

The logo for the Mole Valley Cycling Forum is a dark blue horizontal bar with rounded ends. It features several overlapping circles in shades of blue and white. The text "Mole Valley Cycling Forum" is written in a white, italicized, sans-serif font across the center of the bar.

Mole Valley Cycling Forum

Strategic Cycle Network
for
Mole Valley

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Why do we need a cycle network?

- Shifts transport priorities in favour of non-car modes of transport
- Reduces air pollution
- Meets the needs of those who choose to cycle
- Fulfils the requirements under the Transport Act 2000 for local transport authorities to produce a “local cycling strategy”

Health benefits

The benefits of regular cycling are irrefutable:

- Cyclists live longer
- Less obesity
- Less heart problems
- Less mental health problems



Economic benefits

- People cycle where there are good cycle routes – and no further...

...your town/village/shop will benefit from being on a cycle route

- Reducing traffic congestion
- People love Mole Valley for the quality of its environment...

...cycling is the only transport option that enhances the environment

What does a cycle network look like?

1. It must be convenient to use
2. It must offer direct routes
3. It must be attractive
4. It must be safe

If it fulfils these goals... *people will use it!*

1. Convenience

- Easy to use from end-to-end
- Continuous routes
- Adequate parking at shops, offices and homes
- Seamless integration with public transport
- Can still be used after dark
- No barriers across paths
- Well signposted



2. Directness

- Cycle routes must take a direct route to be attractive
- Junctions should prioritise cycle traffic
- Existing leisure routes can provide a “scenic” alternative option to a parallel fast route



3. Attractiveness

- Surfaces, landscaping and street furniture should be well designed and maintained
- Free from litter and broken glass
- Separate from fast-moving motor traffic



4. Safety

Two kinds of safety:

- Actual safety
- Subjective safety

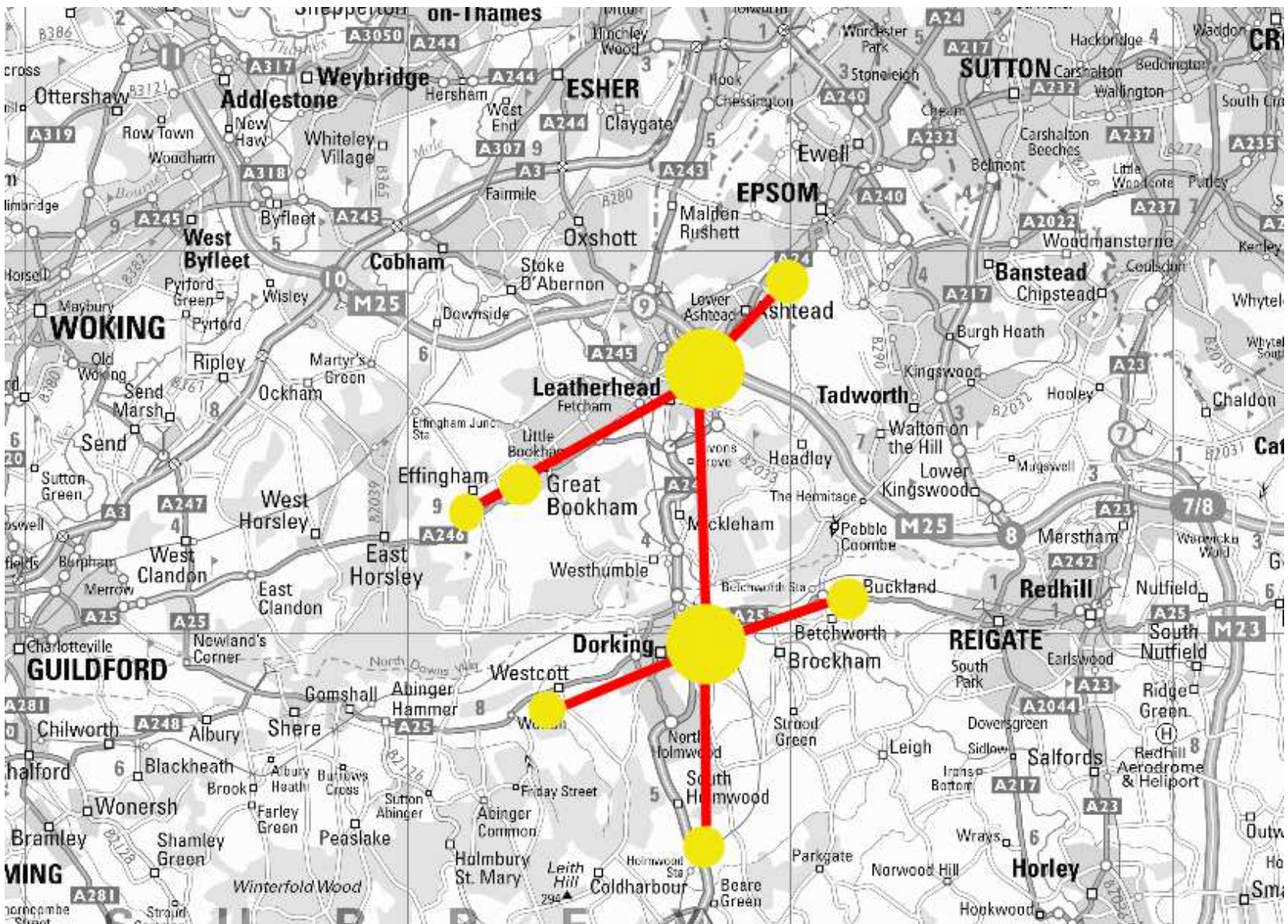
Make it really safe but...

