



SURREY
COUNTY COUNCIL

1 Rights of Way Improvement Plan

Evidence Report 2 Network and Needs Assessment



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Introduction

Every local highway authority must, by law, produce a Rights of Way Improvement Plan. It sets out the council's strategic goals and priorities for public rights of way.

This Rights of Way Improvement Plans must carry out a full assessment of the needs of the public in using public rights of way, now and in the future. This report contains evidence to underpin the assessment of needs. It should be read in conjunction with Evidence Report 1 – Surveys and Stakeholders.



Shepleas - 22©jonhawkins Surrey Hills Photography

Surrey's Access Resource

Surrey's Public Rights of Way Network

Overview of the Public Rights of Way Network

There are four types of public right of way:

- **Public footpaths** – a public right of way only for pedestrians (including dog walkers, users of wheelchairs, mobility scooters and people with buggies)
- **Public bridleways** – same users as public footpaths, and in addition can be used horse riders and cyclists
- **Restricted byways** – same users as footpaths and bridleways, and in addition can be used by horse-drawn carriage drivers
- **Byways Open to All Traffic (BOATs)** – a public right of way for all users, including motor vehicles

Surrey's public rights of way network is shown Plan 1.

The total length of the network is 2175 miles (3501 km). Most of the network (64%) is comprised of public footpaths, with 32% of the network comprised of bridleways, less than 1% of restricted byways and 4% of byways open to all traffic (BOATs). The proportion of bridleways, restricted byways and BOATs is 36%, which is higher than nationally.

Table 1: Surrey's Public Rights of Way Network

	Surrey - Kilometres	Surrey - Miles	Surrey - %	National Network - %
Length – all public rights of way	3501	2175	-	-
Footpaths	2253	1400	64%	78%
Bridleways	1120	696	32%	17%
Restricted Byways	2	1.5	<1%	2%
Byways Open to all Traffic (BOATs)	126	78	37%	3%
All bridleways, restricted byways and BOATs	1248	776	36%	22%

On average, there are 2.1km of public rights of way per square kilometre overall.

The distribution of public rights of way varies across the county. Plan 1 shows the density by district and Plan 2 shows density per each 1km square across Surrey. The highest length of public rights of way is in Waverley district, with 798km, and the lowest is Spelthorne district with 44km. The highest density of public rights of way is in Mole Valley district, with 2.7km per square kilometre. The lowest is in Spelthorne district with 0.9km per square kilometre.

Plan 1: Surrey's Public Rights of Way Network

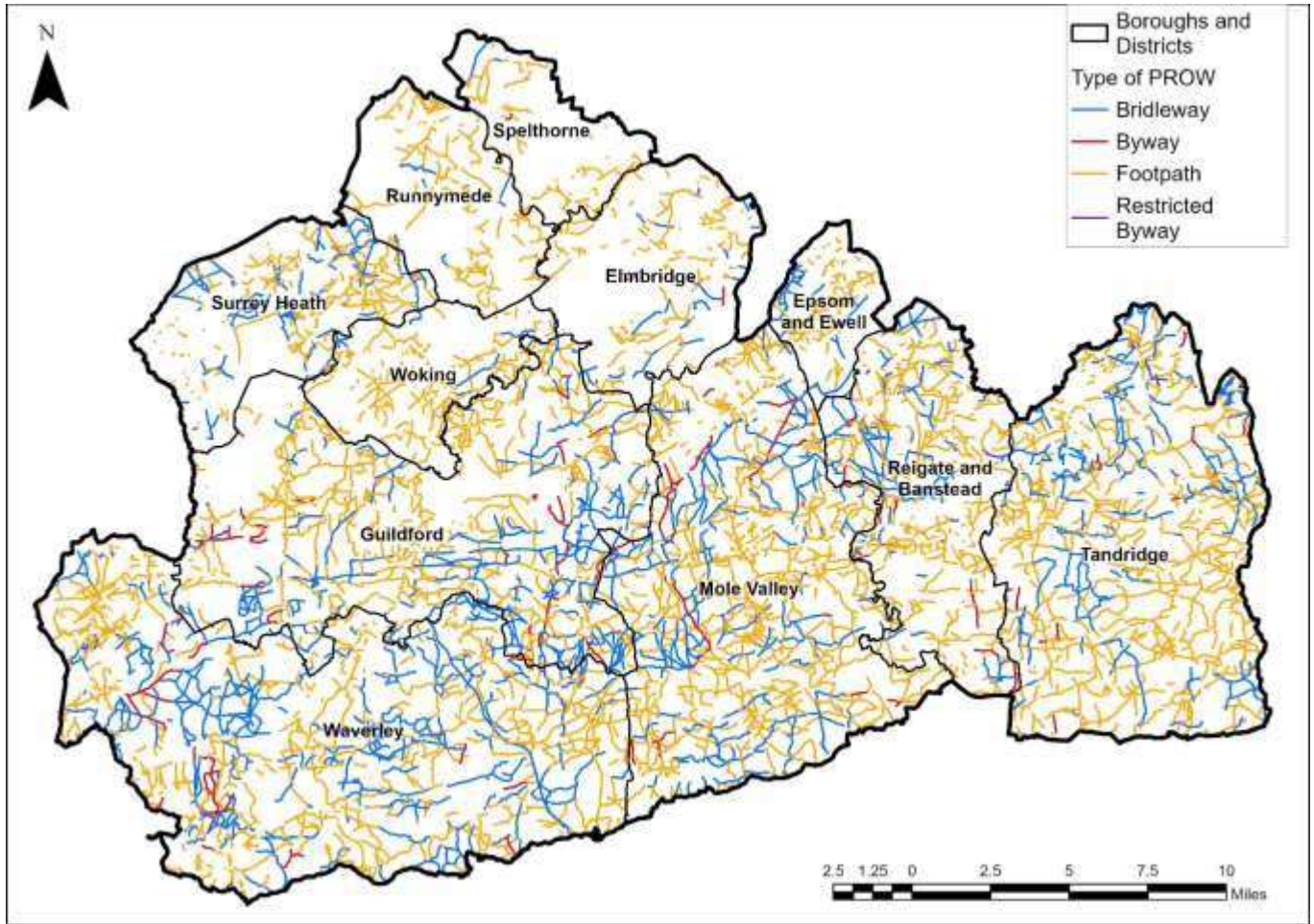


Chart 1: Length by District - All Public Rights of Way

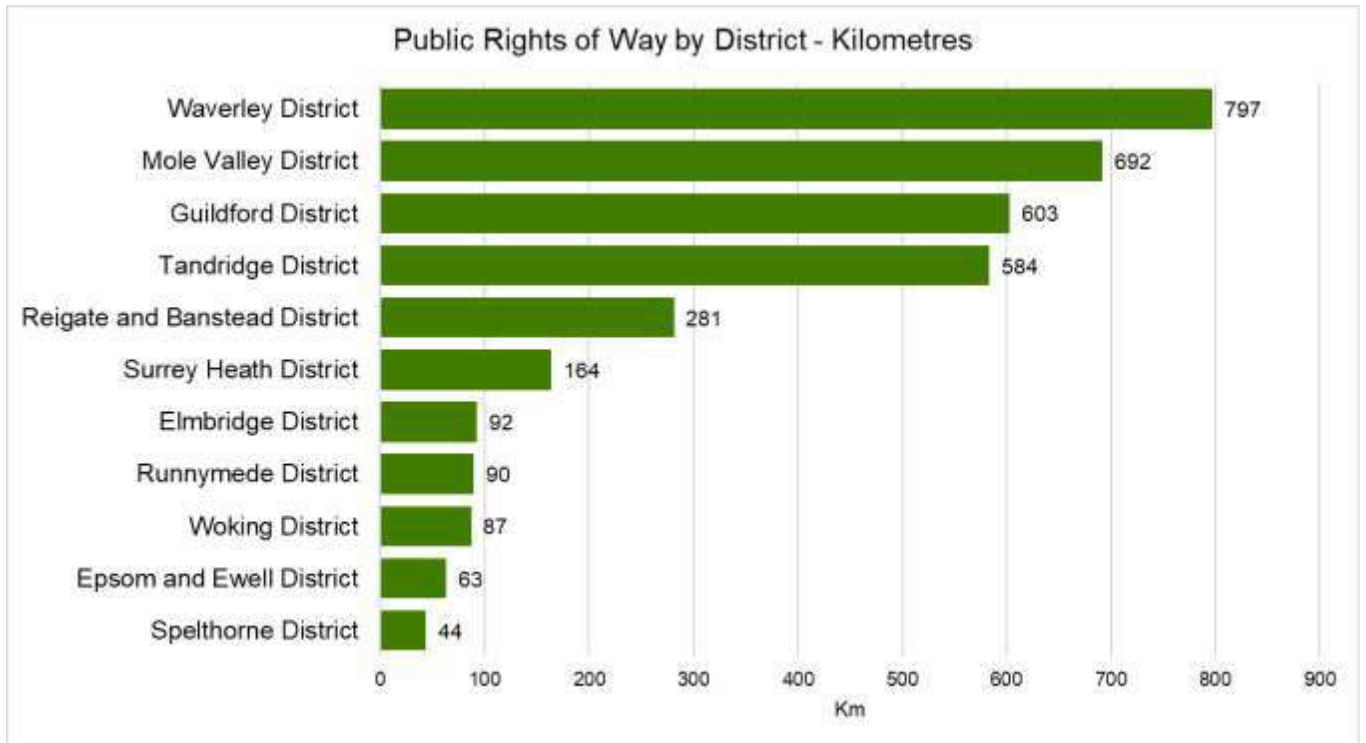
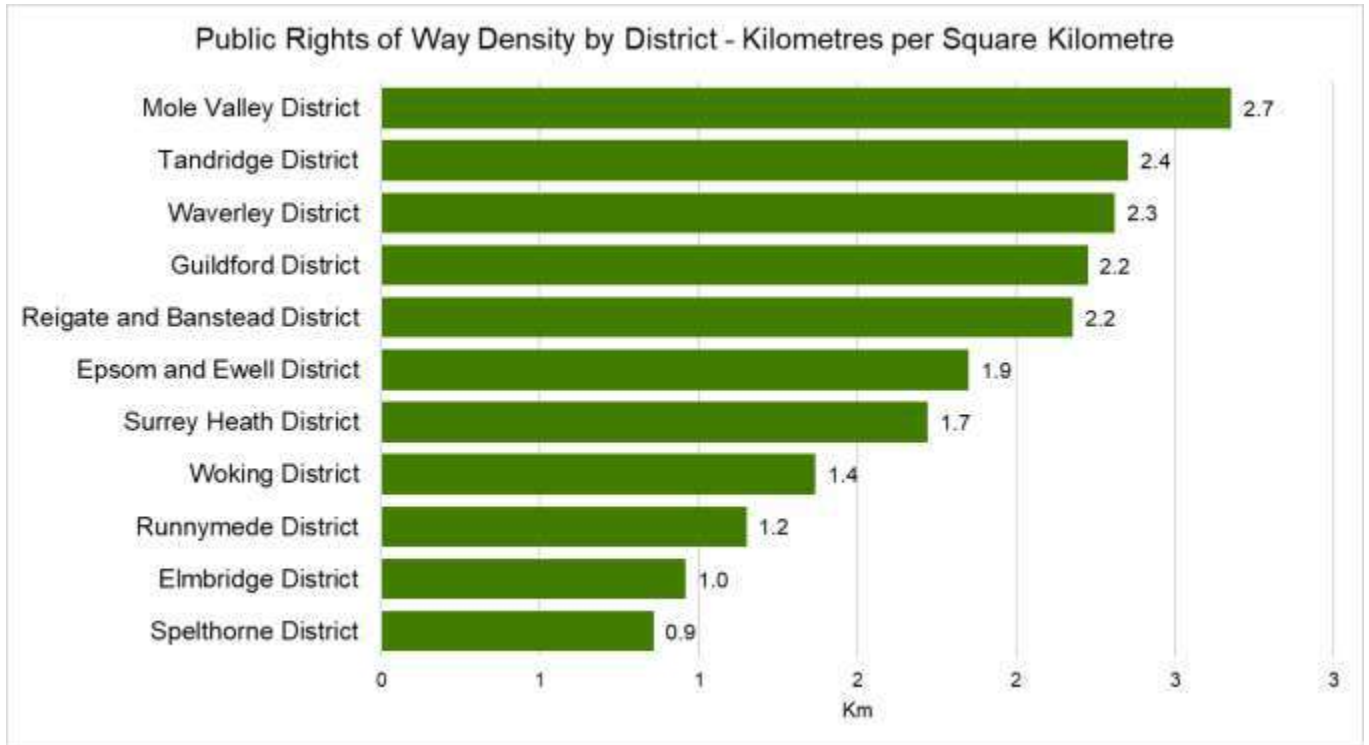
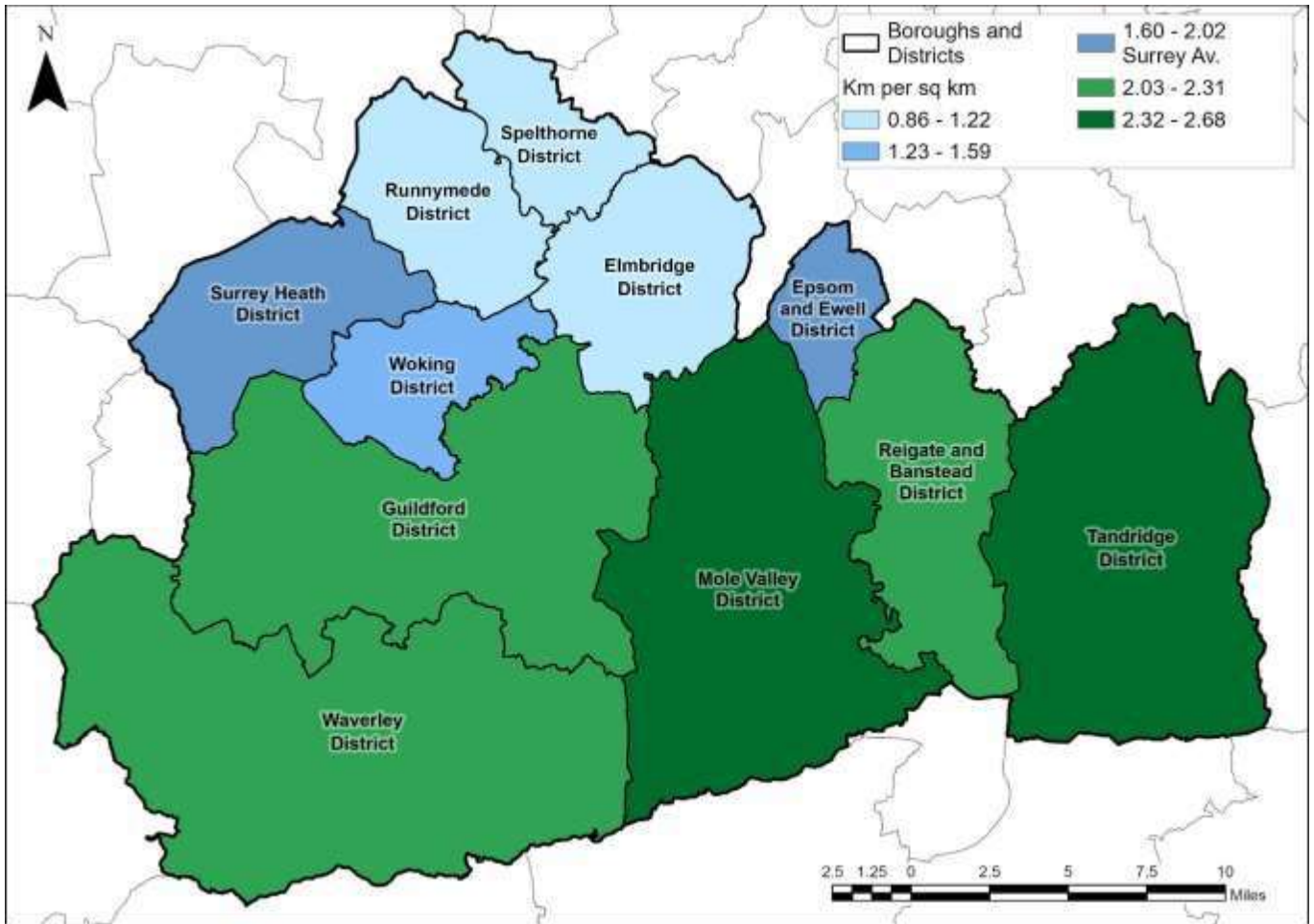


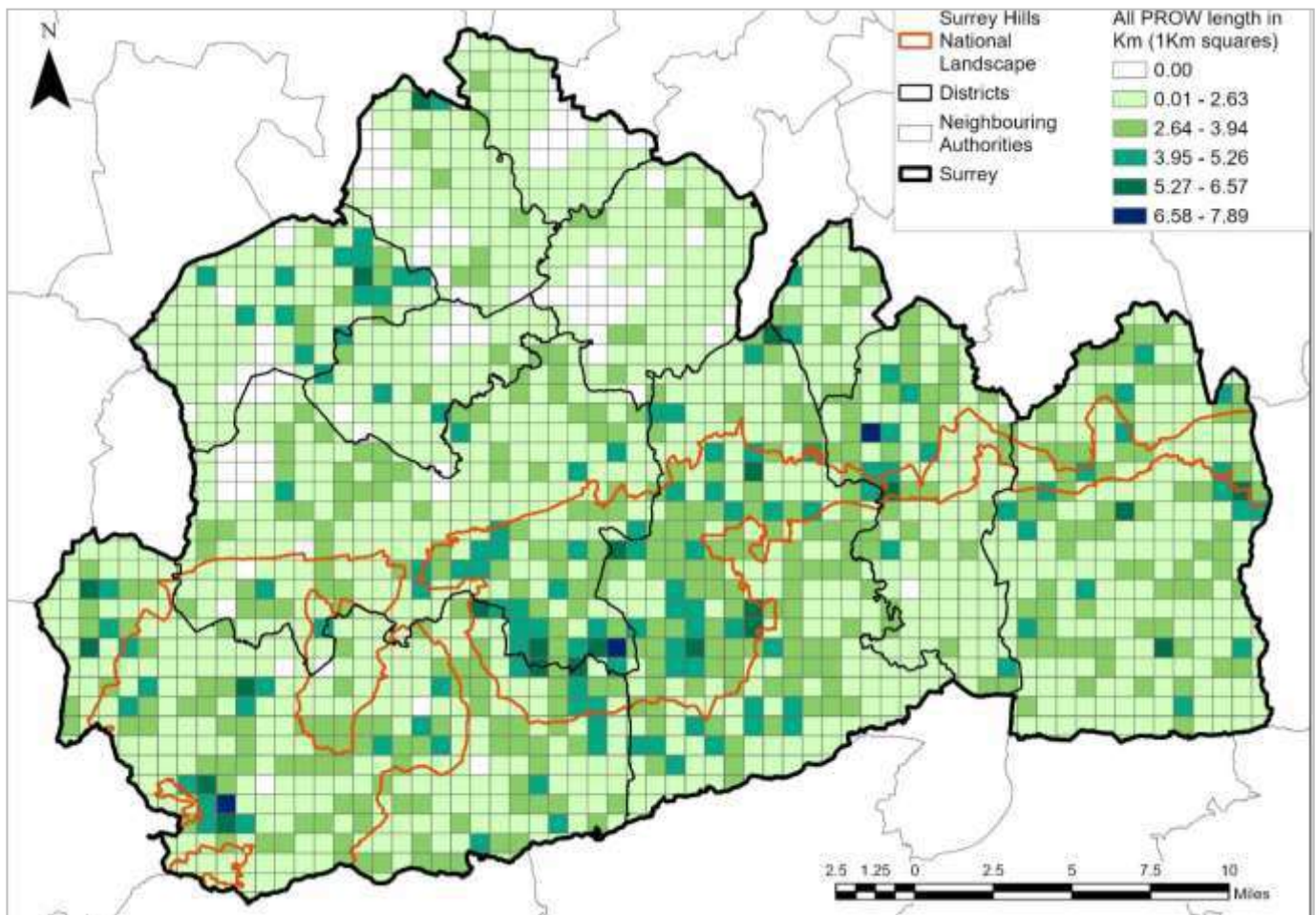
Chart 2: Density by District - All Public Rights of Way



Plan 2: Density of all Public Rights of Way – Districts



Plan 3: Density by Square Kilometre



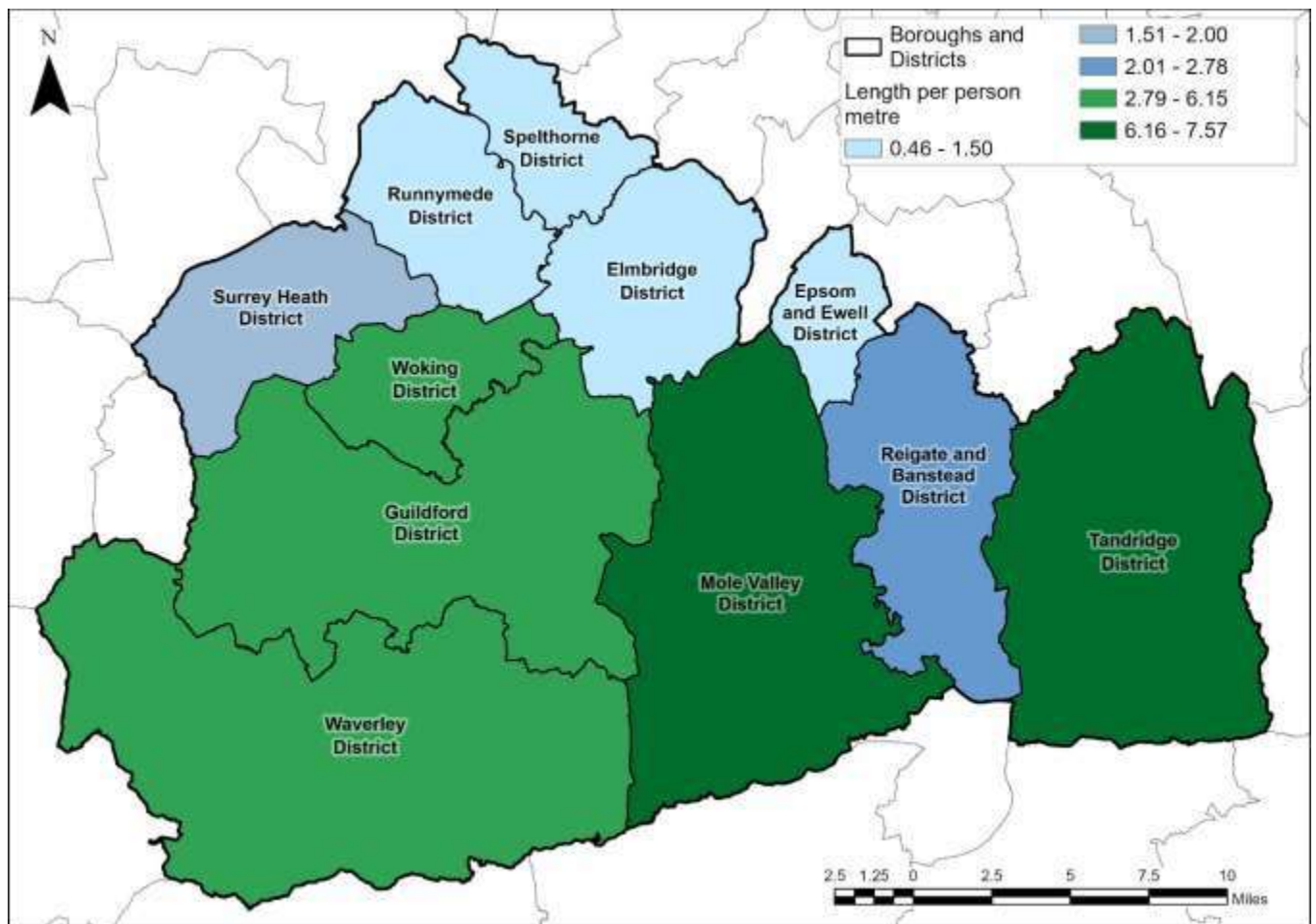
There is a lower length of public rights of way in the more urban areas in the north of the county and as these are the most densely populated areas, there is less length per person. Overall there are on average 2.85 metres of public rights of way per person in the county, based on the Surrey-I mid-term estimate (2023) of 1,228,671 people. The highest length per person by district is in Mole Valley district, at 7.57 metres. The lowest length person is in Spelthorne district at 0.46 metres per person.

