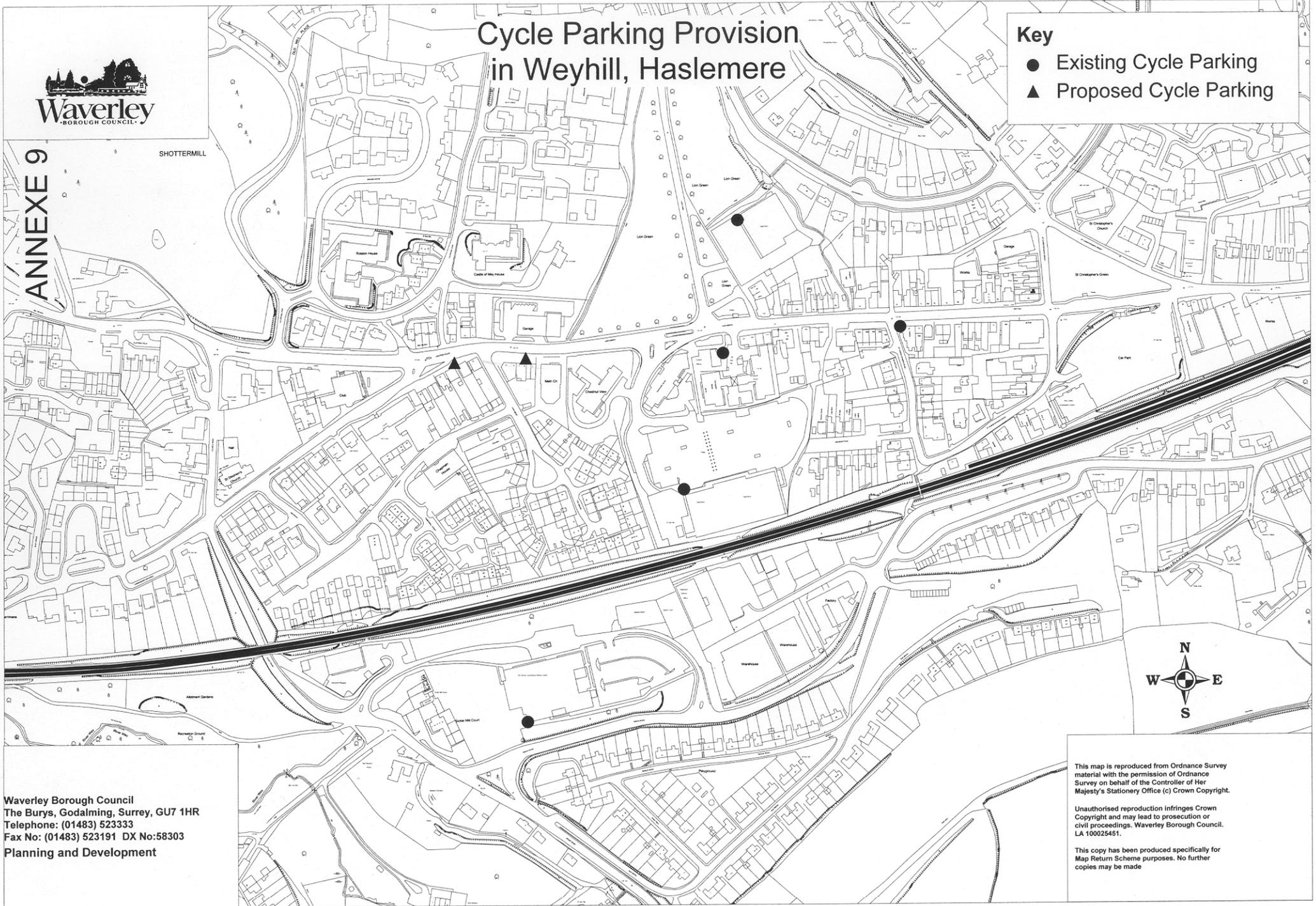


ANNEXE 9

Cycle Parking Provision in Weyhill, Haslemere

Key

- Existing Cycle Parking
- ▲ Proposed Cycle Parking



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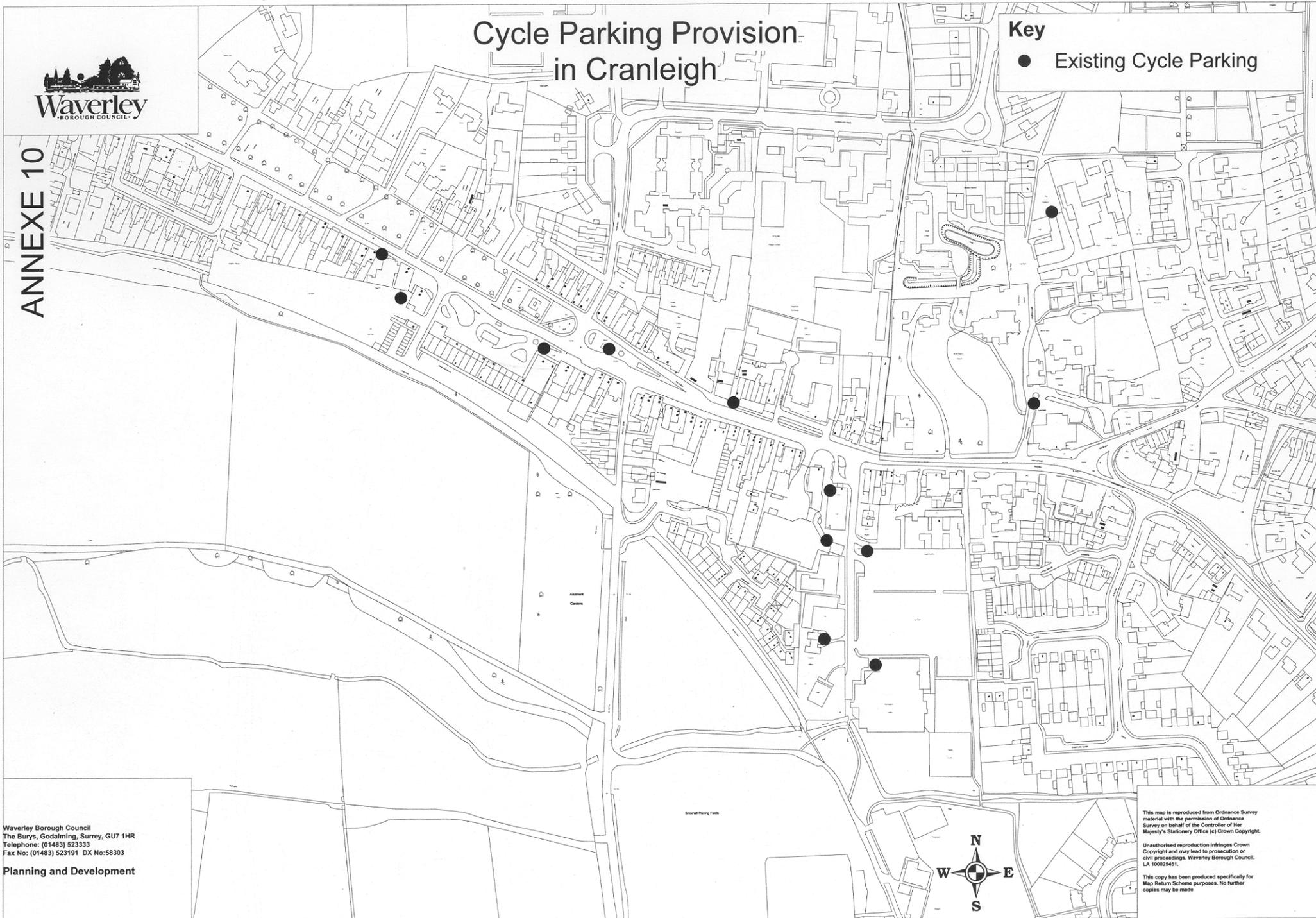


ANNEXE 10

Cycle Parking Provision in Cranleigh

Key

● Existing Cycle Parking



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ACTION PLAN

Objective 1 – To develop a network of safe, convenient and continuous cycle routes in the Borough, including links with adjacent cycle networks, and utilising rights of way and roads where appropriate		
Action	Timescale	Responsibility (Involvement)
1. Agree a core network of routes (see Annexes 1 - 5) and keep under review	Review annually	WCF/WBC/SCC
2. Identify key destinations (e.g. public transport interchanges) and establish a target for increasing accessibility over the period of the Plan	By March 2005	WCF/SCC
3. Prioritise locations which have been identified as barriers for cyclists (e.g. the A3 and A31) and prepare a programme of action to overcome those barriers	Oct 2004 & review annually	WCF/SCC (T&PC's)
4. Develop links with cycle fora in adjacent Boroughs/Districts, or other relevant officers, to ensure continuity of cross-boundary routes	Ongoing	WCF
5. Consult with other users for the development of mixed-use routes.	Ongoing	WCF