...make it *feel* safe too



Where will it go?

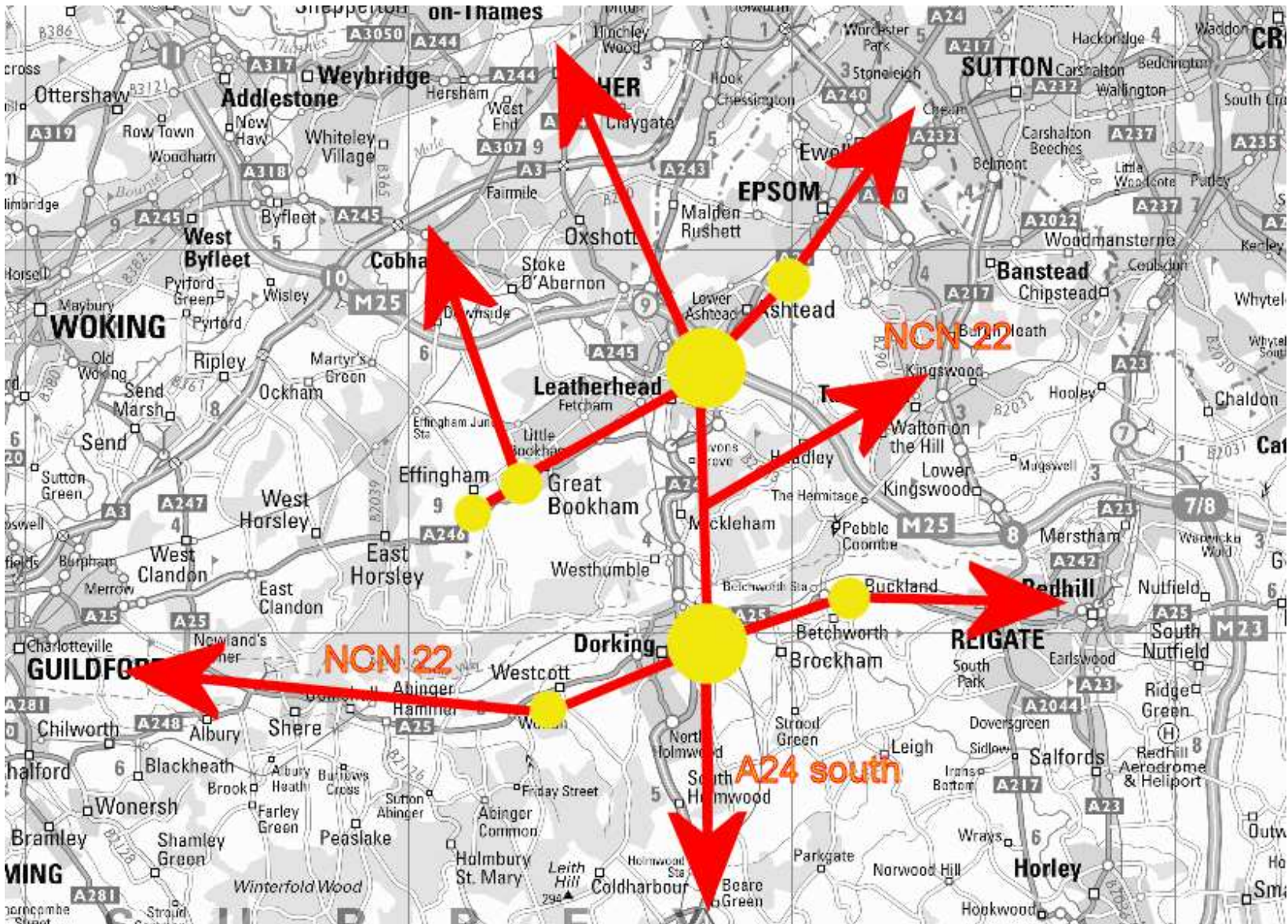
- Main towns (Dorking, Ashted and Leatherhead)
- Housing areas (Great Bookham, Fetcham)
- Schools (Ashcombe, H of E etc.)
- Employment areas (business parks etc.)
- Tourist attractions (Box Hill, Polesdon Lacey)
- Railway stations
- Links to villages (Westcott, Beare Green, Effingham etc.)



Beyond Mole Valley

- Highest population density is in the north of the district along the Bookham–Leatherhead–Ashted “corridor”
- Connecting with other towns:
 - North -> Kingston, Epsom
 - East -> Reigate, Banstead (NCN* route 22)
 - South -> Horsham and the Downs Link
 - West -> Guildford (NCN 22), Cobham

* National Cycle Network



Who is going to use it?

- Children
- Women
- The Elderly
- Disabled (tricycles and buggies)
- Ages 8 to 80
- In short...*everyone*
- Old age or disability should not be a barrier to using a bicycle!

High quality

Attention to detail:

- Usable width of paths (Govt. recommended minimum of 2m)
- No steep kerbs, sharp curves or blind bends
- Routes should be free from obstructions:
 - Parked cars
 - Street signs
 - Drain holes, tree roots etc.
 - Unnecessary barriers

Maintenance

- Regular maintenance is essential to keep routes of a high quality
- Paths kept clear of leaves, snow etc.



Cycle parking

When people get to their destination they will need somewhere to park their bike:

- Plenty of spaces
- Safe and well lit
- Preferably covered...

...and not at the far end of the car park!



In conclusion...

- Routes are for everyone (ages 8 to 80)
- They are fast and direct
- They are attractive
- They feel safe

...*people will choose to use them*

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