Within the Surrey Hills National Landscape there are 1170km (727 miles) of public rights of way, which is a density of 2.8km per square kilometre, higher than the Surrey average of 2.1km per square kilometre. There are also more bridleways, restricted byways and BOATs, comprising 51% of the network compared with 36% overall for Surrey. Population data are not available for the Surrey Hills National Landscape, but provision per person is likely to be high given the high density of the network and lower population in this rural area.

Table 2: Provision by District and Surrey Hills National Landscape

District / Area	Kilometres	Miles	Density – Km per square km	Length (m) per person
Waverley	797	496	2.3	4.37
Mole Valley	692	430	2.7	7.57
Guildford	603	375	2.2	3.89
Tandridge	584	363	2.4	6.92
Reigate and Banstead	281	175	2.2	2.04
Surrey Heath	164	102	1.7	1.86
Elmbridge	92	57	1.0	1.32
Runnymede	90	56	1.2	1.00
Woking	87	54	1.4	4.36
Epsom and Ewell	63	39	1.9	0.62
Spelthorne	44	27	0.9	0.46
Surrey Hills National Landscape	797	452	2.8	Population not available

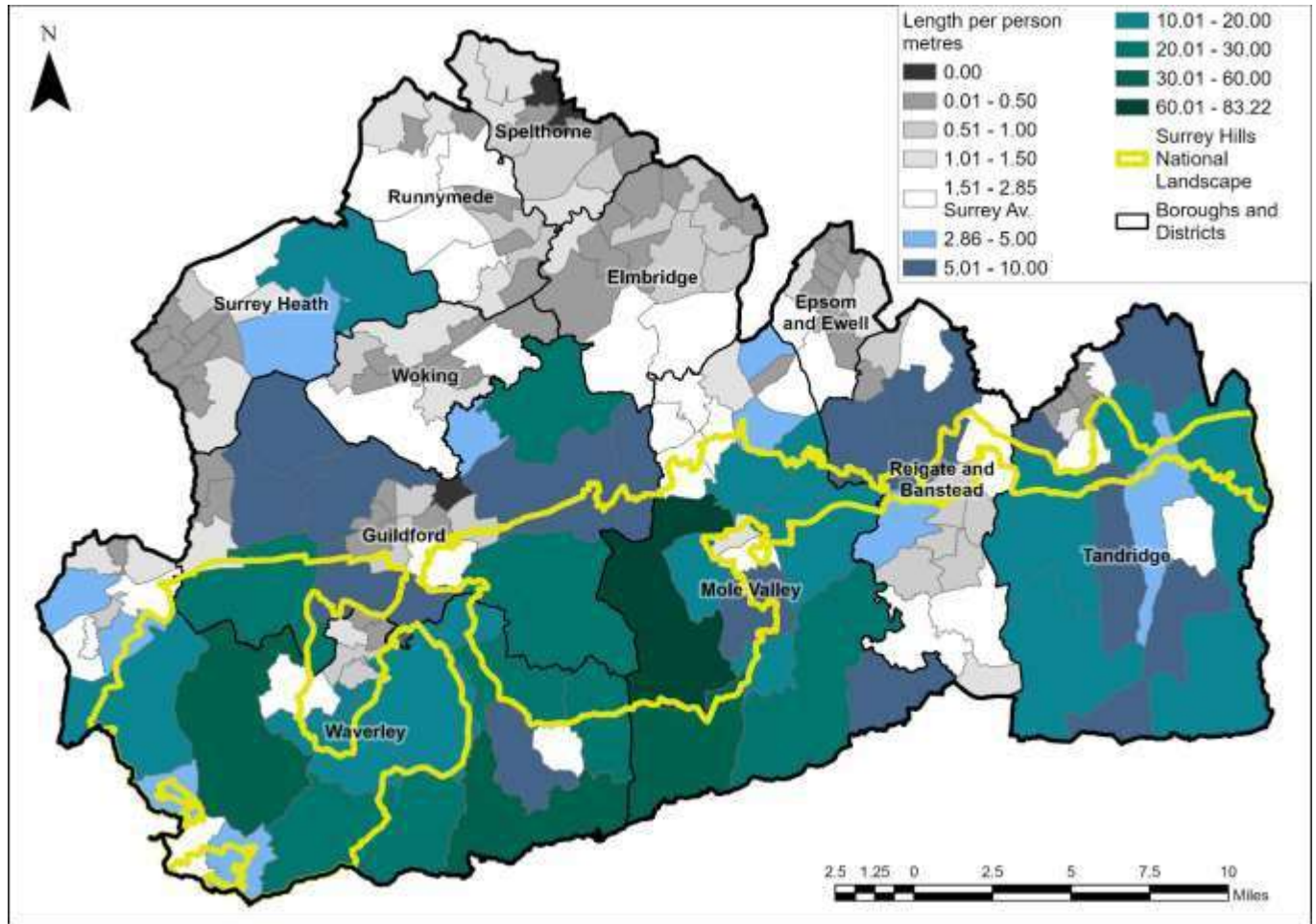
Plan 4: Length of Public Rights of Way per Person – Districts



Analysis by Ward further highlights the differences in provision between the north and south of The provision per person also varies across the county. This shows that there is lower provision per person than the Surrey average in all of Spelthorne, Runnymede, Elmbridge, Epsom and Ewell and Woking districts. In Surrey Heath and Reigate and Banstead there is lower provision per person than the Surrey average in at least half of the district.

The highest length of public right of way by person in in Leith Hill Ward in Mole Valley district, with 83.22m per person. A table of data for all Wards are included in the Appendix.

Plan 5: Length per person by Ward



Comparison with Other Counties

Surrey has a lower provision of public rights of way per person than other counties in the south of England, shown in Table 3. The population figures are based on the Census 2021. Total lengths of PROW for counties other than Surrey are taken from the previous ROWIP and may not be up to date.

The proportion of bridleways, restricted byways and byways open to all traffic is higher than all of these counties.

Whilst there is a higher density of public rights of way by area than in neighbouring counties, there is a lower length of public rights of way per person living in Surrey. This, combined with visitors from outside Surrey using public rights of way in the county, means that there are high levels of use of the public rights of way network.

Table 3: Public Rights of Way - Other Counties

	Surrey	Buckinghamshire	Hampshire	Kent	East Sussex	West Sussex
Population	1,228,671	553,100	1,409,000	1,576,100	545,800	882,700
Length of Network	3501	3363	4593	6887	3179	4079
Footpath	64%	81%	72%	84%	78%	68%
Bridleway	32%	18%	16%	11%	19%	29%
Restricted Byway	0%	0%	0%	3%	5%	1%
Byway open to all Traffic	4%	0%	6%	4%	2%	0%
Metres per person	2.85	6.08	3.26	4.37	5.82	4.62
Metres per square km	2.1	1.8	1.2	1.8	1.8	2.0

Bridleways, Restricted Byways and Byways Open to All Traffic

Only bridleways, restricted byways and BOATs can be used by equestrians and cyclists. In Surrey these form 36% of the network. This level of provision is higher than in other areas. In Oxfordshire they form 35% of the network, in Buckinghamshire 22% and in Hampshire 28%. Carriage drivers can only use restricted byways and BOATs (4% of the network) and motorised vehicles can only use BOATs (4%). These public rights of way are shown in Plan 6.

Across the county the density of bridleways, restricted byways and BOATs is 0.75km per square kilometre. In the Surrey Hills National Landscape it is nearly double this density, at 1.42km per square kilometre. As with the public rights of way network as a whole, these are not spread evenly across the county. Plan 8 shows density of bridleways, restricted byways and BOATs by district, Plan 9 shows density of bridleways, restricted byways and BOATs by each square kilometre of the county and Plan 10 shows density by Ward.

Plan 6: Bridleways, Restricted Byways and BOATs

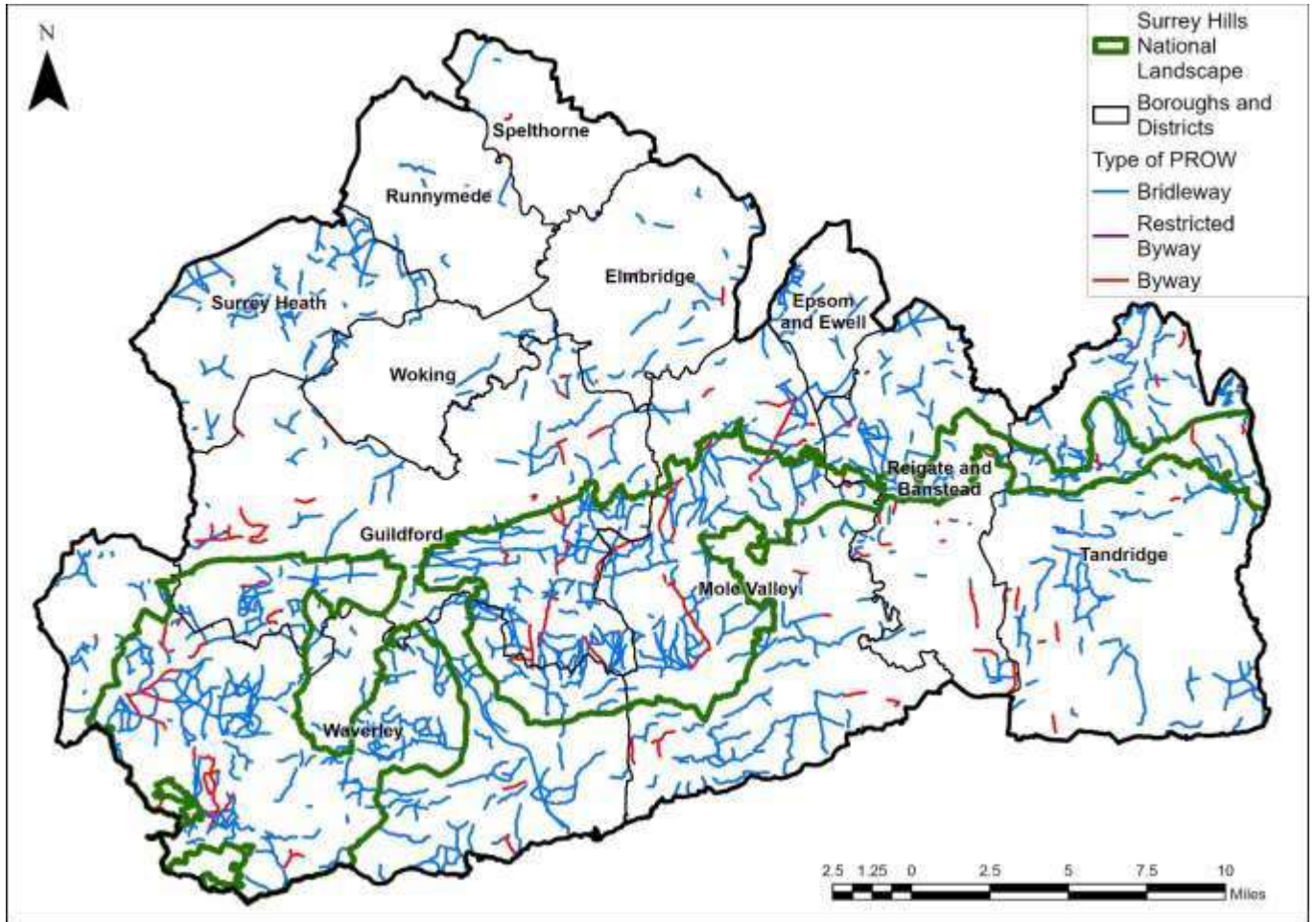
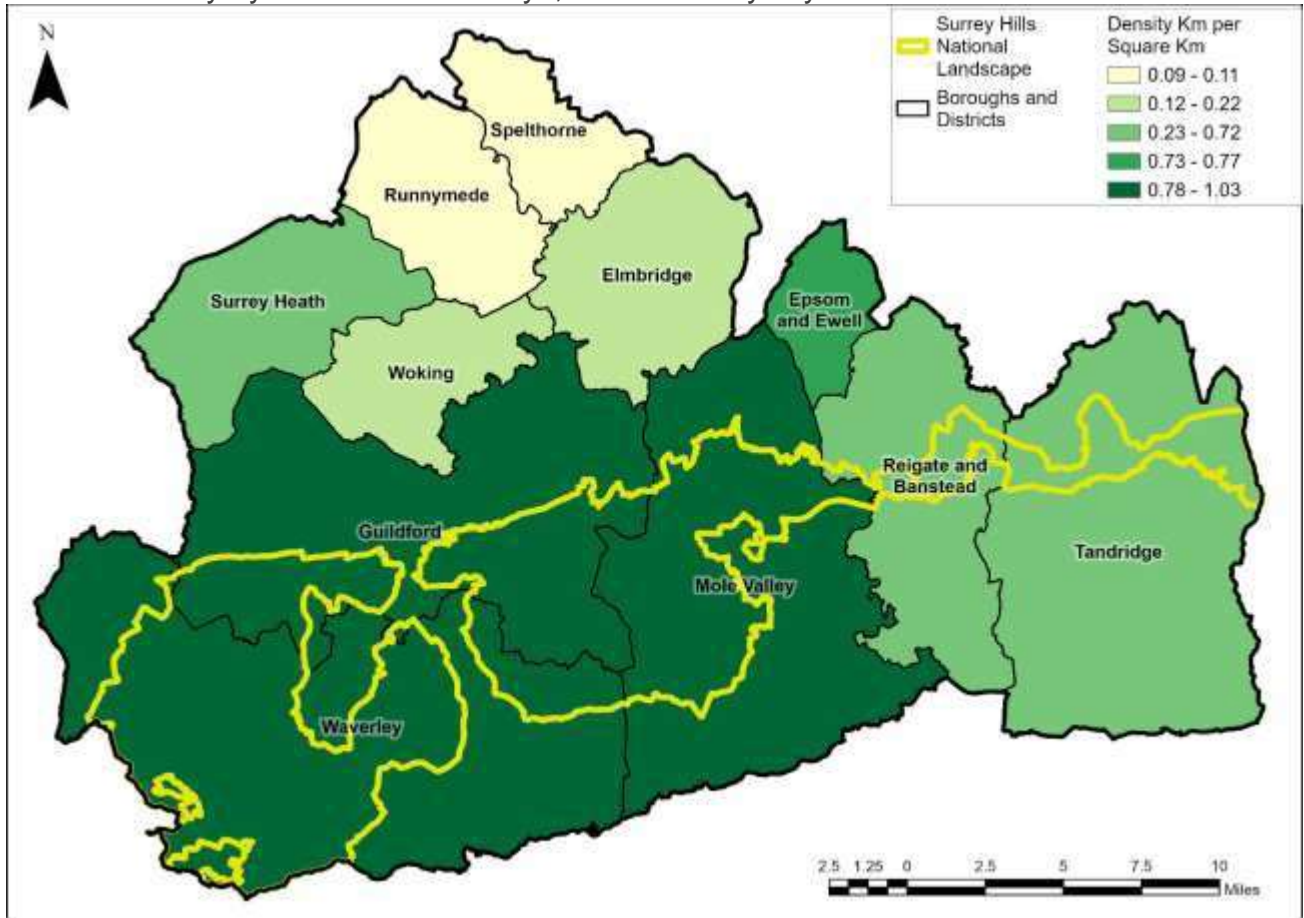


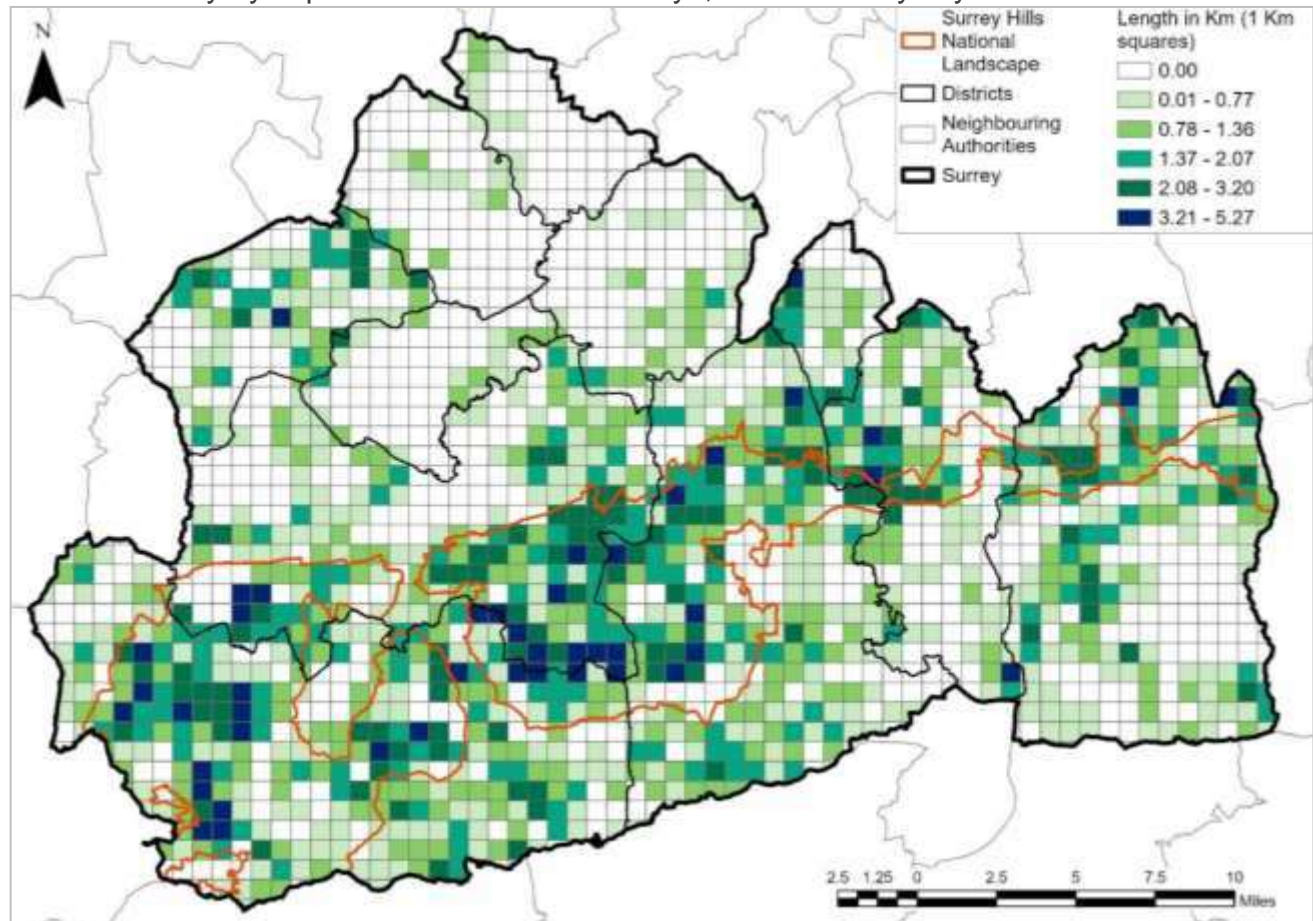
Table 4: Bridleways, Restricted Byways and BOATs by District

District	Length Km	Density km per square km
Waverley	354.25	1.03
Mole Valley	240.55	0.93
Guildford	249.72	0.92
Epsom and Ewell	26.15	0.77
Surrey Heath	68.74	0.72
Tandridge	173.45	0.70
Reigate and Banstead	90.12	0.70
Elmbridge	21.25	0.22
Woking	10.65	0.17
Spelthorne	5.50	0.11
Runnymede	6.77	0.09

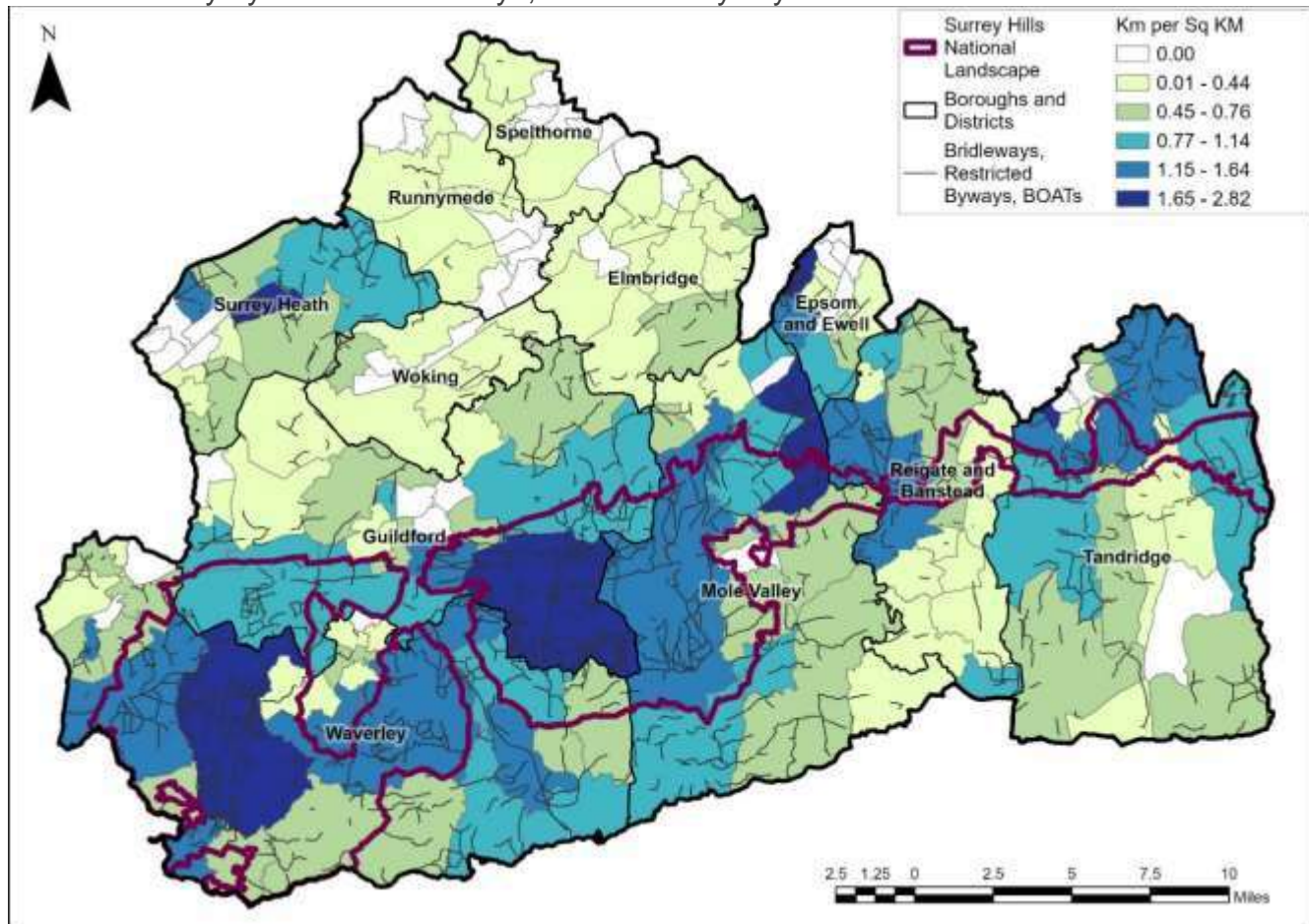
Plan 7: Density by District - Bridleways, Restricted Byways and BOATs



Plan 8: Density by Square Kilometre - Bridleways, Restricted Byways and BOATs



Plan 9: Density by Ward - Bridleways, Restricted Byways and BOATs



The districts with the highest density of bridleways, restricted byways and BOATs are Guildford, Waverley and Mole Valley. Within these areas there are pockets of denser networks:

- In Waverley district around Ockley, Hankley, Tilford and Thursley Commons and to the north and east of Hindhead, and around Hascombe
- A small but isolated network around Puttenham Common west of Guildford, but disconnected from other areas due to main roads
- In the area where Guildford, Waverley and Mole Valley districts meet, in an area from Farley Green, Peaslake and Holmbury to Abinger
- To the north east of Guildford town
- In Reigate and Banstead district around Walton on the Hill and Mogador
- Some smaller networks in northern Tandridge district, south of Caterham, at Tatsfield and around Woldingham Garden village
- In northern Surrey Heath district around Chobham Common

The districts with a low density of bridleways, restricted byways and BOATs are Runnymede, Spelthorne, Woking and Elmbridge. There is very low provision across the entirety of these districts. Other areas with low provision are:

- Southern Tandridge district – all area south of Oxted, except for a small area around Anglefield Corner
- Southern Reigate and Banstead district – Redhill and Horley and rural areas
- The north-western part of Guildford district – Pirbright, Worplesdon, Fairlands and Whitley Green

Public Rights of Way and the Road Network

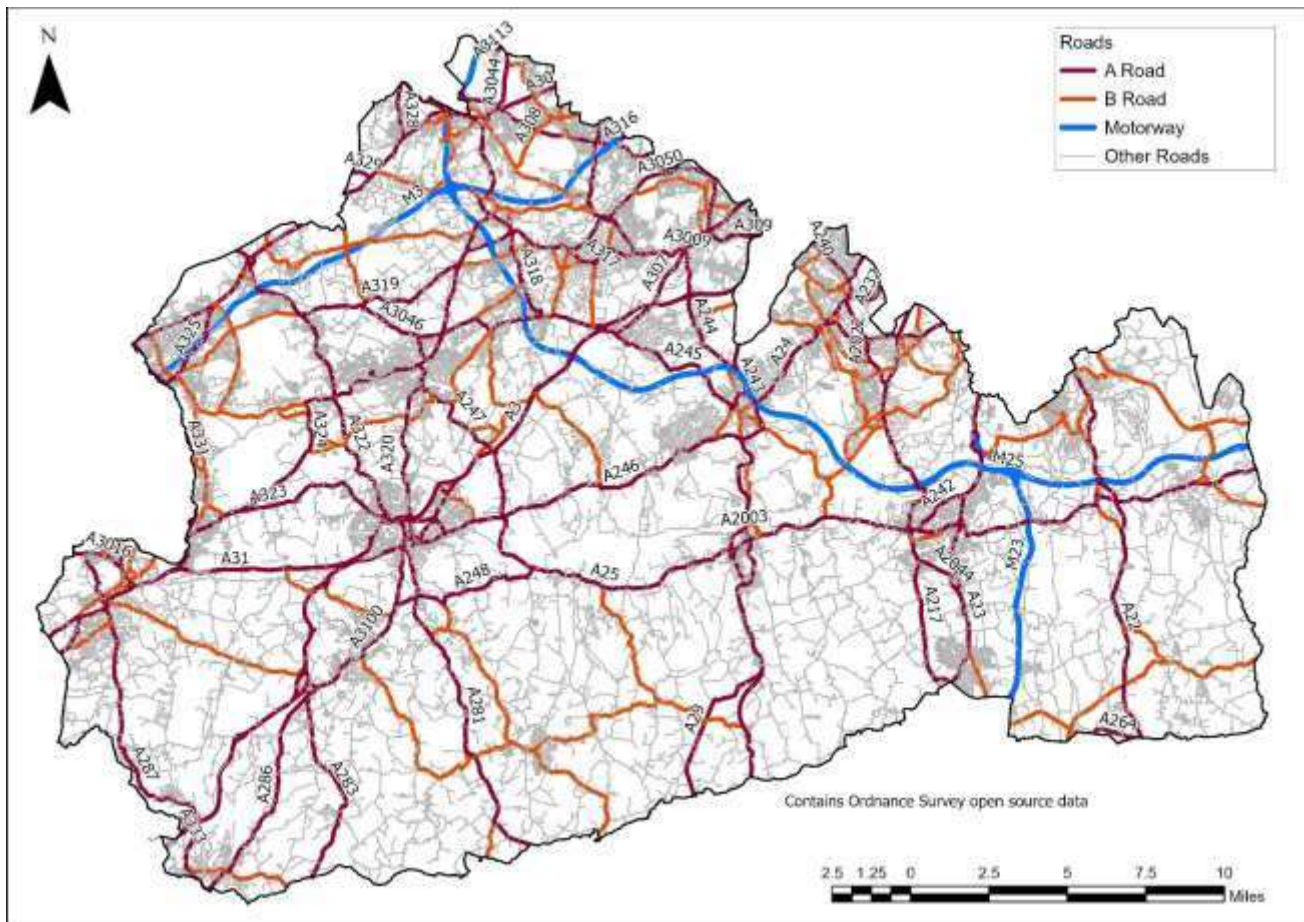
Due to Surrey's location, the transport networks are important both regionally and nationally. The proximity to London, the major airports of Heathrow and Gatwick, and connections from the ports of Portsmouth and Southampton mean that Surrey's infrastructure contributes to connectivity at a national and international level. There are several nationally important roads in Surrey, such as the M25, M23, M3, and A3.

Surrey has one of the busiest road networks in the country. There are high congestion levels across the county and Surrey's roads carry over 60% more than the national average amount of traffic.

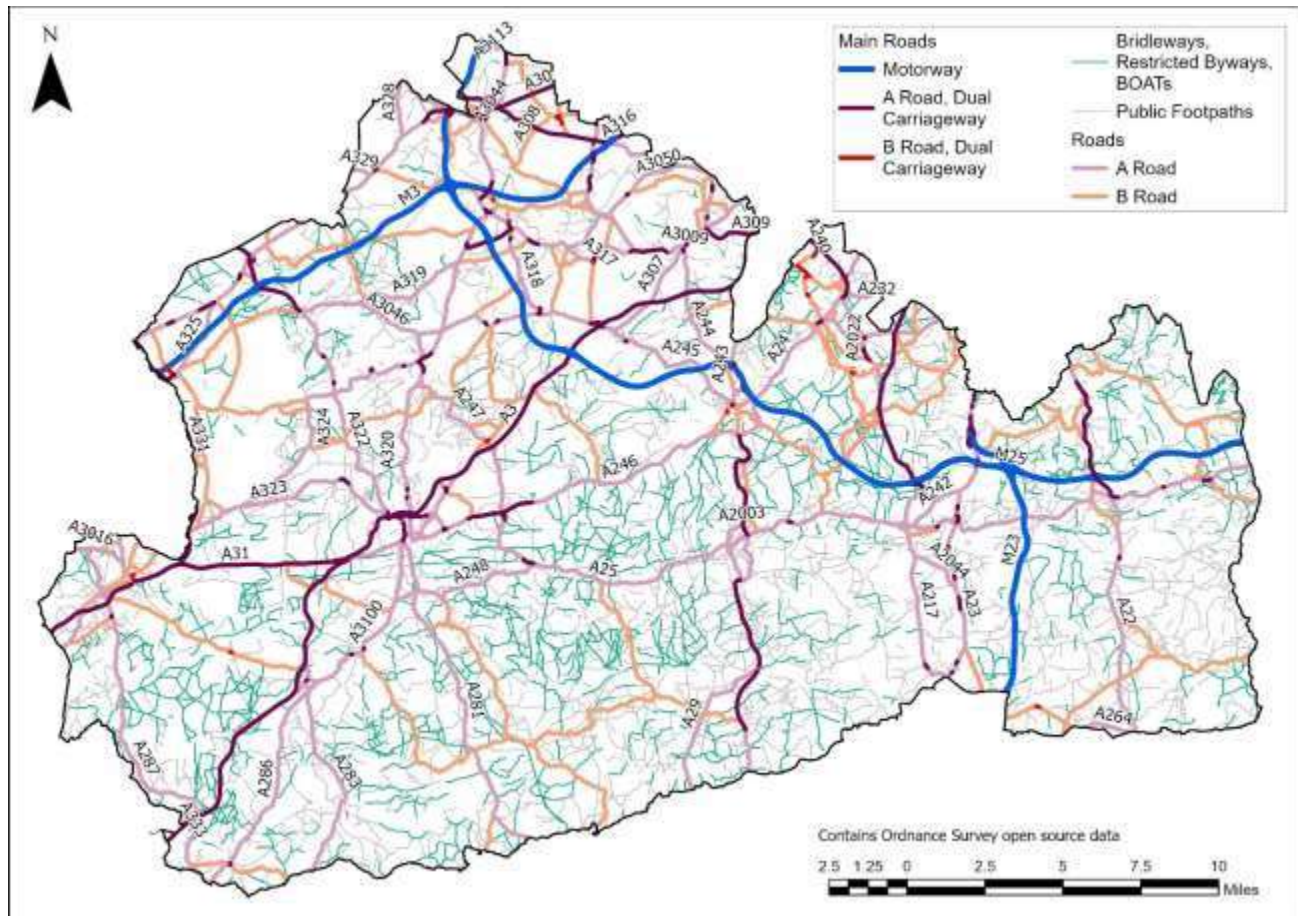
Surrey County Council's Local Transport Plan (LTP4) set outs the council's strategy for transport. This section sets out the interaction between the road network and public rights of way.

The road network in Surrey is shown in Plan 10. In Plan 11, the main roads are shown alongside the public rights of way network.

Plan 10: Surrey's Road Network

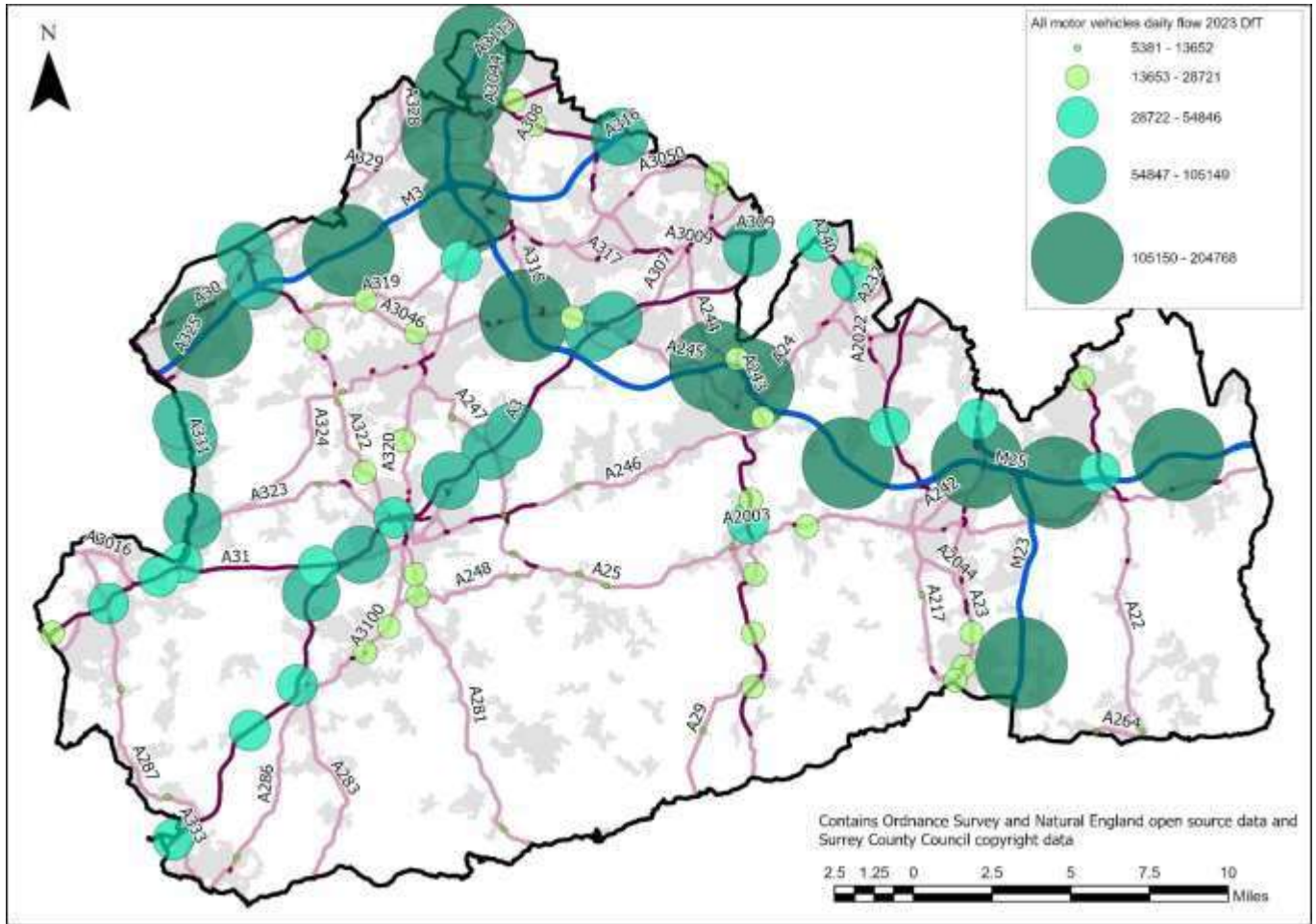


Plan 11: Main Roads and Public Rights of Way



Plan 12 shows daily average traffic flows in 2023 on the major roads (selected [Department for Transport](#) points). The traffic flows on the motorway network are quite clearly the highest, but there are also high flows on the arterial roads, in particular the A31, A331 and A3. There is a high volume of traffic throughout the northern areas of the county, around the outskirts of Aldershot, Farnborough and Camberley and most areas to the north west of the M25 on the outskirts of London.

Plan 12: Average Annual Daily Flow 2023 (DfT)



The traffic flows on many of the major roads, especially those which are dual carriageways, make crossing these roads impossible for all users and therefore create significant barriers to access. Although traffic flows on some of the other A roads, B roads and rural lanes may be lower, crossing or traversing along these roads may also be difficult.

Equestrians in particular are affected by busy roads as the network of public rights of way which they can use is less well-connected in some parts of the county with the result that the road network needs to be used to complete routes.

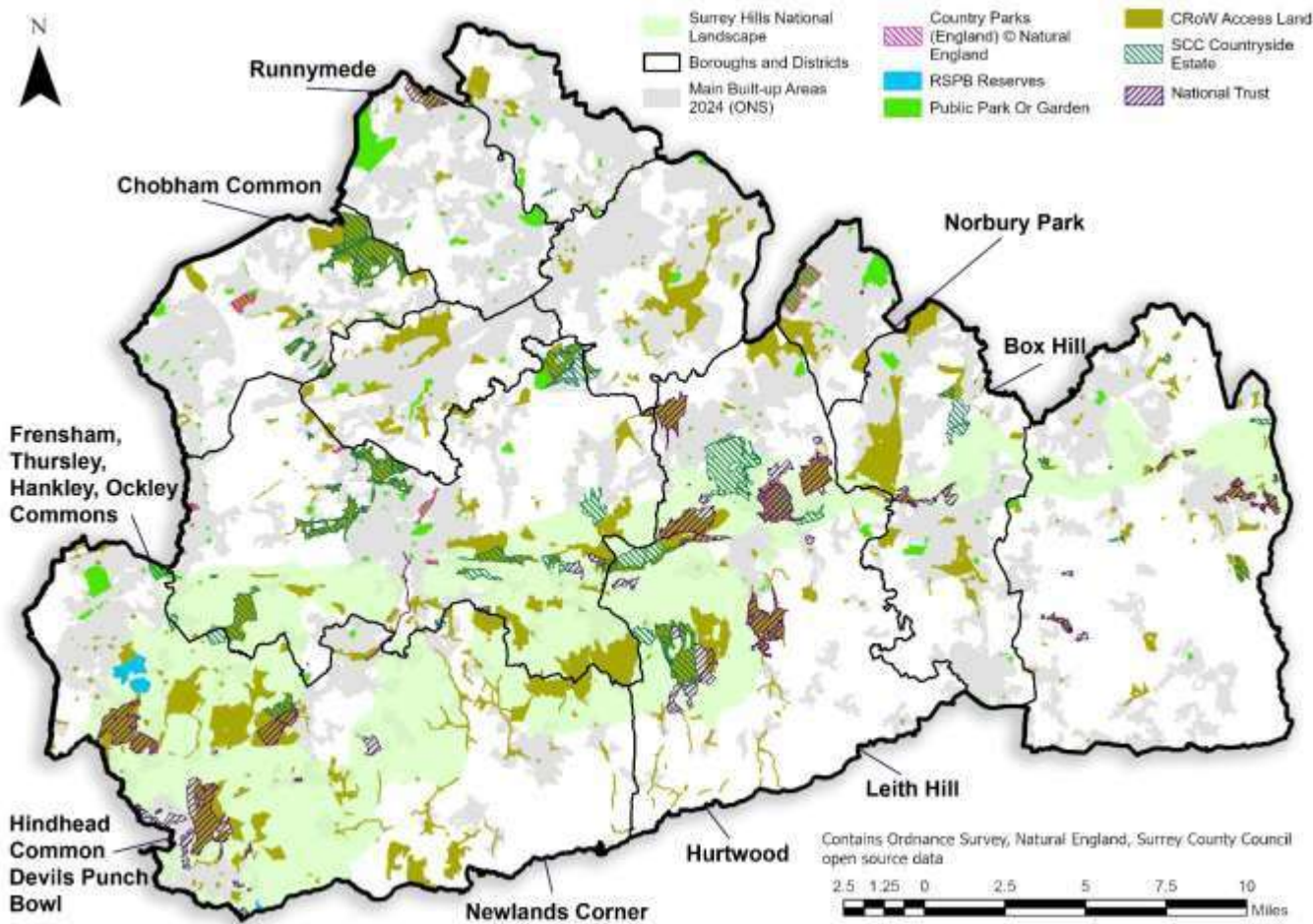
Publicly Accessible Greenspace

When assessing whether people have good access to the countryside it is important to also consider the other open spaces that people can visit. The public rights of way network is part of this wider provision. Information on other areas of publicly accessible greenspace is included here to provide a broader context of the countryside access resource of Surrey. These spaces do not fall within the scope of the ROWIP but are provided for context of the wider access resource. These are shown in Plan 13.

Surrey has many very popular destination sites. Some sites are very popular and attract visitors from across Surrey and beyond.

Box Hill, Leith Hill and Newlands Corner are among the most popular sites which attract many thousands of visitors annually. This area is also highly used by off-road cyclists. The commons around Hindhead, including the Devil’s Punchbowl and the commons to the north of Hindhead are also popular areas. Some of the most visited sites are shown in Plan 13.

Plan 13: Publicly Accessible Greenspace



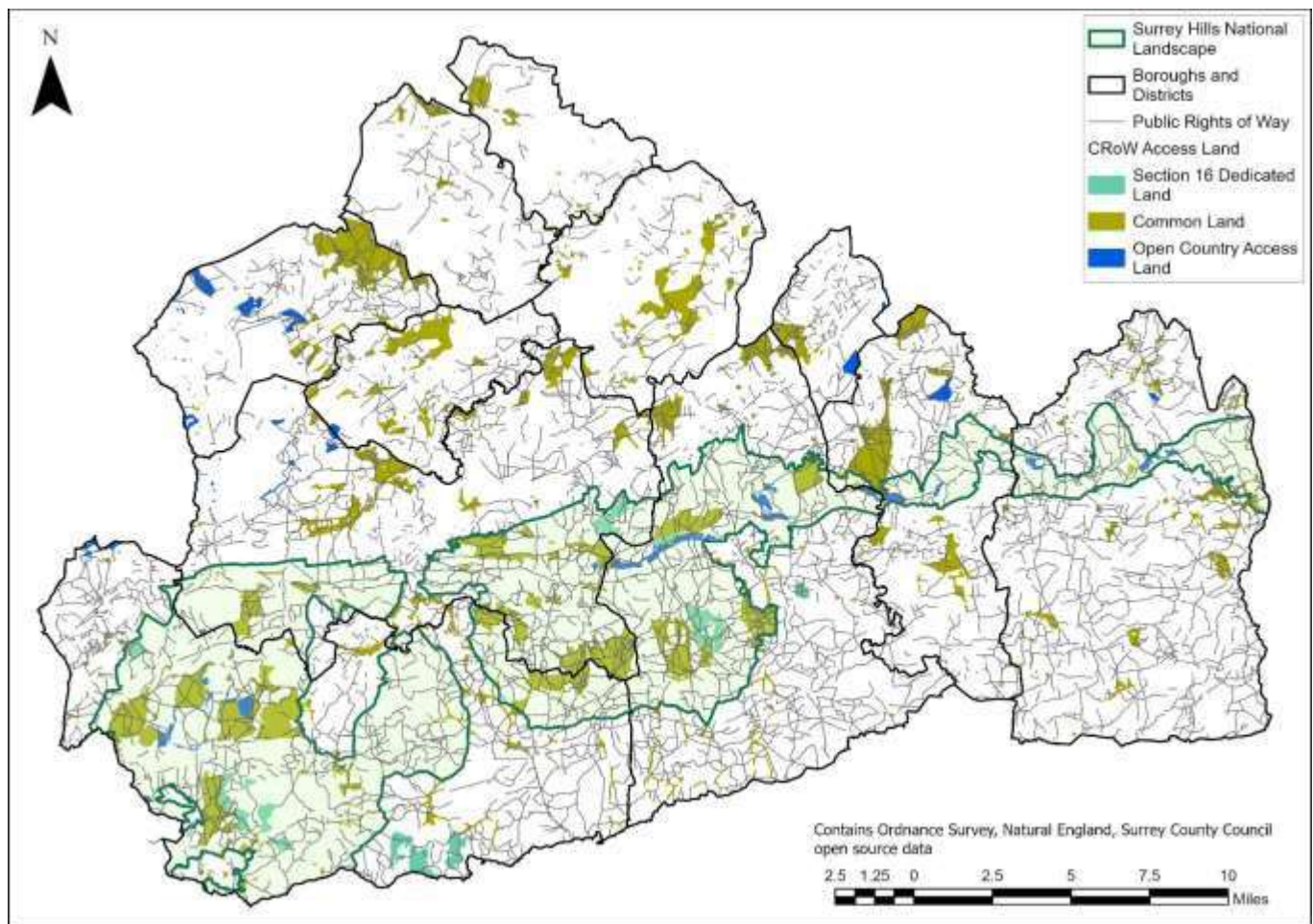
Access Land

The Countryside and Rights of Way Act 2000 (CROW Act) normally gives a public right of access to land mapped as 'open country' (mountain, moor, heath and down) or registered common land. These areas are known as 'open access land'. There are some restrictions to accessing this land.¹ There are 11609 hectares of access land in Surrey.

Most of Surrey's access land is common land, shown in Plan 14.

Public rights of way also cross some of the areas of access land.