Objective 2 – To safeguard, maintain and enhance the suitability for cycle use of both the Waverley Cycle Network and the general road network, with priority given to the Waverley Cycle Network		
Action	Timescale	Responsibility
1. Carry out a cycle audit on all significant highway improvement and maintenance schemes and then consult the Forum to obtain best value for cyclists	Ongoing	SCC
2. Define a co-ordinated approach to maintenance and ensure that on and off road cycle tracks are included in future maintenance programmes	2004, ongoing	WCF/WBC/SCC
3. Submit revised Waverley Cycling Plan to the SCC 'Waverley Local Committee' to raise awareness of the strategic network	Last considered by the Local Committee in July 2006.	WBC/SCC
4. Contribute to development of guidelines on appropriate forms of surface treatments, especially in environmentally sensitive areas	2005	WCF/WBC/SCC
5. Wherever possible, 'planning gain' opportunities will be exploited to improve transport infrastructure to aid cyclists.	Ongoing	WBC/SCC

Objective 3 – To promote utility cycling and to improve the safety and accessibility of the town centres of Farnham, Godalming, Haslemere and Cranleigh to their adjoining residential areas and villages

Action	Timescale	Responsibility (Involvement)
1. Liaise with town and parish councils to prioritise new routes and other improvements	Commence 2004; ongoing	WCF/WBC/SCC (T&PC's)
2. Promote cycle access to all new developments and, where appropriate, the provision of secure cycle parking and shower facilities for cyclists.	Ongoing	WBC/SCC
3. Forum to appoint representatives for each of the main population centres in Waverley	Annually (each January)	WCF
4. Encourage existing employers to make provision for employees wishing to cycle to work.	Ongoing	WCF/WBC/SCC (T&PC's)

Objective 4 – To participate in the County-wide Safe Routes to School (SRS) initiative

Action	Timescale	Responsibility (Involvement)
1. Consult the Forum on all SRS schemes in Waverley	Ongoing	SCC
2. Provide information and advice to local schools on safe routes, 'cycling buses' etc (e.g. through use of WBC/SCC websites)	Ongoing	WCF/WBC/SCC (T&PC's)
3. Adopt SRS routes into the strategic network and include in future maintenance programmes	Ongoing	WBC/SCC

Objective 5 – To integrate cycling with public transport services and facilities

Action	Timescale	Responsibility (Involvement)
1. Work with South West Trains and other rail organisations (e.g. Network Rail/SRA) to provide secure cycle storage at stations	Initial survey by April 2007 Ongoing	WCF/WBC/SCC/ (rail industry)
2. Seek to influence South West Trains to provide a minimum of 6 cycle spaces on all trains	Ongoing	WCF
3. Forum to nominate a point of contact with Sustrans 'Safe Routes to Stations' initiative	Annually (each January)	WCF
4. Ensure that where new housing is built close to rail stations, the developer is encouraged to fund cycle links to the station	Ongoing	WBC/SCC (T&PC's)

Objective 6 – To exploit the potential for recreational and tourist cycling in Waverley’s countryside and to ensure that where possible, designated cycle networks be linked to tourist attractions, pubs and food & drink establishments, nature reserves and public transport interchanges;

Action	Timescale	Responsibility (Involvement)
1. Make cycling maps and information available to the public	Ongoing	WBC/SCC (T&PC's)
2. Work with local businesses (e.g. cycle shops, B&Bs, pubs) to promote recreational cycling in Waverley	Ongoing	WCF/WBC/SCC
3. The identification of key recreational and tourist locations where cycle access should be improved.	Annual review	WCF

Objective 7 – To link the Borough to the National Cycle Network (NCN)

Action	Timescale	Responsibility
1. Define NCN Route 22 as it goes through Waverley	Completed	WCF/WBC/SCC
2. Press for upgrading of the Downs Link to NCN standards and investigate its adoption as part of the Regional Network	2005	WCF/WBC/SCC
3. Investigate possibility of a spur from NCN Route 22 to link Godalming and Guildford	2005	WCF/WBC/SCC

Objective 8 – To improve the quantity, quality and security of cycle parking facilities at convenient locations