Plan 14: Access Land under the CROW Act 2000



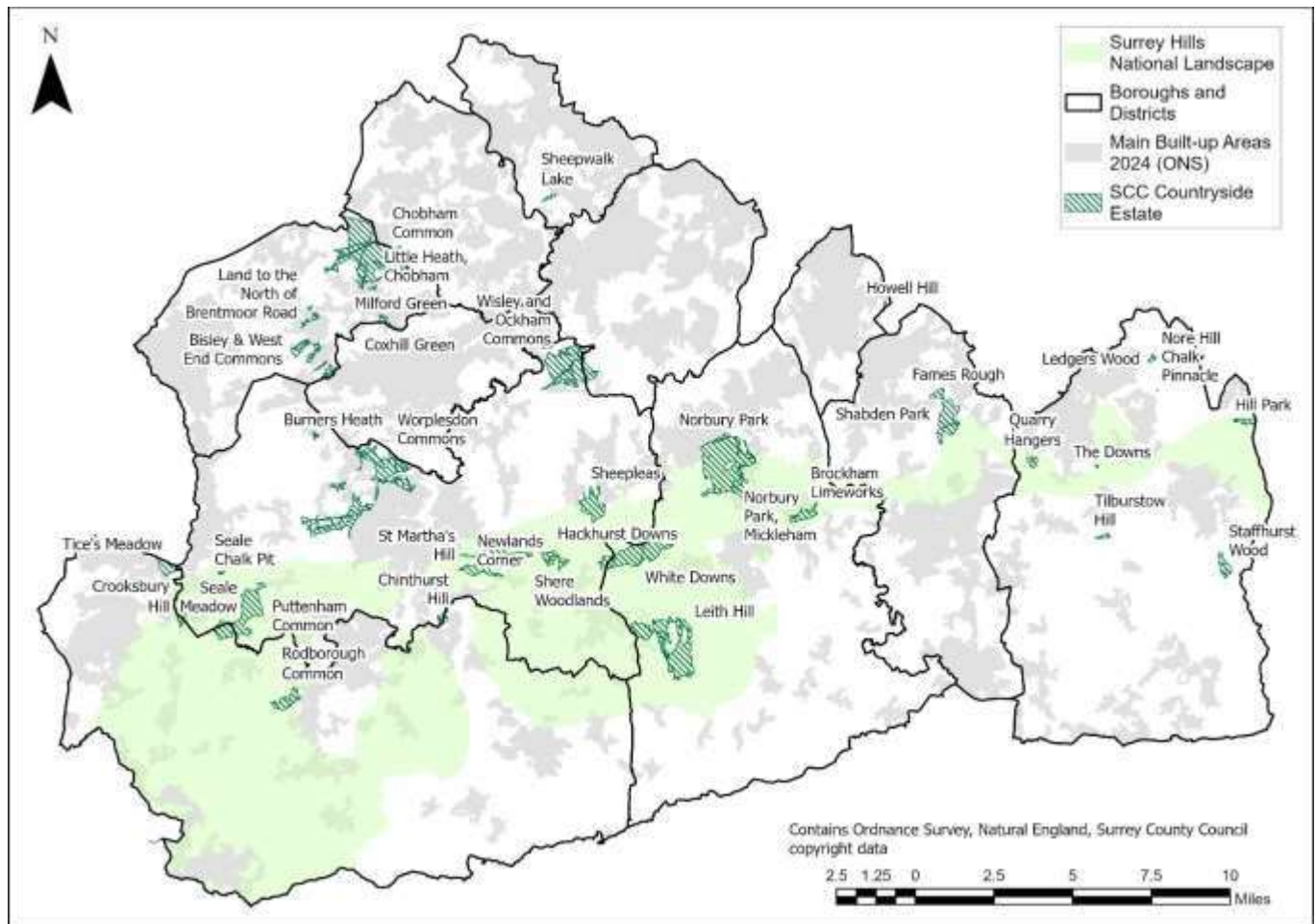
¹ <https://www.gov.uk/right-of-way-open-access-land/use-your-right-to-roam#:~:text=You%20can%20access%20some%20land,around%20the%20England%20Coast%20Path>

Surrey County Council Countryside Estate

Surrey County Council owns or manages on behalf of the owner 6,500 acres of countryside which is accessible for walking and, on some sites, for cycling and horse riding,² shown in Plan 15. These are mainly situated in the north west of the county and within the Surrey Hills National Landscape.

Many sites have self-guided trails in place, with further trails and information improvement planned in the future.

Plan 15: Surrey County Council Countryside Estate



Chinthurst Hill: Local Nature Reserve in the Surrey Hills National Landscape. Waymarked trails, family play, picnic area and orienteering course. Cycling and horse riding permitted on bridlepaths.

Chobham Common: Chobham Common is one of only four National Nature Reserves (NNR) in Surrey and it is the largest inland NNR in the south-east of England. It has a picturesque classic British landscape, with large areas of open lowland heaths, wetlands and ponds. The Reserve provides great mini habitats for animals and creatures and is home to many species of birds, flowers, butterflies and insects. Open for walking and dog walking (under control).

² <https://www.surreycc.gov.uk/culture-and-leisure/countryside/sites/visitor-information>

Crooksbury Hill: Located between Farnham and Elstead in West Surrey, Crooksbury Hill is a small hilltop site with a mixture of woodland, grassland, heathland and great views. Self-guided trail. Open for walking and dog walking (under control).

Leith Hill: A popular, well-known and well-loved high spot in the Surrey Hills, Leith Hill summit provides glorious views to the Greensand Ridge and onwards to the south coast. From the top of the eighteenth century gothic tower you'll be at the highest point in the south-east of England and can enjoy views in the other direction to London's skyline. The National Trust also owns part of Leith Hill. The National Trust owns the tower and Surrey County Council manages some surrounding land on behalf of the landowner.

LEITH HILL



Nowlands Corner: This Surrey flagship site has been a well-known and much-loved space for public use for many years situated above Chilworth and Albury villages outside Guildford. It is right in the heart of the Surrey Hills National Landscape, an Area of Outstanding Natural Beauty (AONB) with many viewpoints and benches, facilities, large areas of woodland, some of them ancient, and chalk downland on the lower grassy slopes. Easy access trails, playground, walking, self-guided trails, orienteering and visitor centre. Surrey County Councils manages the site on behalf of the landowner.

NEWLANDS CORNER



Norbury Park: Historic parkland between Dorking and Leatherhead. Play, dog walking, picnic and self-guided trail with working farms.

Puttenham Common: Large areas of heathland, grassland, woodland and large ponds combine to provide 235 hectares of public open space that is Puttenham Common with undisturbed areas of military-owned land to the south and east towards Compton and on to Guildford.

Rodborough Common: Part of the large open heathland of Thursley National Nature Reserve and is itself a Local Nature Reserve. Nature site for walking and dog walking (under control) and cycling and horse riding on designated bridleways.

Sheepleas: Located in the Surrey Hills above East and West Horsley, as its name suggests Sheepleas was historically a public site for the grazing of animals. A mixed site of woodland areas and chalk grassland landscape. Nature site for walking and dog walking (under control).

Shere Woodlands: Shere Woodlands, including West Hanger, Combe Bottom and Netley Plantation, are on the scarp slope of the North Downs, with outstanding views across the Weald to the south coast. North Downs Way National Trail passes through the area.

Staffhurst Wood: Located in the east of Surrey, Staffhurst Wood is an ancient woodland with a small area of grassland and a pond. Staffhurst Wood is home to a large variety of plant species, as many as 200, such as common spotted orchids and wood anemones as well as other wildlife. Nature site for walking and dog walking (under control).

St Martha's Hill: A high spot in the Surrey Hills above Chilworth village, St Martha's Hill is as well-known as its neighbour Newlands Corner and benefits from being near many other interesting places to visit. St Martha's is a popular spot for walkers, horse-riders and cyclists.

Tice's Meadow: Tice's Meadow is a newly developed nature reserve on the site of the former Farnham Quarry, located between Badshot Lea and Tongham in Surrey, on the southern outskirts of Aldershot. Nature site for walking and dog walking (under control).

Tilburstow Hill: Situated on the Greensand Ridge east of Bletchingley, Tilburstow Hill is a small woodland site with views south over the Weald. Nature site for walking and dog walking (under control). Nature site for walking and dog walking (under control).

White Down: White Down is an unspoilt spot high in the hills above Abinger. Areas of undisturbed woodland which show off their beautiful annual bluebell displays. Nature site for walking and dog walking (under control).

Wisley and Ockham Commons: Heathland commons near the RHS Wisley Gardens near the A3. Natural habitats and heritage features. Walks and dog walking.

Worplesdon Commons: The Worplesdon Group of Commons is made up of nine commons within the parish of Worplesdon near Guildford, some of them are inter-linking. They are:

- Whitmoor and Rickford Commons (Saltbox Road car park)
- Gooserye Common (near Saltbox Road car park)
- Stringers Common including Britten's Pond (Britten's Pond car park, Saltbox Road)
- Chitty's Common, Stoughton
- Rydes Hill, Stoughton
- Broad Street, Wood Street village
- Clasford Common, Wood Street village
- Littlefield Common, Worplesdon

The commons provide valuable green space on the north side of Guildford's urban centre where you'll find heathland, woodland and various ponds. They were originally grazing lands for commoners, with the ponds created for grazing stock to drink from, they are now an abundant haven for wildlife and wildflower meadows. Pay a visit to these commons at any time of year and you'll always find something natural to experience.

National Trust

The National Trust owns many sites in Surrey. Those listed as ‘open at all times’ are shown in Plan 16. Some of the more popular and larger sites are described. The majority of the sites are within the Surrey Hills National Landscape.

Plan 16: National Trust Land 'Open at All Times'

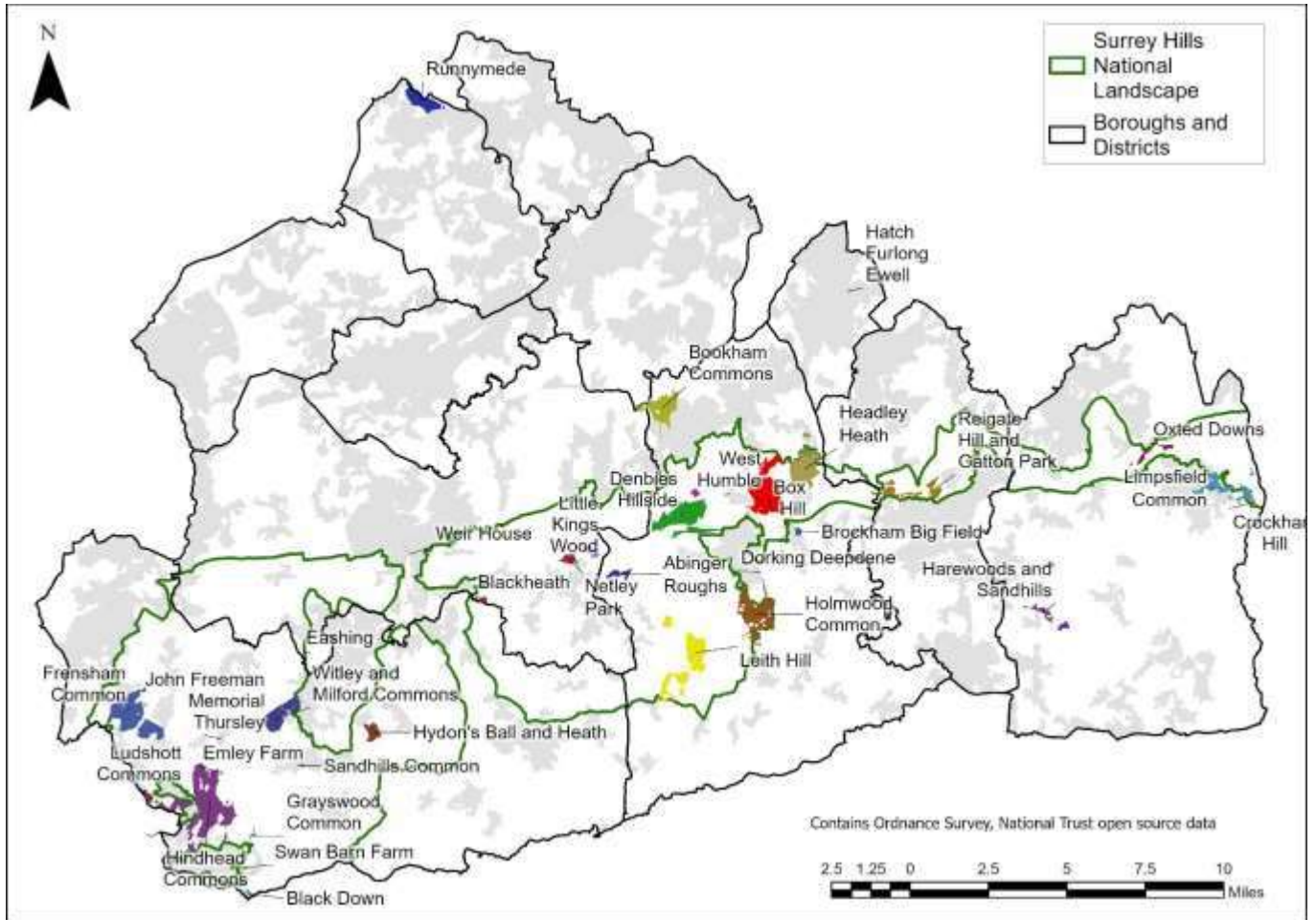


Table 5: National Trust Sites

Abinger Roughs	Grayswood Common	Netley Park
Black Down	Harewoods and Sandhills	Oxted Downs
Blackheath	Hatch Furlong Ewell	Polesden Lacey
Bookham Commons	Headley Heath	Reigate Hill and Gatton Park
Box Hill	Hindhead Commons	Runnymede
Brockham Big Field	Holmwood Common	Sandhills Common
Crockham Hill	Hydon's Ball and Heath	Swan Barn Farm
Denbies Hillside	John Freeman Memorial Thursley	Weir House
Dorking Deepdene	Leith Hill	West Humble
Eashing	Limpsfield Common	Witley and Milford Commons
Emley Farm	Little Kings Wood	
Frensham Common	Ludshott Commons	

Box Hill: Box Hill is one of the most popular and well known countryside sites in Surrey, offering far reaching and scenic views. With walking routes and a destination for cyclists, particularly the Zig Zag road, this site receives many visitors from Surrey and further afield. There is a car park, café, toilets and walking trails.



Below: Box Hill (courtesy National Trust)

Denbies Hillside To the west of Box Hill in the Surrey Hills National Landscape
Headley Heath: To the east of Box Hill in the Surrey Hills National Landscape

Leith Hill: In the Surrey Hills National Landscape, the National Trust owns part of Lieth Hill, with an adjacent area within the Surrey County Council countryside estate. There is woodland and heathland at this, the highest point in Surrey. There is also the built heritage of Leith Hill Tower and Leith Hill Place.

Holmwood Common: Holmwood Common lies to the north east of Leith Hill. There are woodlands and ponds, with a circular route and bridleways for horse riding.

Bookham Commons: Bookham Commons are to the north west of Box Hill. These are a mixture of woodlands, ponds and grassland. There is access on foot and for horse riding and cycling on public rights of way and permitted paths.

Frensham Common, Witley and Milford Commons, Hindhead Commons, Ludshott Commons: These form a wider grouping of commons in the eastern side of the county, along with Thursley Common National Nature Reserve (Surrey County Council and Natural England) and Graysdown Common (National Trust). All are wooded and heathy commons that allow a range of access, including horse riding and cycling in some areas. Frensham has several large lakes. Hindhead Commons has a café and toilet, and the site includes the Devil's Punch Bowl.

There are ground nesting birds and other sensitive wildlife on these sites. Some of these sites extend into Hampshire.

Below: Hindhead Commons (courtesy National Trust)



Runnymede: In the far north of the county, Runnymede and Ankerwycke lies on the River Thames and is the site of the sealing of the Magna Carta. There are woodlands, wetlands and riverside walks.

Other Countryside Sites

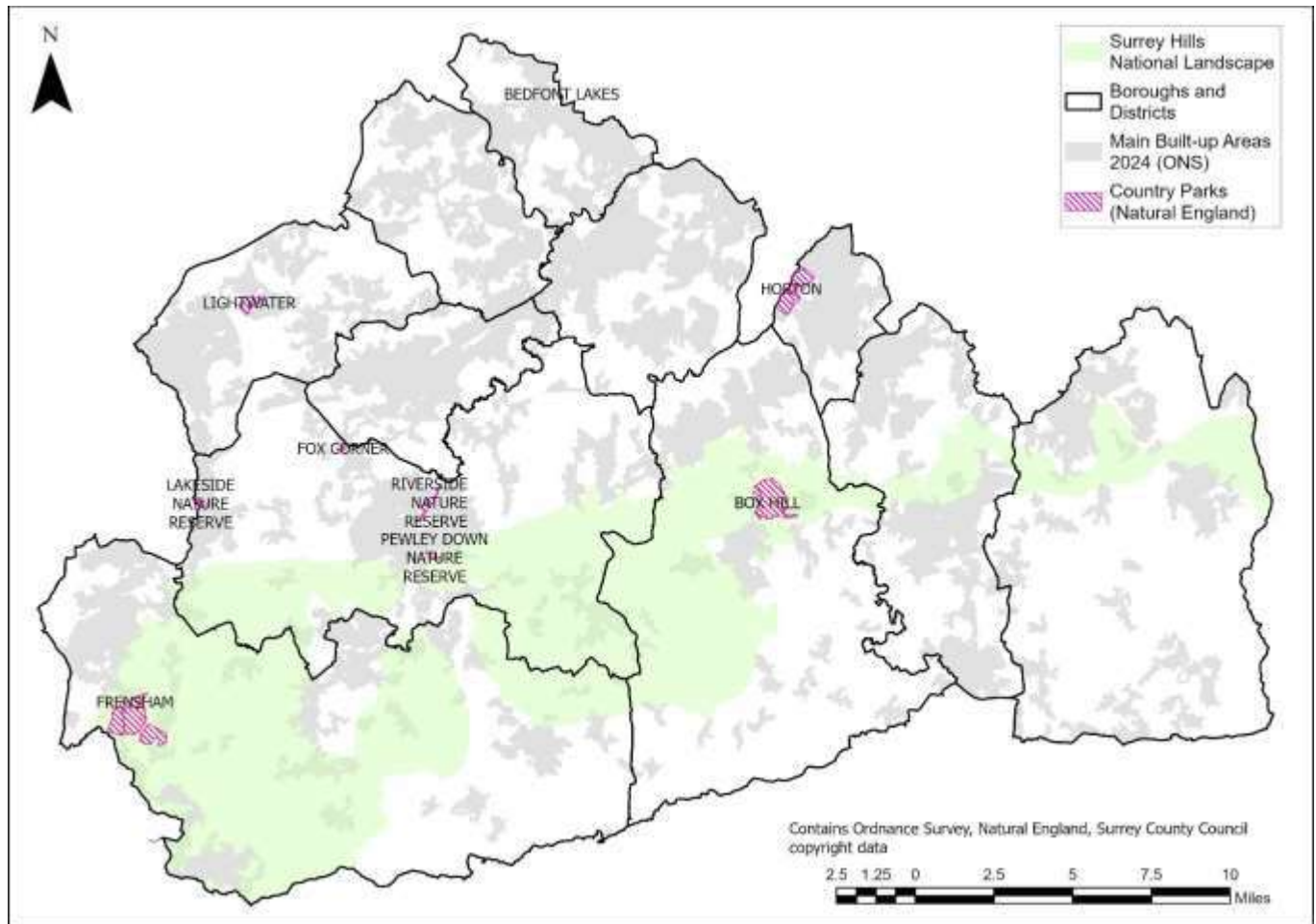
RSPB Farnham Heath: A reserve for birds and other wildlife in the east of the county, in the wider complex of Thursley, Frensham Common, Witley and Milford Commons, Hindhead Commons, Ludshott Commons and others.

Country Parks

Some sites are designated country parks under the Countryside Act 1968, or later under agreement with Natural England, shown in Plan 17. These sites are often on the urban fringe and are areas where people can gain a countryside experience but are supported through good facilities.

Lightwater Country Park: This country park of heathland and woodland, managed by Surrey Heath Borough Council, lies between Camberley and Bagshot. There are walks, a café, play facilities and fishing.

Plan 17: Country Parks



Horton Country Park: Horton Country Park Local Nature Reserve near Epsom is a rural landscape of fields, hedgerows, ancient woods and ponds of great wildlife and historical interest. The site achieved Local Nature Reserve Status in 2004 as a place where people can enjoy nature on their doorstep. There are good paths and tracks which facilitate easy exploration of this wonderful landscape throughout the year. The site is managed by Epsom and Ewell Borough Council.

Lakeside Nature Reserve Country Park: This is a small site near Ash in an urban location with a large lake and some areas of woodland and meadow.

Riverside Nature Reserve: These are small sites on the edge of Guildford. Riverside Nature Reserve is located alongside the River Wey. It is managed by Guildford Borough Council.

Pewley Down Nature Reserve: Pewley Meadows is a small chalk grassland close to Guildford town. It is managed by Surrey Wildlife Trust.

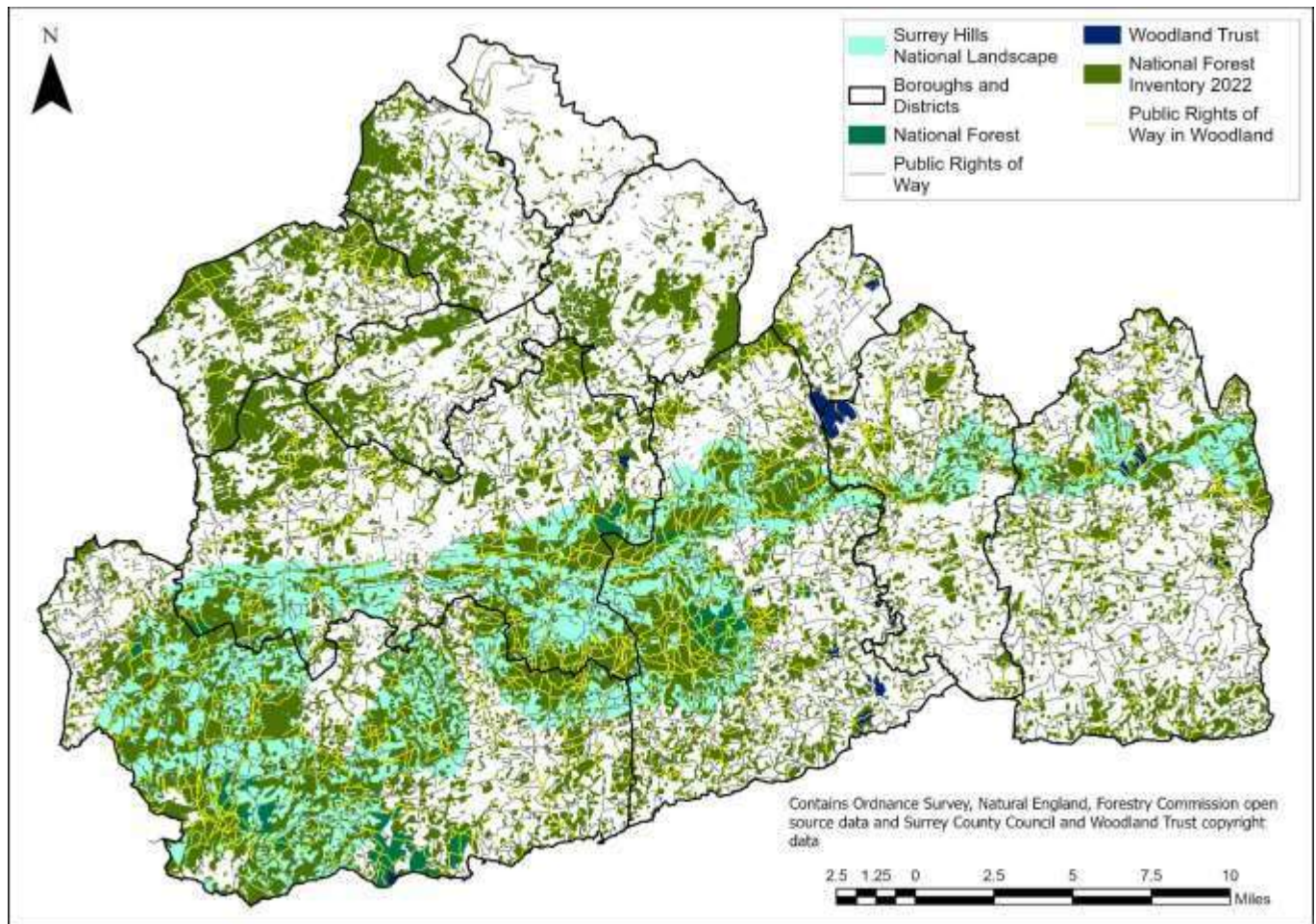
Frensham and Box Hill are also designated country parks and have been previously detailed.

Access to Woodland

Surrey is England's most wooded county, with woodland covering over a fifth of the county, approximately 24%. A quarter of these are recorded as ancient woodland, areas rich in wildlife that have been part of our landscape for centuries. Public rights of way enable access to many of these woodlands, shown in Plan 18.

1393km of public rights of way pass through woodland approximately 40% of the public rights of way network.

Plan 18: Woodlands and Public Rights of Way



Ashted Common: Located between Ashstead and Epsom, this site looked after by the City of London Corporation. It is a 500 acre ancient woodland and one of four National Nature Reserves in the county.

Banstead Woods: Located near Chipstead, this woodland is a resource for wildlife and people, 250 acres of ancient woodland with a recorded history stretching back for nearly a thousand years.

Bourne Wood: Bourne Wood is near Farnham and is managed by the Forestry Commission as a large area of open heathland and woodland and has woodland walks.

Alice Holt Forest: Alice Holt is a Forestry Commission site near Farnham. It is a popular location with forest trails and a large visitor centre.

Langley Vale: Located near Epsom, this is being developed by the Woodland Trust as England's only centenary woodland to mark those who lost their lives in the First World War. 140 acres of mainly ancient woodland will be linked by woodland trails where 200,000 native trees are being planted.

Staffhurst Woods: This woodland in east Surrey is a fragment of the 'wildwood' that once covered southern England.

The Woodland Trust owns several woodlands:

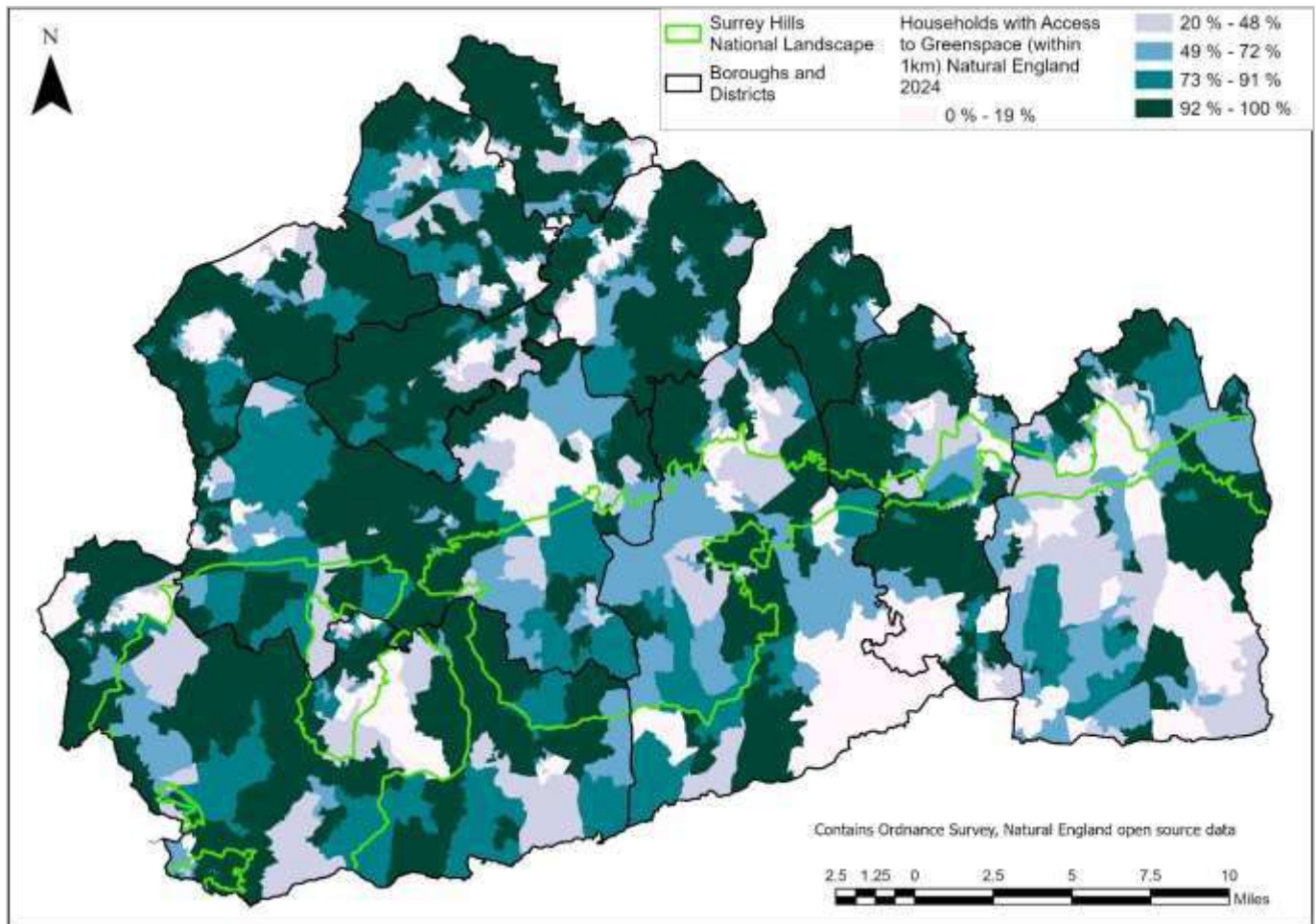
- Great Ridings Wood
- Chiphouse Wood
- Glover's Wood
- Hammond's Copse
- Oxmoor Copse
- Edolphs Copse
- Ricketts Wood
- Great Earls Wood
- Lascombe Walk
- Heath Hills
- Holmwood Park
- Barley Mow Wood
- Staffhurst Wood
- Clamp Rough & Gallows Grove
- Marden Park
- Warren Farm
- Holbeche Corfield Copse
- Philpotes Wood
- Vanhurst Copse
- Langley Vale Wood

Provision of Access to Publicly Accessible Greenspace

Natural England has produced data which describe the percentage of households that are within different walking distances of different types of green space.

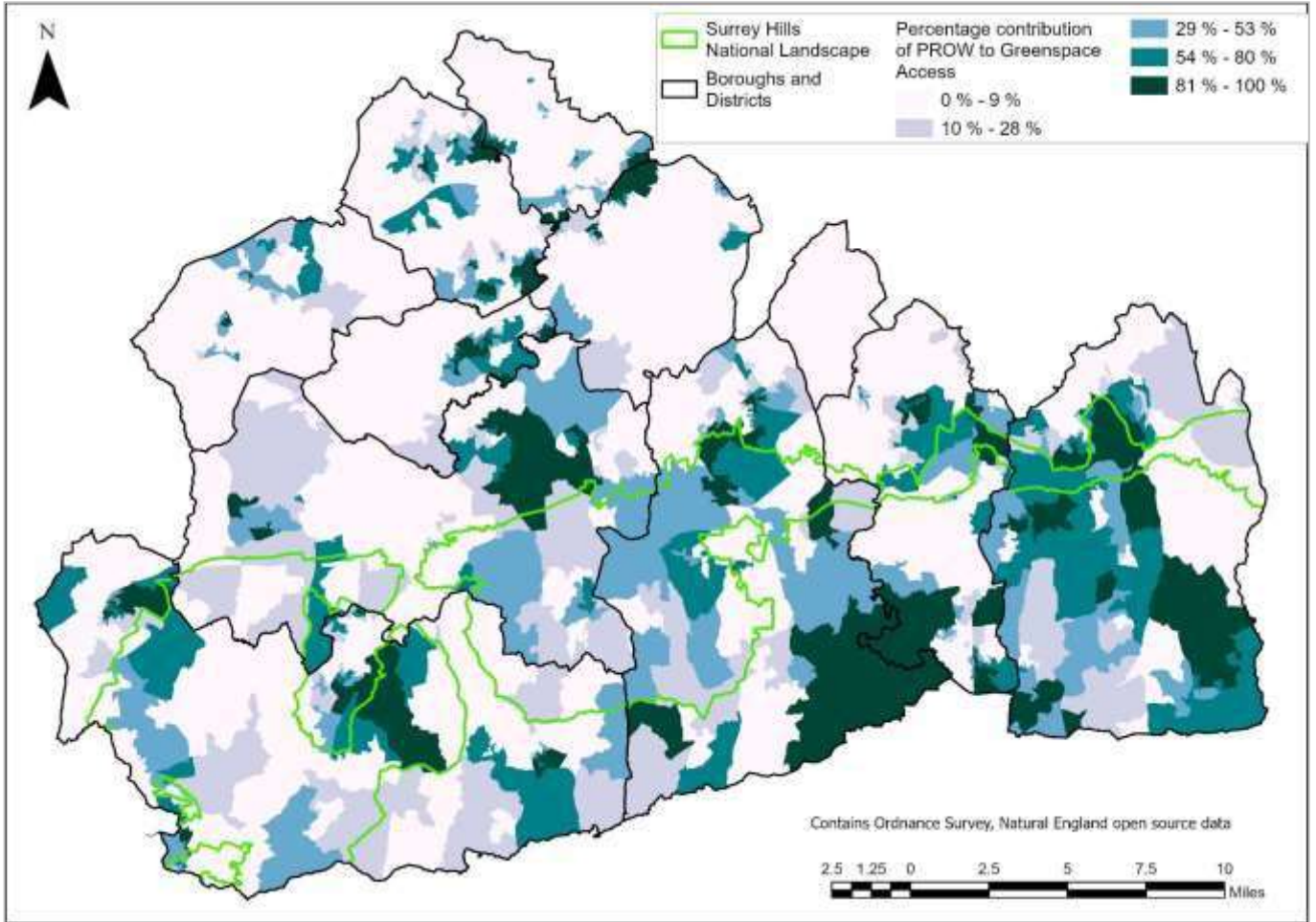
Plan 19 shows the percentage of the population who have access to greenspace larger than 2 hectares within 1km. There are large areas of Surrey where over 50% of the population have access to greenspace within 1km, although large areas in Tandridge district and around Horley as well as some of the more densely populated urban areas.

Plan 19: Percentage of Households with Access to Greenspace within 1km



The data also provides data for greenspaces plus access to public rights of way. Plan 20 shows how much contribution public rights of way make to overall greenspace provision.

Plan 20: Percentage contribution of PROW to Access to Greenspace within 1km



Some of these areas also have poor health, e.g. rural Tandridge.

Cross Boundary Links

Generally the public rights of way network across the boundary with neighbouring authorities is well connected. There are a limited number of issues, shown in Table 6.

Table 6: Cross Boundary Issues

Surrey PROW ID	Neighbouring Authority PROW ID	Issue	Neighbouring Authority
Churt 31	Headley 23	Bridleway (Surrey) becomes footpath at border	Hampshire
Haslemere 7	Grayshott 1	Bridleway becomes footpath over border. Also identified by Hampshire County Council in the council's written submission.	Hampshire
Haslemere BOAT 7	Bramshott and Liphook 22	Footpath connects at both ends to Haslemere BOAT 7. Identified by Hampshire County Council in the council's written submission.	Hampshire
Haslemere 579	No PROW	Bridleway ends at boundary – dead end route	Hampshire
Haslemere 570	No PROW	PROW does not quite reach Sandy Lane (approx. 10 metres). Also identified by Hampshire County Council in the council's written submission.	Hampshire
Farnham 22	Binsted 67	Appears to lie in Surrey, and there is a disconnect between it and Farnham FP 22 to the north (about 60 metres) where it runs along the county boundary. Also identified by Hampshire County Council in the council's written submission.	Hampshire
Dockenfield 50	Binsted 54	Identified by Hampshire County Council in the council's written submission.	Hampshire
Dunsfold 509	PLA/631_2/1	Public footpath (West Sussex) upgrade to bridleway would form a link on Surrey side	West Sussex
Abinger 556	WAR/1412/1	Restricted byway (West Sussex side) changes to bridleway (Surrey side)	West Sussex
Capel 174	WAR/1425/1	Gap across border	West Sussex
No PROW	RUS/1486_1/1	West Sussex path ends at the border with Surrey (dead end)	West Sussex

Surrey PROW ID	Neighbouring Authority PROW ID	Issue	Neighbouring Authority
Tatsfield 27	No PROW	Public footpath does not quite meet Croydon Road	Kent
Windlesham 170, Windlesham 60, Windlesham 58b Camberley and Frimley 1	No PROW	End at boundary (dead ends) edge of MOD area. Communication from Bracknell Forest Council indicates that these continue as permissive paths across Crown Estate land.	Bracknell Forest

Hampshire County Council supplied a written submission of cross- boundary issues. These are included in the table above.

Further communication from London Borough of Bromley Council: Six of our rights of way terminate on busy country lanes and would be dangerous for members of the public to walk along these roads. If SCC were considering installing a metalled public footway along Skid Hill Lane and Lusted Hall Lane, this would help members of the public gain access to London Borough of Bromley's and SCC's public rights of way.

Needs of Users

Walkers

Introduction

Walking is the most popular outdoor recreational activity. Walkers have many areas in which to walk. As well as being able to use all types of public rights of way, they can use many other greenspaces, country parks, publicly accessible greenspace, CRoW Act land and other spaces.

People walk for a variety of reasons - to get to work or school, to exercise or for leisure and to enjoy the countryside. The Monitor of Engagement with the Natural Environment (2018) records that health and exercise is the highest motivator for walking nationally and that this has increased over time, from 34% of visits in 2009/10 to 50% in 2017/18. Walking the dog is also a significant motivator and was the second highest motivator nationally in 2017/18, with 38% of people giving this reason. Choosing to walk instead of taking the car is also increasing. The proportion of the population choosing to walk through greenspace on a journey and/or actively choosing to walk or cycle instead of driving has increased between 2009 and 2018, both up eight percentage points.

Walking in Surrey

Walkers are entitled to use all of the public rights of way network (3501km or 2175 miles) and are the only users (along with those using mobility scooters or wheelchairs) who can use public footpaths (2253km or 696 miles).

Walking without a dog was the most popular activity on public rights of way in the survey for this plan, with 87% of people saying they did this. Second was walking with a dog at 43%. 75% of those walking a dog did this frequently (once a week or more) and 61% of those without a dog walked frequently.

The Active Lives Survey carried out by Sport England measures participation in activities. In Surrey those participating in all forms of walking, including walking for leisure, has increased since 2015, in line with the rest of the South East, shown in Figure 1. Whilst the proportion of people walking for travel has stayed at a similar level, after a fall during the pandemic years, walking for leisure has increased.

The survey indicates that 52.9% of people in Surrey had walked for leisure at least twice in the past 28 days, and 85% in the year November 2022 to November 2023. When considering walking for any purpose, 65.9% had walked at least twice in the past 28 days and 85.2% in the past year. 32.9% of people had walked for travel at least twice in the past 28 days. This is comparable and very slightly higher (but not significantly) than the South East average, shown in Figure 2.

Figure 1: Participation in Walking, Sport England Active Lives Survey

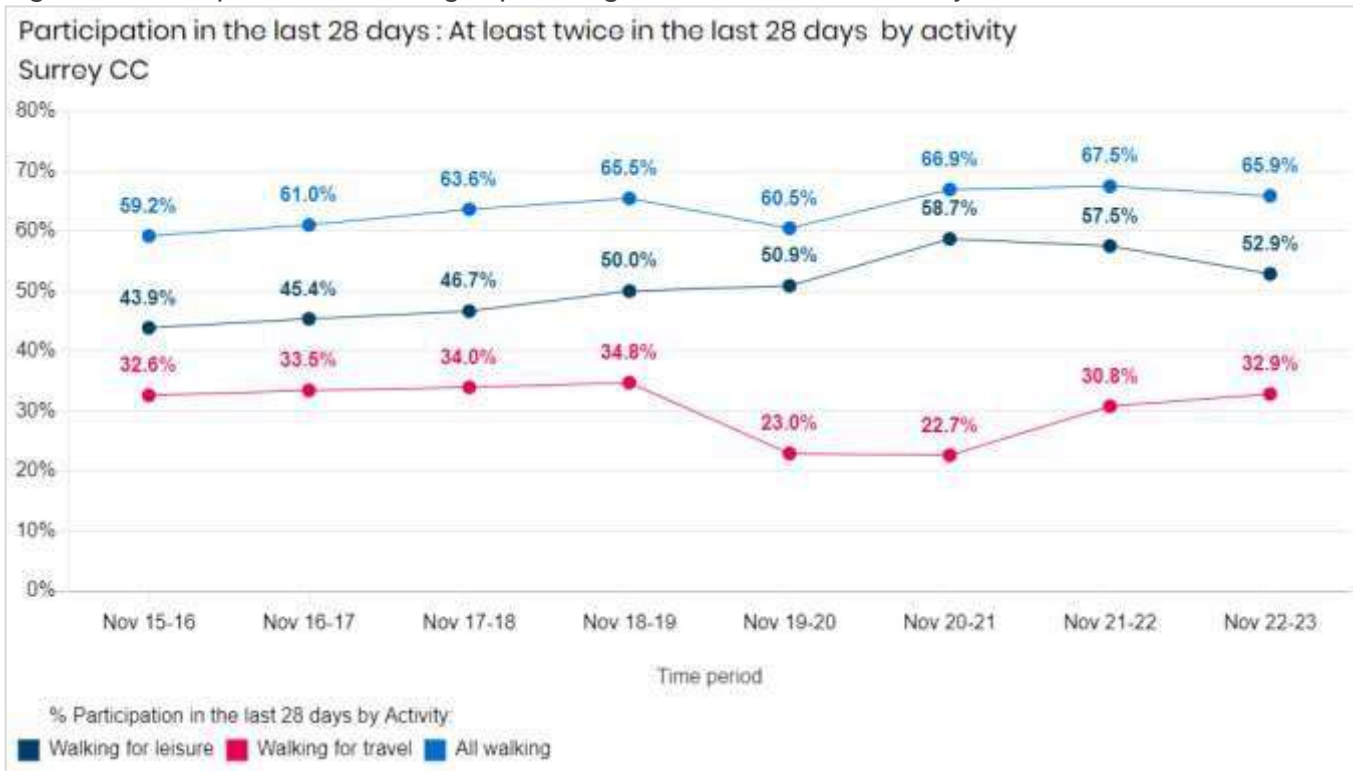
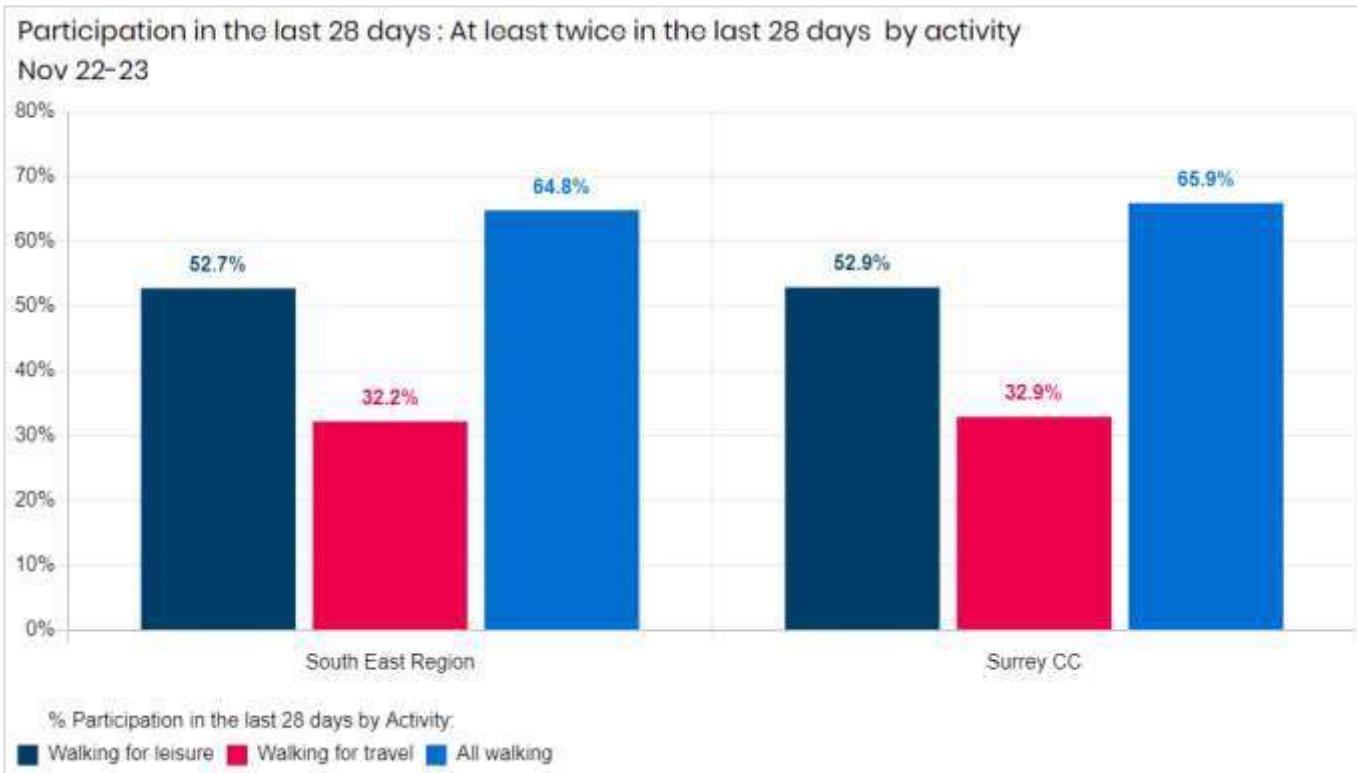


Figure 2: Participation in Walking – Surrey vs. South East England

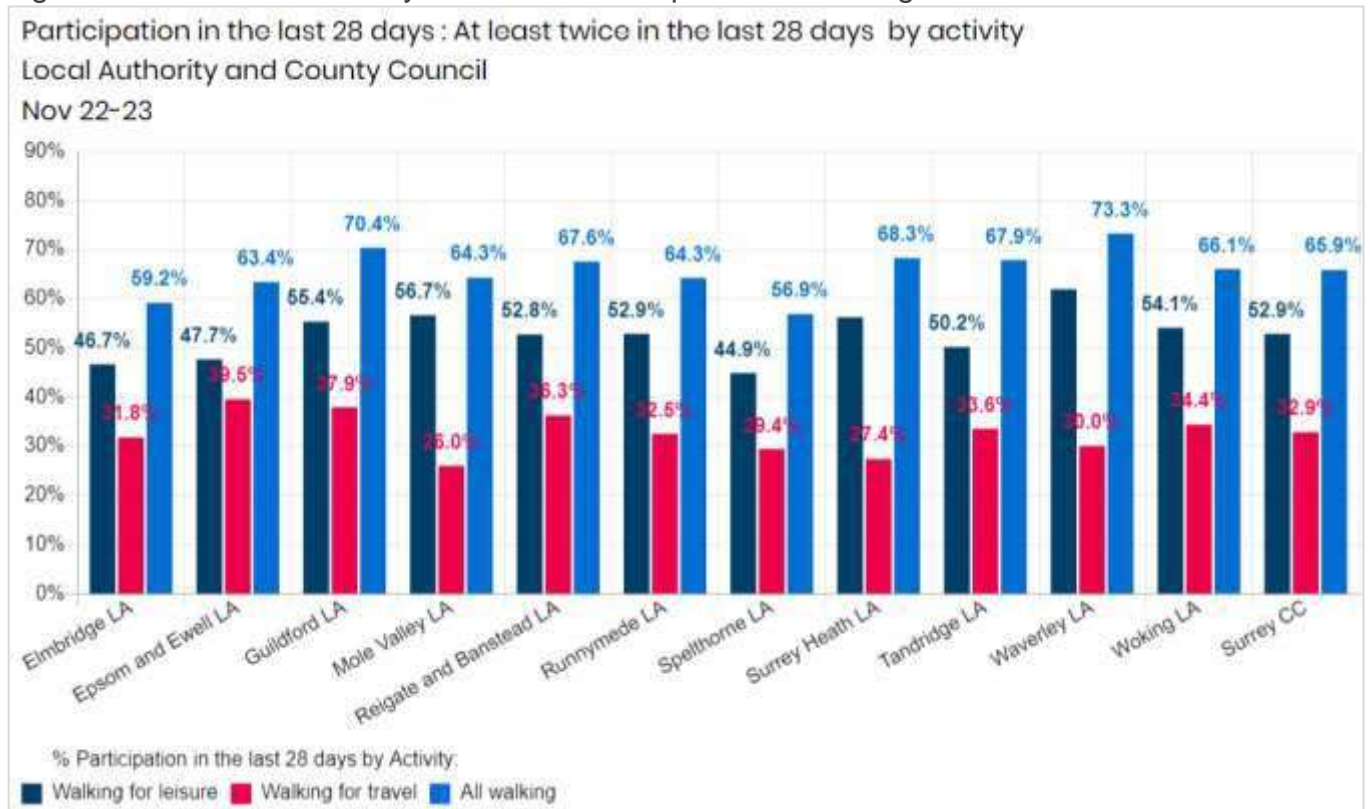


Participation rates varies in different boroughs and districts. Participation was highest in Waverley district at 73.3% and lowest in Spelthorne district at 56.9%.