Action	Timescale	Responsibility (Involvement)
1. Review current adopted standards for cycle parking provision in new development	By end of 2005	WBC/SCC
2. Improve monitoring of planning applications and enforcement of conditions relating to cycle parking	Ongoing	WBC
3. Forum to review cycle parking in Waverley and identify gaps in provision. The Cycle Forum will prioritise the gaps in cycle parking provision and identify the best way of securing additional provision.	Annually (each April)	WCF
4. Liaise with Surrey Police to find out locations where bikes have been stolen	Annually (each April)	SCC (Surrey Police)

Objective 9 – To raise public awareness of the environmental and health benefits to be gained from cycling

Action	Timescale	Responsibility
1. Prepare articles for the Link magazine to raise awareness of cycling and seek feedback from readers	Annually (each summer)	WBC
2. Agree and implement a programme of measures to raise public awareness of cycling	2005	WCF

3. Support the annual National Bike Week event and promotional activities staged by local cycle groups to celebrate it.	Annually (each summer)	WCF/WBC/SCC
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Objective 10 – To work with equestrian and pedestrian groups to enhance the ability of cyclists, walkers and horse riders to cross the A3 and A31

Action	Timescale	Responsibility (Involvement)
1. Forum to establish liaison arrangements with the Highways Agency with regard to options for new crossings of the A3	Commence 2004 Ongoing	WCF (Highways Agency)
2. Ensure that the A3 Hindhead improvement incorporates sufficient crossings for cyclists, walkers and horse riders	Completed	WCF/WBC/SCC
3 Investigate the potential for safe new crossings of the A31 at Red Lion Lane/Weydon Lane, Coxbridge and Shepherd and Flock roundabouts	Ongoing	WCF/SCC

Objective 11 – To promote safe cycling and to make cycle training accessible to those who require it.

Action	Timescale	Responsibility (Involvement)
1. Provide Cycling Proficiency training for children	Ongoing	SCC
2. Investigate the provision of adult cycle training in the Borough	2005	WCF/SCC

Ref no.	Scheme description	Safety	Continuous route provision	Encourage more cycling	Total	Comment
1	A new cycle route cross the disused Dunsfold aerodrome linking Lakers Green (Dunsfold Road) with Stovolds Hill.	4	4	2	10	
2	A cycle link between Elmbridge Road (edge of Cranleigh) with the Downs Link cycle route.	4	5	4	13	
3	A small section of the A281 between Brookwell Lane and Rooks Hill Farm to be made safer for cycling.	4	4	2	10	
4	Public footpath 477 (Bramley) linking Trunley Heath Road and Foxborough Hill Road to be converted to bridleway status and given a good cycling surface.	3	4	3.5	10.5	
5	The towpath of the Wey and Arun canal from Lakers Green crossing the A281 to the Alford Road be upgraded to provide a good cycling surface.	4	5	3	12	
6	The B2127 between Cranleigh and Ewhurst to have an off carriageway cycle route. (This is already being progressed).	2	4	4	10	Already being progressed
7	A safe crossing point for cyclists at the junction of the A283/New Road /Lane End to enable cyclists to get safely from New Road to Lane End and vice-versa.	2	4	3	9	
8	The Christmas Pie route where it crosses the A331 slip road to be made safer for cyclists (this is already being progressed).					Not in Waverley Borough
9	A safe crossing point for cyclists at the junction of the A287/Lodge Hill Road/Burnt Hill Road (The Bourne) to be provided enabling cyclists to get safely from Lodge Hill Road and Burnt Hill Road and vice-versa.	3	3	3	9	
10	Coxbridge Roundabout (Farnham) to be made safer for cyclists (perhaps off road facilities).	5	4	3	13	
11	A safer crossing of the A31 enabling cyclists to get from Weydon Lane to Red Lion Lane (Farnham).	5	5	5	15	Weyside Greenway.
12	At grade crossing of Long Bridge Road on north side of River Wey. Link Maltings and Waggon Yard to Gostrey Meadow.	4	4	4	12	Weyside Greenway, Historic Core Zone
13	Signing of cycling route along Falkner Road, and Long Garden Way with dropped curb to Castle Street.	3	4	4	11	Scholars Ride