Table 7: Active Lives Survey Nov 22/23 Participation in Walking the last 28 days : At least twice in the last 28 days

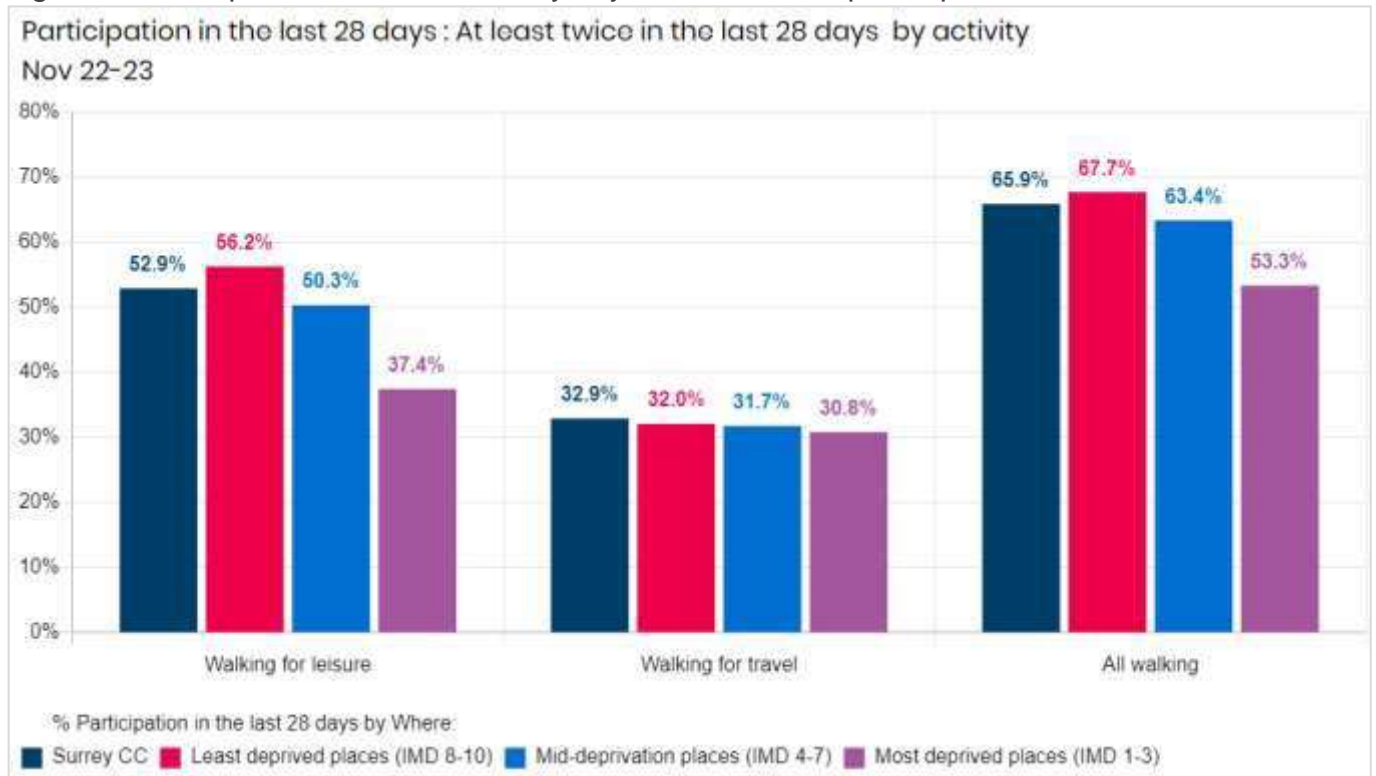
	Walking for leisure	Walking for travel	All walking	Above / below Surrey
Elmbridge LA	46.70%	31.80%	59.20%	Below
Epsom and Ewell LA	47.70%	39.50%	63.40%	Below
Guildford LA	55.40%	37.90%	70.40%	Above
Mole Valley LA	56.70%	26.00%	64.30%	Below
Reigate and Banstead LA	52.80%	36.30%	67.60%	Above
Runnymede LA	52.90%	32.50%	64.30%	Below
Spelthorne LA	44.90%	29.40%	56.90%	Below
Surrey Heath LA	56.30%	27.40%	68.30%	Above
Tandridge LA	50.20%	33.60%	67.90%	Above
Waverley LA	62.00%	30.00%	73.30%	Above
Woking LA	54.10%	34.40%	66.10%	Above
Surrey CC	52.90%	32.90%	65.90%	-

Figure 3: Active Lives Survey Nov 22/23 Participation in Walking



Participation is lower amongst those living in the most deprived places, with 53.3% of people in the most deprived places walking for any reason at least twice in the past 28 days, compared to 67.7% in the least deprived areas. Only 37.4% of people in the most deprived places walked for leisure at least twice in the past 28 days, compared to 56.2% in the least deprived areas.

Figure 4: Participation in the last 28 days by Indices of Multiple Deprivation



There are 16 [Ramblers' Association](#) groups active in or near Surrey

- Croydon Ramblers
- East Surrey Ramblers
- Farnham and District Ramblers
- Godalming and Haslemere Ramblers Group
- Kingston Ramblers
- Mole Valley Ramblers
- Richmond Ramblers
- Epsom and Ewell Ramblers
- Guildford Ramblers
- Reigate Ramblers
- Staines Ramblers
- Sutton and Wandle Valley Ramblers
- Surrey Heath Ramblers
- Woking Ramblers
- Surrey Young Walkers
- Surrey and Beyond Ramblers (SABRE)

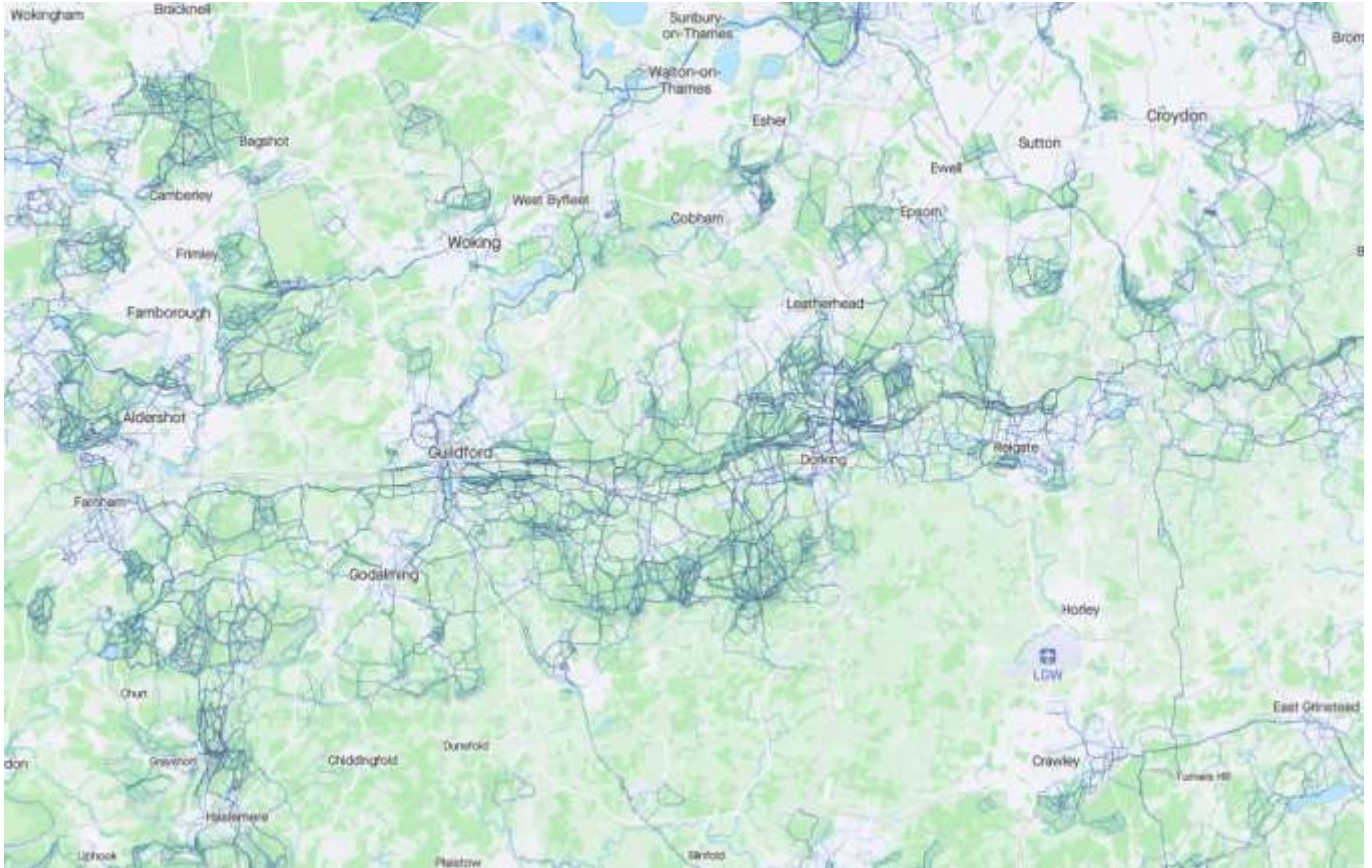
The Ramblers' Association also run [Wellbeing Walks](#) in some areas of Surrey.

- [Ramblers Wellbeing Walks East Surrey](#)
- [Ramblers Wellbeing Walks Elmbridge](#)
- [Ramblers Wellbeing Walks Mole Valley](#)
- [Ramblers Wellbeing Walks Runnymede](#)
- [Ramblers Wellbeing Walks Waverley](#)

There are also local walking groups around the county.

Strava data on 'hiking' gives some indication of hotspots for walking in the county. This shows concentrations of activity around Box Hill, Leith Hill and Hurtwood, Newlands Corner, the commons around and to the north of Hindhead and Chobham Common.

Figure 5: Strava Heatmap – Hiking (October 2024)



Feedback from Engagement

The main topics raised by walkers through the engagement for this Rights of Way Improvement Plan were:

- Better maintained: cleared of fallen trees, overgrown vegetation, and debris; repaired surfaces; improved drainage.
- Better signage: with clear waymarkers, information boards, and maps.
- More user-friendly: with kissing gates replacing stiles, fewer livestock encounters, and responsible dog owners.
- More extensive: with missing links reconnected, rights of way protected from closure, and more connecting paths for more route options.
- Safer: with better crossing points for roads, more consideration from cyclists and horse riders, and a reduction in dangerous features like barbed wire fencing.
- Less misuse by cycles on footpaths.

Cyclists

Introduction

Cycling is a popular activity, with participation across a wide range of the population. People cycle for many reasons – for leisure, for commuting and utility journeys, for sport, as a family and for holidays.

Cycling is only permitted on part of the public rights of way network – on bridleways, restricted byways and BOATs. In many cases use of the road network is necessary to form links between public rights of way.

There is also a network of cycle routes which are not on public rights of way. Some of these are traffic-free and some share roads with traffic. These are provided to support active travel. Cycling provision for leisure and on public rights of way overlap and compliment cycling for active travel and the routes provided for this. Active travel cycling can use public rights of way, and cyclists making utility trips are also likely to cycle for recreation.

Public rights of way offer off-road riding on unsurfaced and sometimes challenging terrain. Broadly this is termed 'mountain biking'. There are five broad sports disciplines – cross country, trail riding, enduro, downhill and freeride. The main types of cycling which use public rights of way are cross country and trail riding, which use paths and tracks. Enduro, downhill and freeride are downhill sports, along with cyclo-cross which also takes place off-road. Although competitions do not generally take place on public rights of way, riders may also use public rights of way to train or for leisure.

There are also many cyclists who use traffic-free routes and public rights of way who would not term themselves mountain bikers, but just enjoy leisure cycling. A range of studies show that all cyclists prefer traffic-free routes. Experienced cyclists will cycle on the road, but inexperienced riders, women or those with children and in family groups prefer traffic-free routes. The presence of traffic and a lack of traffic-free routes can be a serious deterrent to these groups and public rights of way are therefore important.

Cycling is ever evolving. Gravel bikes which can be ridden over a range of terrain, on-road and off-road, are becoming a more popular and the increase in use of e-bikes can enable people to ride further and for longer, and to continue riding when poor health or age might otherwise restrict them.

[Cycling UK](#) offers further insights to cyclists:

- Males tend to cycle more than females
- People in the age range 35 – 54 seem to enjoy cycling for leisure more than other age groups
- 34% of cycling trips are for leisure however this increased to 55% during the pandemic

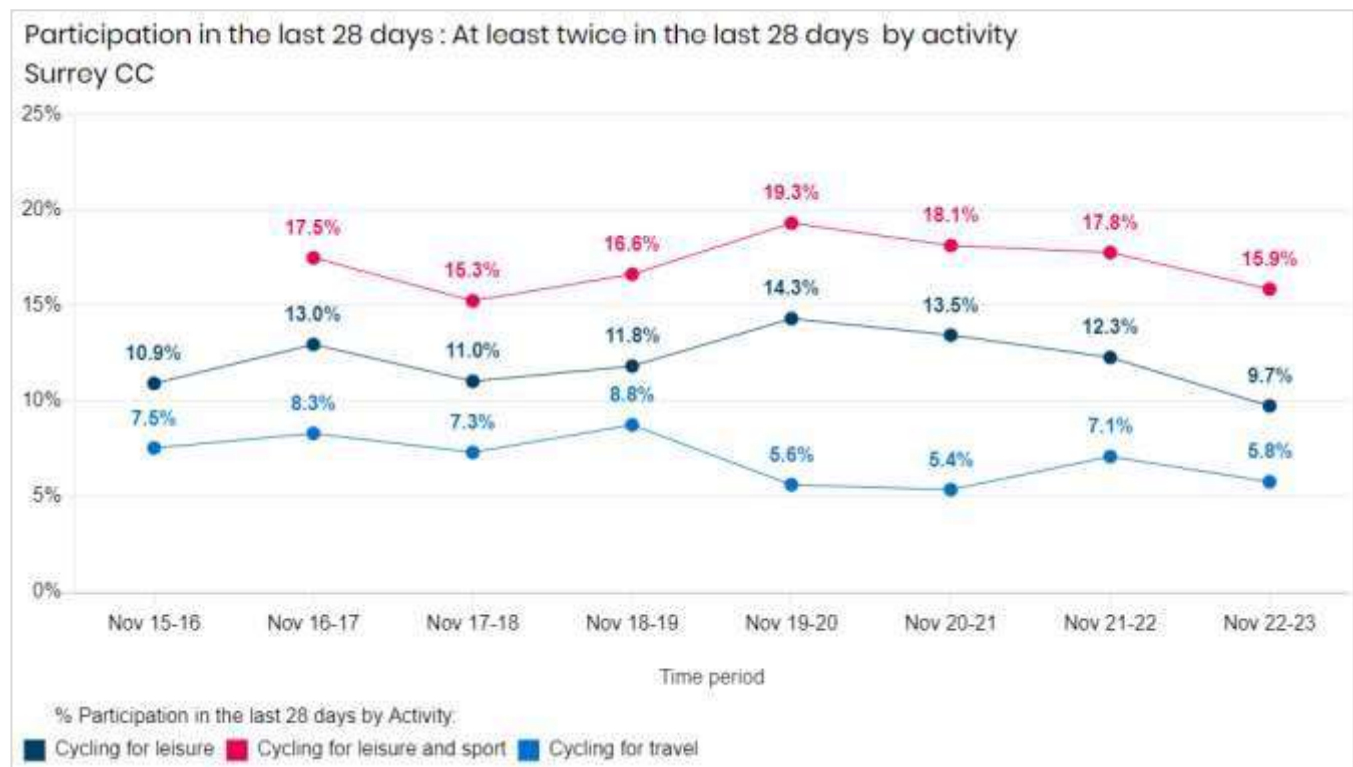
Cycling in Surrey

Participation in Cycling

There has been an increase in cycling in recent years in Surrey, firstly through the popularity of cycle races in Surrey, including the 2012 Olympics when the road racing route included Box Hill. Cycling also increased during the pandemic. Surrey is a destination area for all forms of cycling. In particular, there are several very popular off-road mountain biking routes.

The [Active Lives Survey](#) carried out by Sport England measures participation in many forms of cycling. In Surrey, those participation in all forms of cycling, including cycling for leisure, has stayed at similar levels since 2015, in line with the rest of the South East, shown in Figure 6. The survey indicates that 15.9% of people in Surrey had cycled for leisure and sport, 9.7% for leisure only and 5.8% for travel at least twice in the past 28 days in the year from November 2022 to November 2023.

Figure 6: Participation in Cycling, Sport England Active Lives Survey



Cycling participation in Surrey overall is slightly higher than the South East region, with 18.1% in Surrey saying they had cycled at least twice in the past 28 days compared to 17.3% for the South East region, for the year November 2022 to November 2023. Cycling for leisure was comparable, with 9.7% saying they had cycle twice in the past 28 days in Surrey compared to 9.5% in the South East region. Cycling for travel was slightly lower with 5.8% saying they had cycle twice in the past 238 days compared to 6.5% in the South East region.

Data for cycling for leisure is incomplete for some districts. Data for all cycling (November 2022 – 2023, at least twice in 28 days) indicates that participation is highest in Elmbridge (27.4%), Epsom and Ewell (20.7%), Woking (19.5%), Waverley (21.7%), Guildford (19.2%) and Mole Valley (18.7%). Participation in these districts is higher than the Surrey average (18.1%).

Participation is lower than the Surrey average in the remaining districts – Runnymede (15.1%), Surrey Heath (14.3%), Tandridge (13.3%), Spelthorne (13%), Reigate and Banstead (12.9%).

Figure 7: Participation in Cycling, Surrey and South East Region

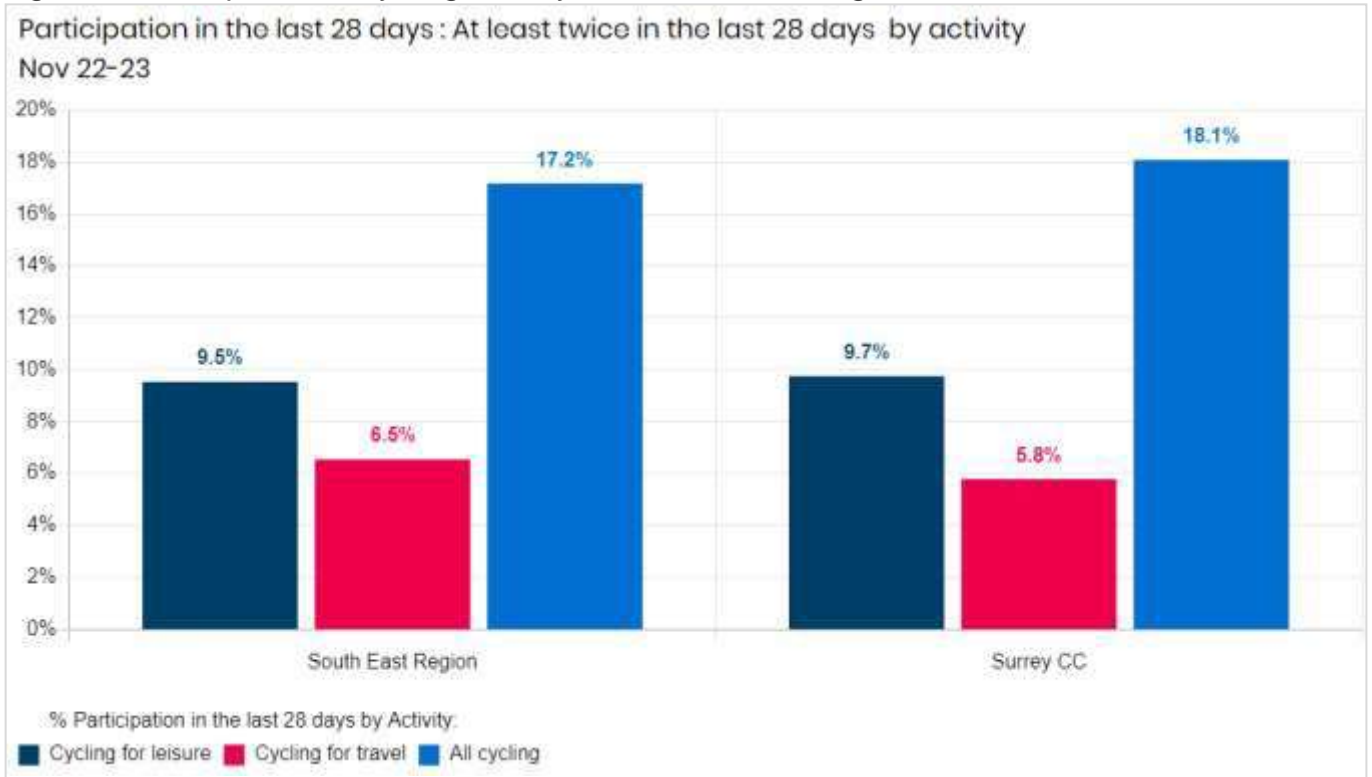
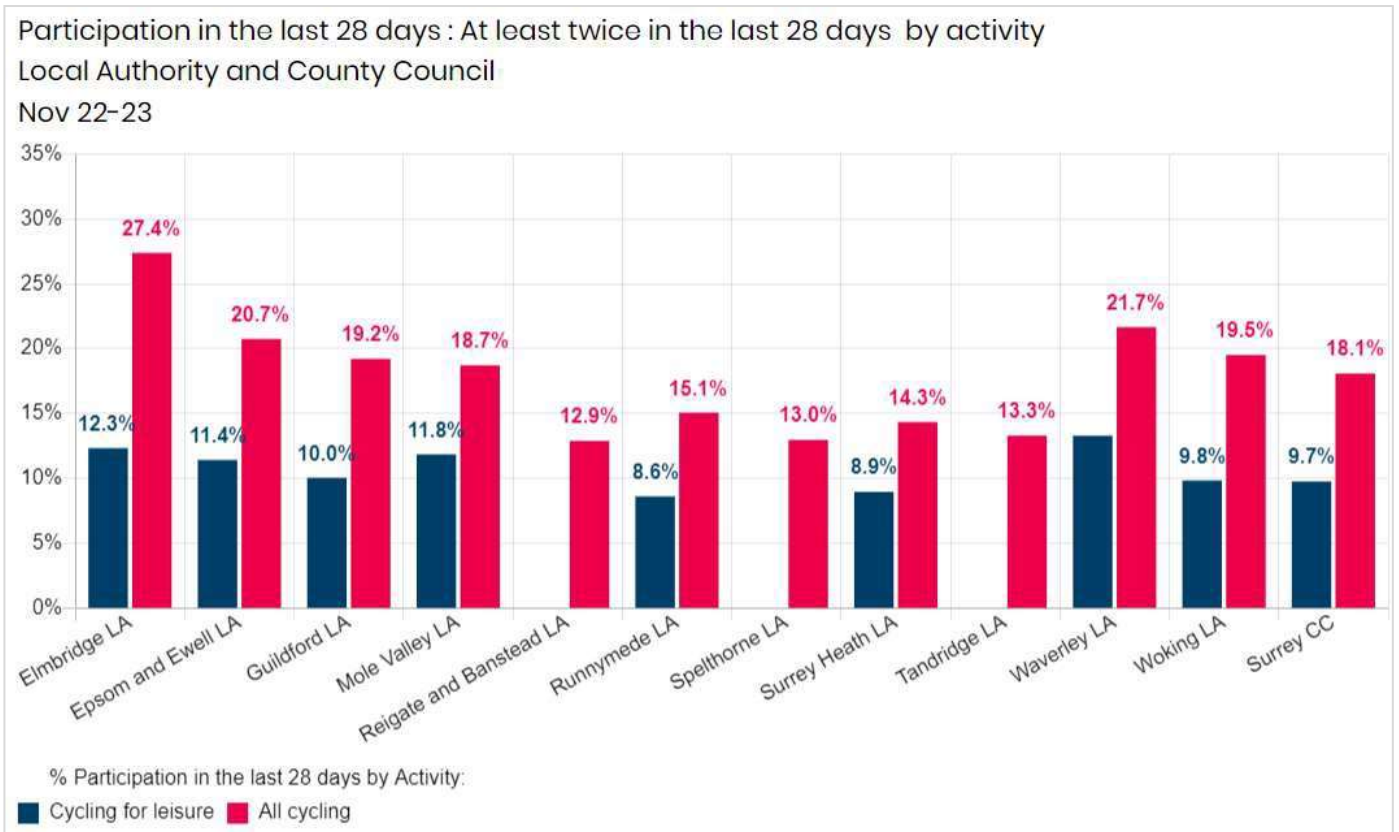


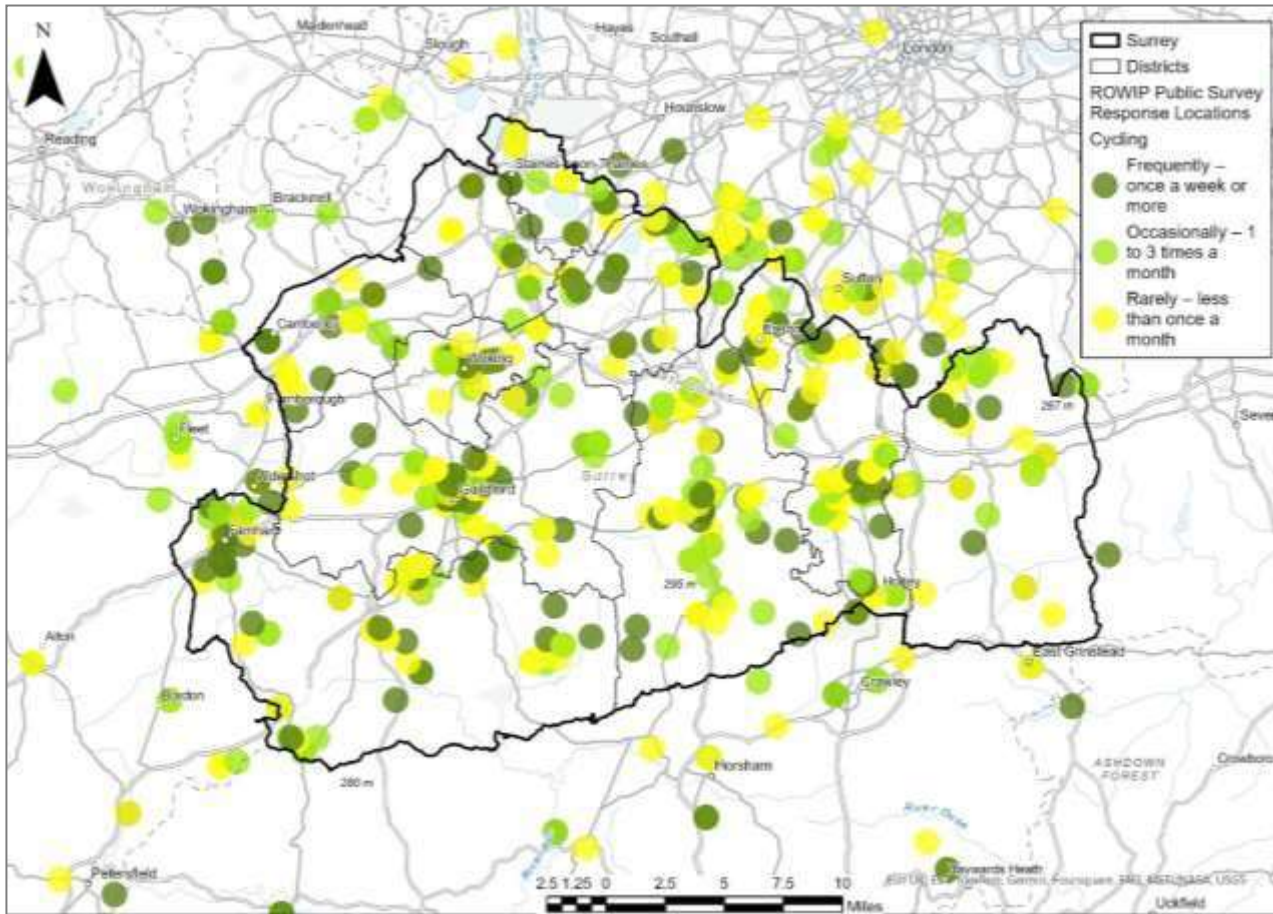
Figure 8: Participation in Cycling for Leisure and All Cycling, Districts and Surrey



In the public survey for this ROIWP, 40% of respondents said that they cycled off-road (1682 people). This was the second highest activity after walking. More males than females took part in cycling off-road, 60% compared to 45% of respondents overall.

The survey included respondents from outside Surrey, including from London. However, it is believed that this under-represents the level of cyclists coming from outside of the county, as there are sites within Surrey that are regionally renowned for off-road cycling (next section).

Plan 21: Location of those Cycling Off-road



In the public survey for this Rights of Way Improvement Plan, 35% of cyclists said they already used (17%) or intended to use (18%) an e-bike in the future. 65% didn't currently use or plan to use an e-bike. It is expected that use of e-bikes will continue to increase. This will mean that a wider range of people can cycle off-road, for longer.

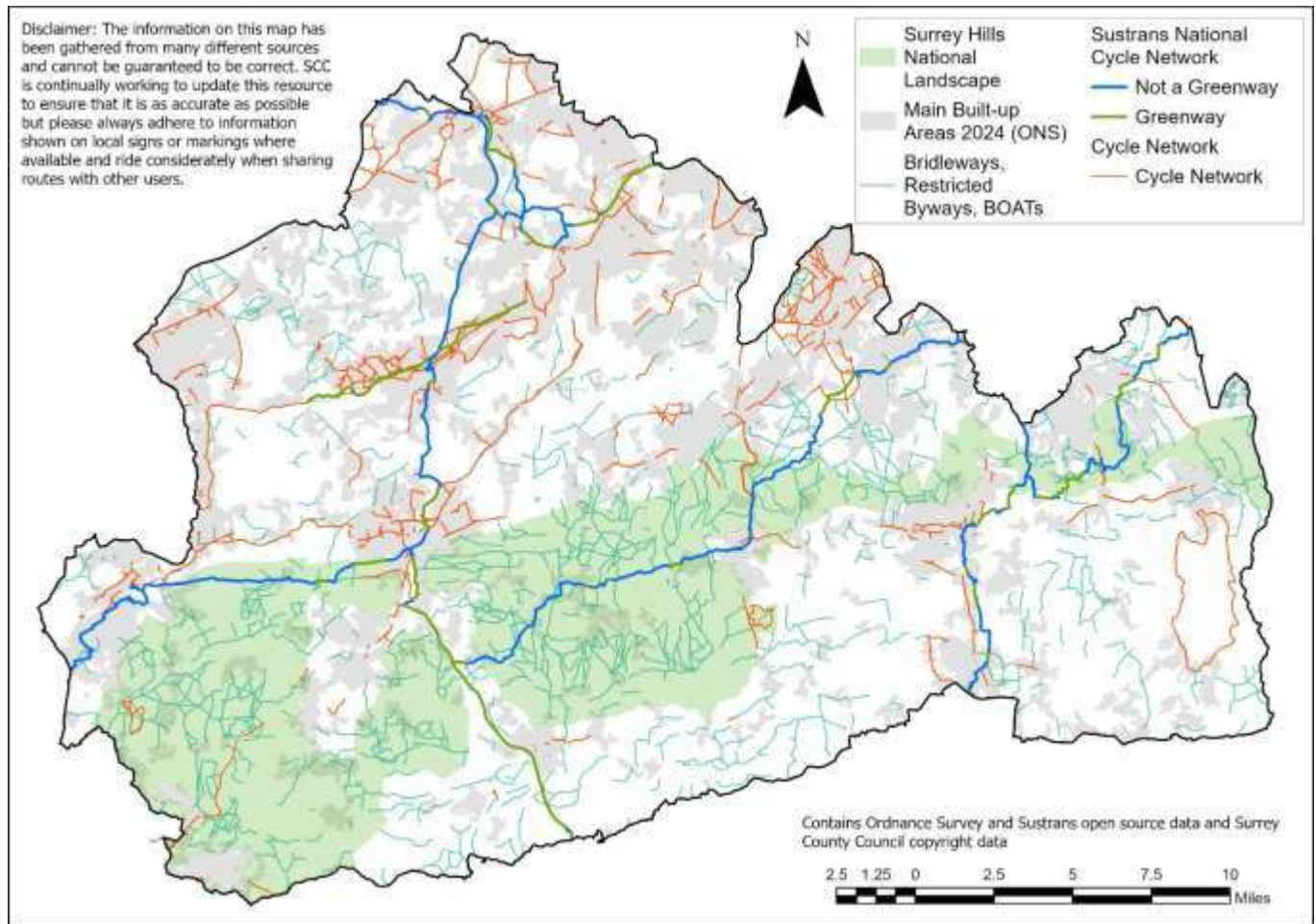
Provision of Access for Cycling

Cyclists can use bridleways, restricted byways and byways.

The districts with the highest density of bridleways, restricted byways and BOATs are Guildford, Waverley and Mole Valley.

Cyclists can also use the network of national and local cycle routes, shown in Plan 22.

Plan 22: Network Available for Cycling



The National Cycle Network is a UK network of signed routes for walking, cycling, wheeling and exploring outdoors. The network is looked after by Sustrans. Six National Cycle Network routes pass through Surrey.

- **National Cycle Route 4:** Links London with Fishguard in West Wales. In Surrey, this route follows the Thames Valley, running through Staines, Weybridge, Walton-on-Thames, Chertsey and Molesey. It connects with National Cycle Route 223 in Chertsey.
- **National Cycle Route 20:** Begins in London and ends where it meets National Cycle Route 21 in Surrey, just east of Merstham.
- **National Cycle Route 21:** Connects Greenwich to Eastbourne. In Surrey, it passes through Warlingham, Woldingham, Redhill, Earlswood, Salfords and Horley.
- **National Cycle Route 22:** Route 22 is being developed to connect London with Portsmouth, the Isle of Wight and the New Forest, passing through Surrey on the way.
- **National Cycle Route 221:** Follows the Basingstoke Canal between Pirbright and New Haw, through Woking town centre, where it links with National Cycle Route 223.
- **National Cycle Route 223:** Links the River Thames at Chertsey with the south coast at Shoreham-by-Sea. In Surrey, the route passes through Chertsey, Ottershaw, Woking, Westfield, Sutton Green, Guildford, Shalford, Bramley and Cranleigh.

There are also some very popular sites in Surrey for mountain biking, with popular, named trails. These sites are adjacent on the steep ridge between the A24 and the Guildford Road north of Cranleigh.

- Pitch hill and the Hurtwood Estate - Curly Wurly, Rad Lane, Supernova, T Trails, Vauxhall Nova
- Holmbury Hill - Barry Knows Best, Telegraph Row, Yoghurt Pots
- Leith Hill – Summer Lightning

Other popular areas include:

- Hindhead and Haslemere –Hindhead Common and the Devil’s punchbowl
- Commons between Godalming and Hindhead - Thursley Common, Ockley Common, Hankley Common, Frensham Common, Witley Common and surrounding areas. There are many public rights of way in this area which can be used by cyclists.
- Box Hill area – including Ranmore Common, Ashcombe Wood and along the ridge
- East of Guildford including from Newlands Corner and St Martha’s Hill

Figure 9 shows Strava’s heatmap for mountain biking. Figure 10 shows the heatmaps for e-mountain biking.

Figure 9: Strava Heat Map – Mountain Biking (October 2024)

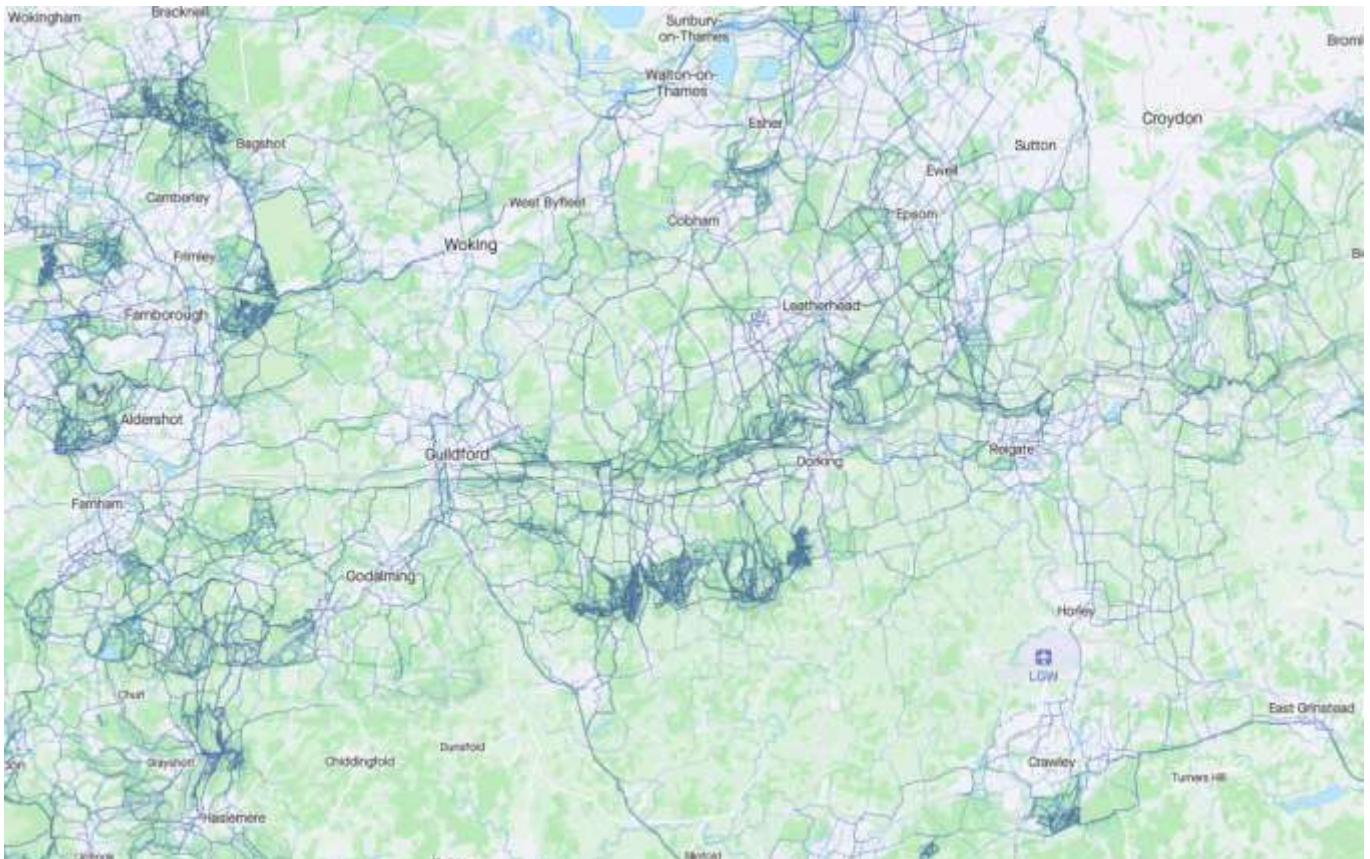
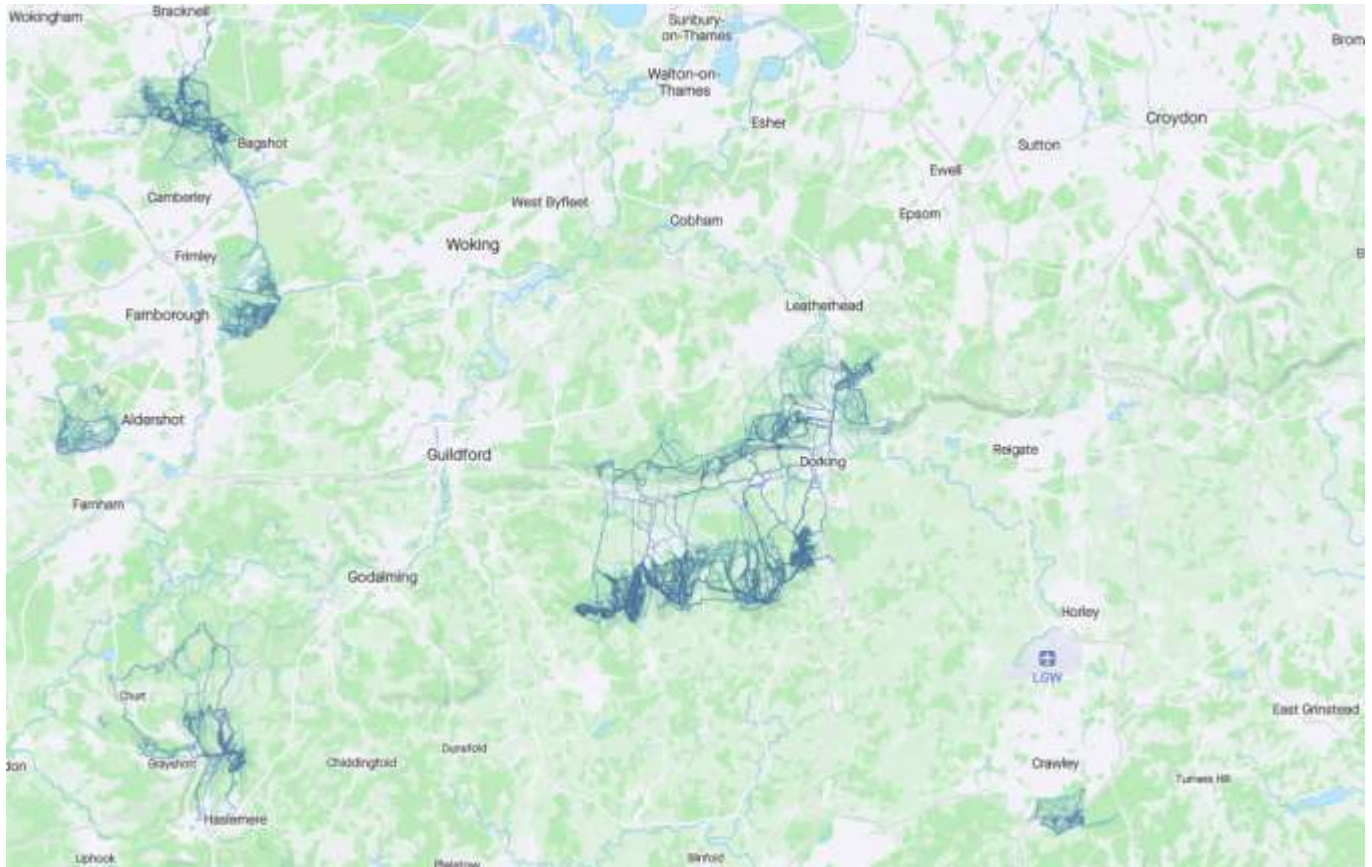


Figure 10: Strava Heatmap – E-Mountain Biking (October 2024)



Other Users and Communication

The [British Horse Society](#) and [Cycling UK](#) have a joint campaign called ‘Be Nice, Say Hi’ to promote courteous and considerate behaviour between cyclists and horse riders. This has been rolled out in the [Surrey Hills National Landscape](#).

The [Surrey Hills National Landscape](#) has a web page setting out how mountain bikers can respect the countryside and other users.

Feedback from Engagement

The main topics raised by cyclists through the engagement for this Rights of Way Improvement Plan were:

Maintenance and Funding

- Perceived deterioration of existing rights of way due to budget cuts and a lack of funding.
- Perception that major infrastructure projects often overshadow the need for maintaining existing paths.
- Given the limited resources, the council needs to prioritise maintenance based on factors such as path usage and severity of issues. The existing complaint system and feedback from users can help identify priority areas.
- Improving surface quality.

Conflicts Between User Groups

- Increased usage of rights of way by different groups, including cyclists, walkers, and horse riders, has led to potential conflicts.
- Issues such as cyclists not using bells, walkers wearing headphones, and dog walkers not controlling their dogs were discussed.
- The need for better communication, education, and signage to promote awareness and respect between user groups.
- Better signage and education.

Other

- The need to address mapping anomalies and "missing links" in the network.
- Growing popularity of off-road cycling among women.

Equestrians

Introduction

Recreational equestrianism includes several activities including horse riding in the countryside (hacking) and carriage driving which take place on public rights of way, along with a range of equestrian sporting activities. Equestrianism makes a valuable contribution to the fabric of rural society, and offers a wide range of people, including young children, an excellent way of exploring the countryside.

The [National Equestrian Survey 2019](#) has the following headlines:

- The economic value of the equestrian sector stands at £4.7 billion of consumer spending across a wide range of goods and services each year. This has increased from £4.3 billion in 2015
- There are 27 million people in Britain with an interest in the equestrian industry
- There has been an increase in the number of people who have ridden at least once in the past 12 months, to 3 million from 2.7 million in 2015
- The number of regular riders – those who have ridden at least once a month for the past 12 months – has risen from 1.3 million in 2015 to 1.8 million
- There are 374,000 horse-owning households in Britain – a drop from the 446,000 in 2015
- The estimated horse population in Britain stands at 847,000
- The average frequency of riding – with an average riding time of 52 minutes – is 3.5 times a week

Horse riding engages a higher proportion than other sports of people with disabilities, women and people over the age of 45. Nearly 40% of those taking part in equestrian activity do not participate in other forms of physical activity.³ Riding or driving horses allows people to participate in exercise outdoors and can provide both physical and mental wellbeing benefits.

³ British Horse Industry Confederation. (2017). Equine Sector 2017 Mid-Term Manifesto for the Horse; British Horse Society. (2019). Statistics for Equestrian Access.

The equestrian industry contributes to the economy and supports many jobs. The horse industry is the second largest rural employer after the agriculture industry in the UK. Equestrianism supports a range of supply industries, including vets, feed merchants, training providers, accommodation, tourism and equipment suppliers.

Carriage drivers can use restricted byways and BOATs and horse riders can also use public bridleways, but these networks are often disconnected. In many cases use of the road network is necessary to form links between public rights of way but traffic levels and speeds are increasing making it less safe and enjoyable to ride on the road network. 44% of those riding once a week or less say they would ride more frequently if they had access to safe off-road riding or bridleways and this is the most cited reason that would make people ride more frequently.⁴

Equestrianism in Surrey

Level of Equestrianism and Location of Horses

Surrey is one of the most densely populated areas in terms of horses in the UK, along with many other parts of south east England.⁵ However, it is difficult to get an accurate overview of the distribution and level of equestrian activity in the district.

19% (803 people) of respondents to the public survey indicated they rode a horse and 2% (84 people) that they were carriage drivers. Some of these respondents will do both. Horse riding was the activity with the highest number of people using public rights of way frequently – once a week or more – at 82% of people.

Within Surrey there are:

- Thirteen British Horse Society Riding Clubs within the county, or based outside but operating in Surrey
- Thirteen Riding for the Disabled groups
- Pony Club branches and centres. Surrey falls in Area 13 which cover south central England, which has a total of 17 branches and 20 centres (not all of these are within Surrey)
- Several riding schools

It is difficult to assess the actual number of people in Surrey taking part in carriage driving. Those who wish to compete in horse driving trials may join a group like Brockham Harness Club, which organises carriage driving competitions, training, pleasure drives, equestrian and social events in Surrey and Sussex, or clubs based outside Surrey such as Windsor Park Equestrian Club. Members of the British Driving Society tend to focus on showing as well as pleasure driving. However, many who drive for pleasure are not members of any association. There are also many other active equestrians who are not affiliated to any groups.

⁴ British Horse Society. (2019). Statistics for Equestrian Access.