Ref no.	Scheme description	Safety	Continuous route provision	Encourage more cycling	Total	Comment
						Greenway.
14	Modification of traffic lights at Shepherd and Flock to allow crossing to north side verge of A31.	5	5	3	13	NCN 22
15	Six Bells roundabout (Farnham) to be improved for cyclists. And pedestrians. Double toucan crossing required.	4	5	4	13	Scholars Ride Greenway.
16	A safe crossing of the A3016 at the junction with Nutshell Lane and Bethel Lane to be provided.	2	3	3	8	
17	A safe cycling route connecting Upper Weybourne Lane and Alma Lane (Heath End) to be provided (along A325).	2	4	3	9	
18	A safer crossing for cyclists of the railway bridge on the B3208 at Badshot Lea.	2	3	3	8	
19	400m link section on west side of A3 at Lower Eashing to Norney	5	5	3	13	Pursue with HA
20	Upgrade footpath to restricted byway from Milford Station Lane to Tuesley	4	4	4	12	Safe Routes to Rodborough School
21	Chiddingfold crossing of the A283	5	5	4	14	
22	Downs Link crossing of Knowle Lane, Cranleigh	4	5	5	14	
23	Village Way in direction of Leisure Centre and the Downs Link in Cranleigh	4	5	5	14	
24	Godalming Mill Lane toucan crossing	5	4	5	14	Station access & work area
25	Godalming Lower South Street cycle signing and dropped kerb plus dropped kerb at the junction of Home Farm Road and Hambledon Road.	3	5	5	13	Cheap to do
26	Godalming Chalk Road / Bridge Road / Burys / Flambard Way route	5	5	5	15	Crucial to strategy
27	Godalming Marshall Road cycle access a) use of the footpath next to Jewsons.; b) widening of alleyway at Farncombe end by railway level crossing	5	5	5	15	Strategic link

Ref no.	Scheme description	Safety	Continuous route provision	Encourage more cycling	Total	Comment
28	Godalming Summers Road safe routes to schools scheme	4	4	4	12	
29	Godalming Busbridge safe routes to schools scheme	4	4	4	12	
30	Godalming improved access to rail station	4	5	4	13	
31	Godalming Queen Street and South Street toucan crossings of Flambard Way	3	5	5	13	
32	Godalming Catteshall Lane toucan at junction with Flambard Way	3	4	4	11	
33	Godalming improvement of sight lines at junction Gt George St & The Burys	4	3	3	10	Cheap to do
34	Godalming cycle stand provision and re-spacing of existing stands	1	1	4	6	Cheap to do
35	Godalming A3100 safe cycle facilities	4	4	4	12	
36	Godalming town centre two way cycle access	3	4	5	12	
37	Godalming - assessment of New Way as a cycle route	1	4	3	8	Ockford Road alternative
38	Central cycle lane along Park Row, Farnham.	3	3	3	9	Scholars Ride Greenway.
39	Cycle feeder lane northbound Tilford Road from Alfred Road to Station, Farnham	2	4	5	11	NCN Interim route
40	Route linking Water Lane and Six Bells Roundabouts, Farnham	3	2	3	8	Planning gain (£15k)
41	At grade crossing of South Street, Farnham, linking Gostrey Meadow to Borelli Walk.	3	4	4	11	Weyside Greenway, Historic Core Zone
42	At grade crossing of LongBridge Road, Farnham, linking Gostrey Meadow to Farnham Maltings and Waggon Yard.	3	4	4	11	Weyside Greenway, Historic Core Zone
43	Provision of cycle cut through from A325 Farnborough Road to Monkton Lane, Farnham (avoiding section of A325 past St. Johns Church.)	3	1	2	6	Cheap to do

Ref no.	Scheme description	Safety	Continuous route provision	Encourage more cycling	Total	Comment
44	Signage of shared use path besides the Hale Road, Farnham, between the Six Bells Pub and roundabout.	1	3	2	6	Scholars Ride Greenway.
45	Connection of the cycle route (desire line) terminal at Foster's Bridge, Haslemere (B2131) with the terminal at Petworth Road, Haslemere (B2131), preferably making contact with the existing Surrey Cycle-way link.	2	5	2	9	
46	Liaison with East Hampshire DC to review their proposed Haslemere – Liphook route between Liphook Road (B2131) and Hammer Vale.	2	2	4	8	

NOTES: Version 3 as agreed by Waverley Cycle Forum in July 2006, together with the inclusion of the two schemes in Haslemere that had been previously identified and agreed by the Forum.