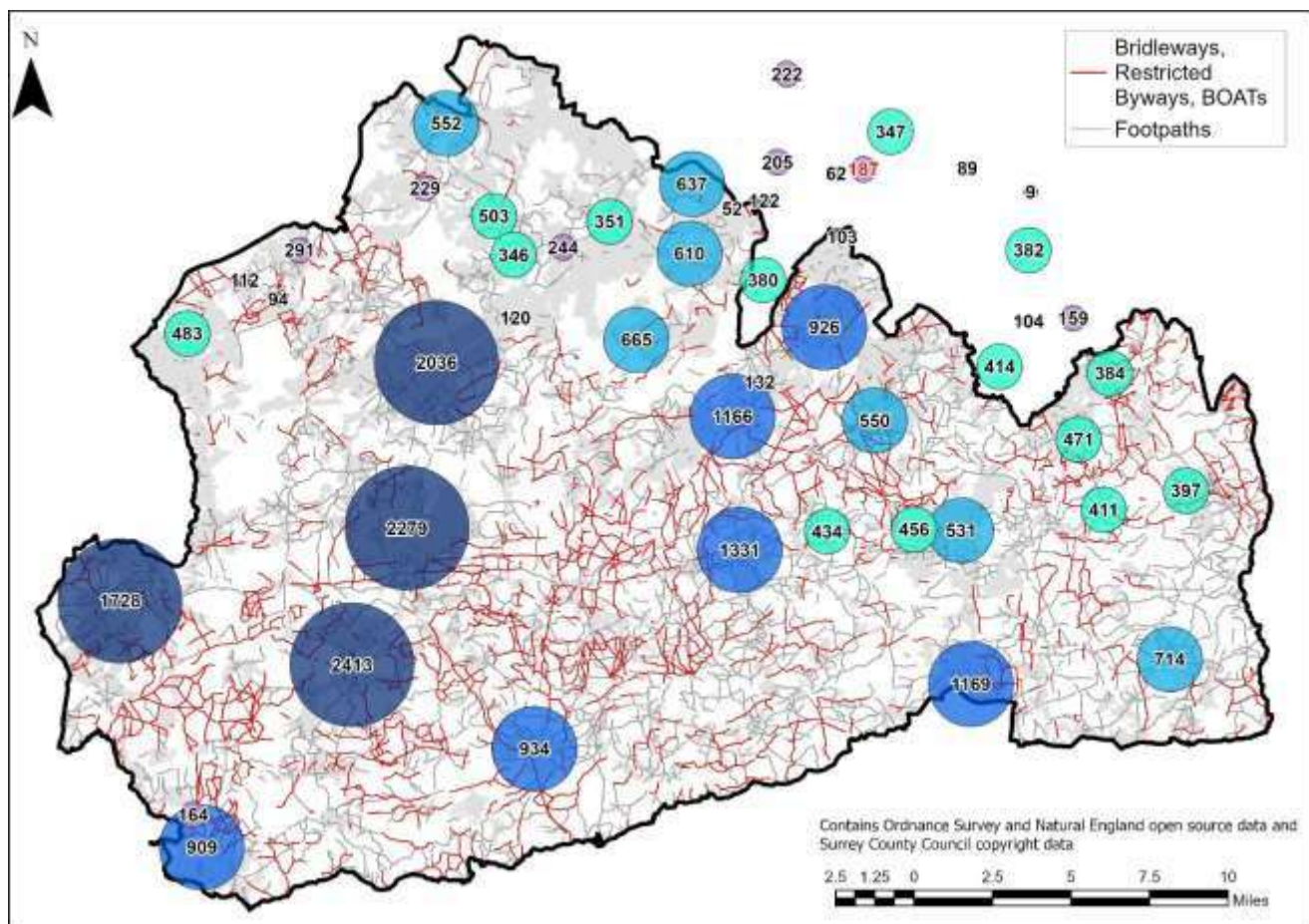
⁵ British Horse Industry Confederation. (2017). *Equine Sector 2017 Mid-Term Manifesto for the Horse*.

Each horse must have a passport and the British Horse Society has obtained passport information from Defra. This assists in understanding the number and location of horses but is a blunt tool. The passports include horses which are kept for sporting activities, including racing, as well as those kept for leisure and recreation purposes. Some of these horses may not be exercised on the public rights of way network. The passport address is the home of the registered owner and not the location of the horse. In many cases the horse will be kept at a livery yard some distance from the owners home. There is no centralised directory of commercial livery yards and horses can also be kept at home, on rented land or through other arrangements. Therefore it is not possible accurately to determine the location of horses. However, using passport can help to understand the broad spread across the county.

The British Horse Society estimates that, in 2021, almost 26,000 horses were passported to owners living in Surrey. This relates to an estimated financial contribution of over £173 million per annum to the economy (using BETA 2023 figures). The online survey conducted for this Rights of Way Improvement Plan also showed that people living in London rode horses in Surrey – 10% of horse riders who responded lived in a London Borough, the second highest of all user groups. The British Horse Society estimates that there are almost 11,000 horses registered to owners living in London. Some of these will keep their horse in Surrey.

The British Horse Society has provided data on broad locations of passports in Surrey as well as some areas within London. This is based on broad postcode areas and therefore can only give a very general picture of the spread of horses across the county, also given that this is the location of the owner and not the horse. This is shown in Plan 23, with this data overlain on the density map of bridleways, restricted byways, BOATs and byways open to all traffic in Plan 24.

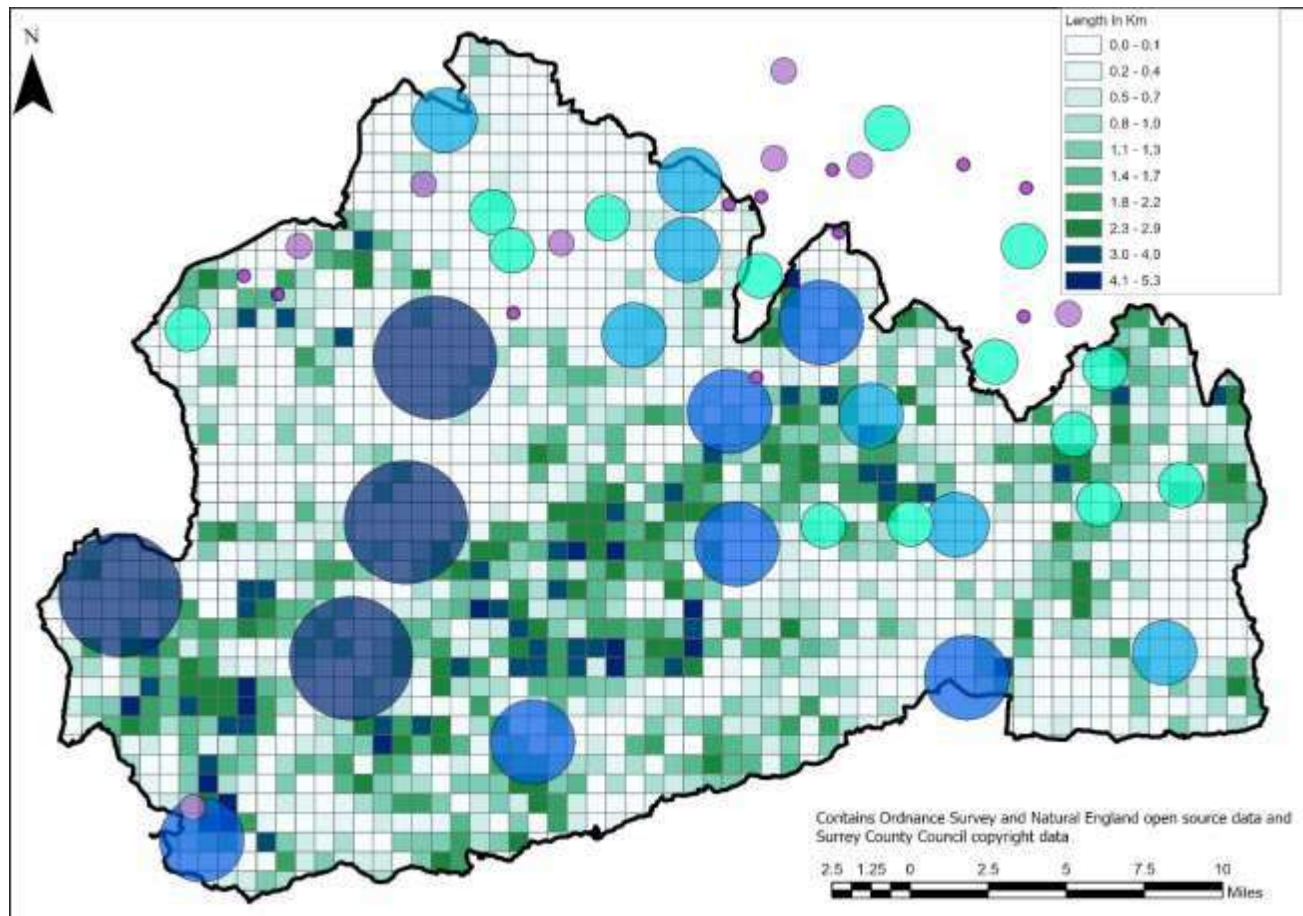
Plan 23: Equine Passports - Broad Postcode Areas (2021)



The passport data shows the highest number of passports in the west of Surrey, with locations around Woking, Guildford, Godalming and the Farnham area. There are also higher numbers around Dorking, Leatherhead, Epsom (where there is a horse racing yard) and Horley.

There are significant numbers of passports registered in some of the most urban areas in the north of the county and into London. As previously stated, this will reflect the home location of the owner and not necessarily the location of the horse.

Plan 24: Equine Passports - Broad Postcode Areas and Density of Bridleways, Restricted Byways and BOATs



Provision of Access Resource for Equestrians

The districts with the highest density of bridleways, restricted byways and BOATs are Guildford, Waverley and Mole Valley. Within these areas there are pockets of denser networks:

- In Waverley district around Ockley, Hankley, Tilford and Thursley Commons and to the north and east of Hindhead, and around Hascombe
- A small but isolated network around Puttenham Common west of Guildford, but disconnected from other areas due to main roads
- In the area where Guildford, Waverley and Mole Valley districts meet, in an area from Farley Green, Peaslake and Holmbury to Abinger
- To the north east of Guildford town
- In Reigate and Banstead district around Walton on the Hill and Mogador
- Some smaller networks in northern Tandridge district, south of Caterham, at Tatsfield and around Woldingham Garden village

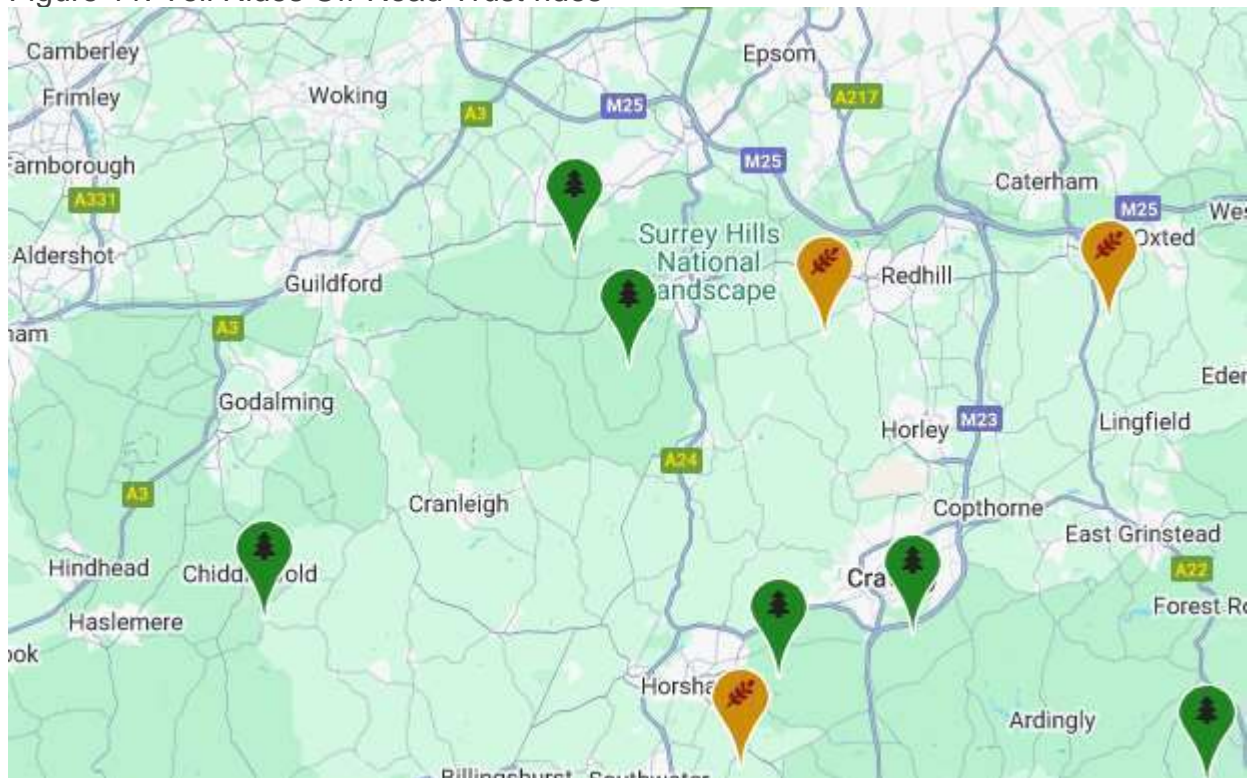
- In northern Surrey Heath district around Chobham Common

The districts with a low density of bridleways, restricted byways and BOATs are Runnymede, Spelthorne, Woking and Elmbridge. There is very low provision across the entirety of these districts. Other areas with low provision are:

- Southern Tandridge district – all area south of Oxted, except for a small area around Anglefield Corner
- Southern Reigate and Banstead district – Redhill and Horley and rural areas
- The north-western part of Guildford district – Pirbright, Worplesdon, Fairlands and Whitley Green

There are other areas available for horse riding. The [Toll Rides Off-Road Trust](#) (TROT) is a charitable trust which provides members horse riding and carriage driving routes on privately owned, Forestry England and Woodland Trust land, for an annual fee. The sites included in TROT are shown in Figure 11.

Figure 11: Toll Rides Off-Road Trust rides



Equestrians and the Road Network

The British Horse Society (BHS) receives [reports of incidents](#) relating to equestrians, including incidents involving motor vehicles. The BHS reported that nationally, in 2023:

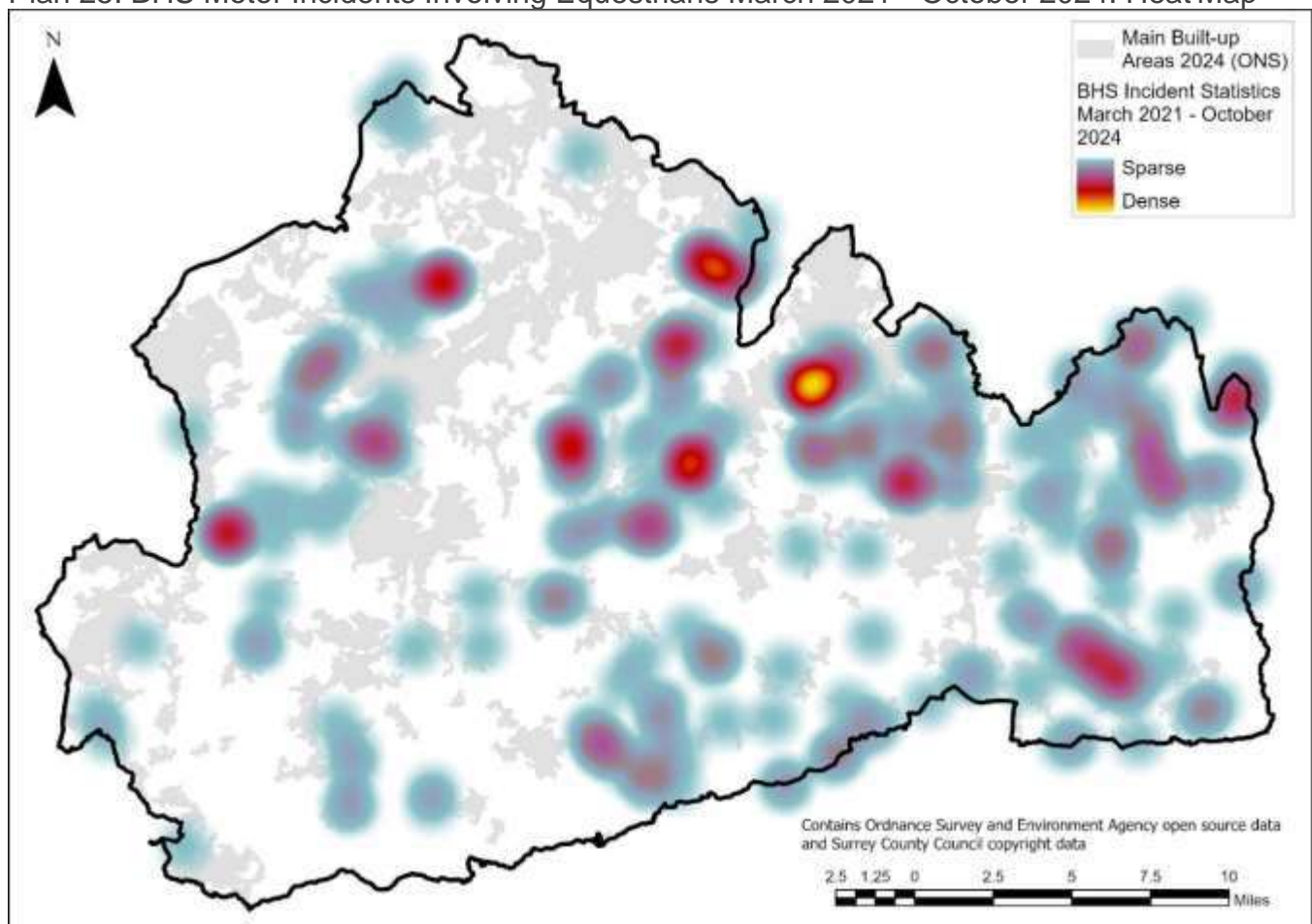
- 3,383 road incidents involving horses have been reported to The British Horse Society
- 66 horses have died and 86 have been injured
- 3 people have died and 94 have been injured because of road incidents
- 85% of incidents occurred because a vehicle passed by too closely or too quickly

In Surrey, the BHS had 286 incidents involving motor vehicles reported to them between March 2021 to October 2024. However, they estimate that only around 1 in 10 incidents are actually reported to them and therefore this only represents a small proportion of the incidents that take place on Surrey's roads. This also means that the spatial distribution of reported incidents may not reflect the actual distribution of incidents as it is reliant on people knowing about the reporting facility and actually reporting the incident. However, it does help to build up an overview of areas where further investigation is needed.

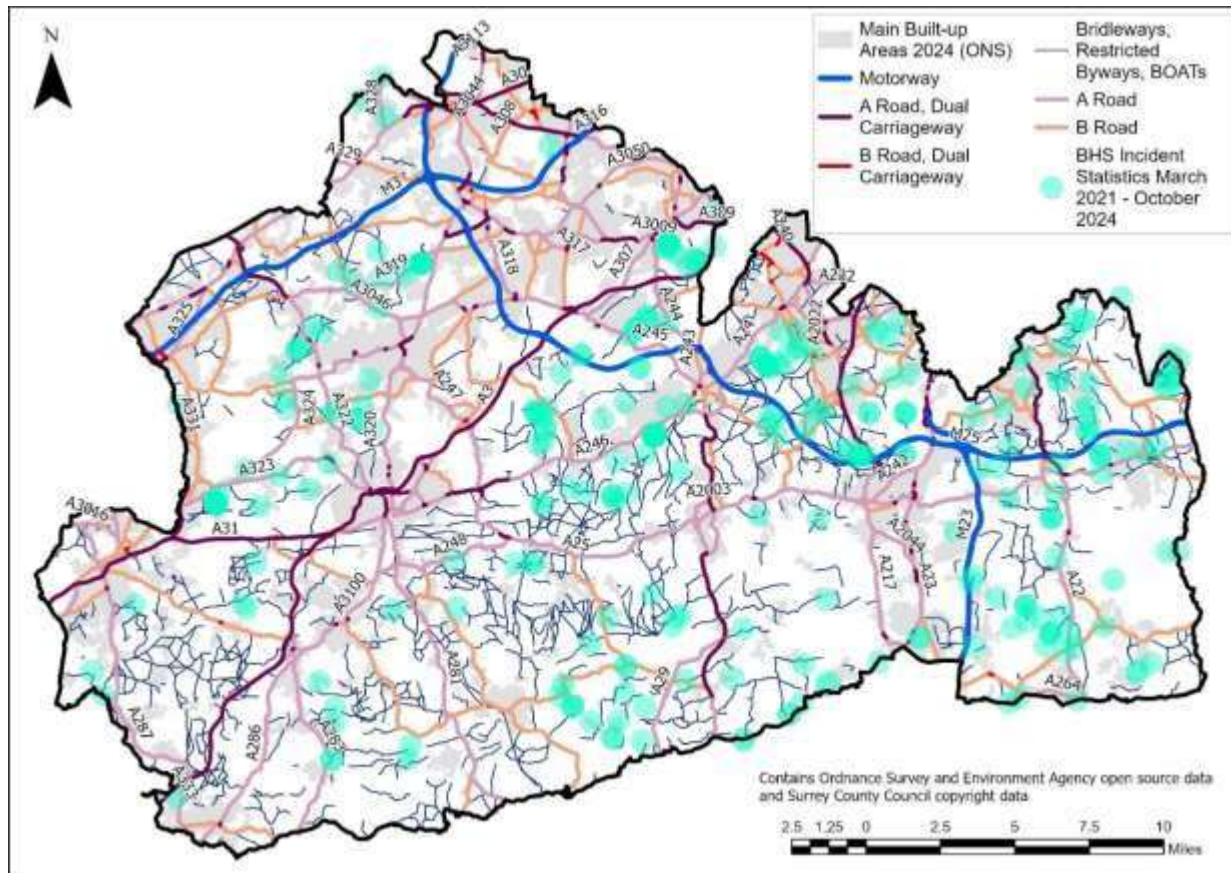
Data from March 2021 to October 2024 is shown in Plan 25 as a heat map and in Plan 26 alongside the major roads and the network of bridleways, restricted byways and byways open to all traffic. The previous section '[Public Rights of Way and the Roads Network](#)' provides context on traffic flows across Surrey.

There are few incidents reported on the major roads (A3, A31 etc.). These roads cannot be used by equestrians as they are too dangerous for this use and are therefore avoided. These roads create barriers, forming 'cells' of higher access rights PROW which cannot be exited.

Plan 25: BHS Motor Incidents Involving Equestrians March 2021 - October 2024: Heat Map



Plan 26: BHS Motor Incidents Involving Equestrians March 2021 - October 2024: Road Network



The data on passports and on motor incidents reveals the following areas. It must be noted that the areas highlighted here do not provide a definitive and exclusive list of areas which could be priority areas.

- Areas to the north of west of Woking and Guildford, including Chobham, Bisley and Pirbright: There are a high number of passports registered in these areas and a high number of motor incidents. There is a low number of bridleways, restricted byways and BOATs. There are several barriers created by busy roads and railways. Some areas of Surrey Countryside Estate land which could help to provide circular routes. In some areas good public footpath network.
- Areas to the south and east of Epsom and Leatherhead, including Langley Vale and Headley and East of Guildford, including East Horsley, Effingham and Little Bookham: There are a high number of passports registered in these areas and a high number of motor incidents. There is a good number of bridleways, restricted byways and BOATs, which are fairly well-connected but smaller roads do need to be used to connect them. There are several barriers created by busy roads and railways. Some areas of Surrey Countryside Estate land which could help to provide circular routes.
- East of Cranleigh, including Ewhurst, Ockley and Newdigate and to Horley: Rural area with a fair provision of bridleways, restricted byways and BOATs, but a disconnected network. Concentration of motor incidents reported on rural roads. A24 forms a barrier. There are a high number of passports registered in these areas.
- East of Horley: Rural area with a fair provision of bridleways, restricted byways and BOATs in some places, but disconnected, and a poor network in others (e.g. around Smallfield and

Lingfield Common). Concentration of motor incidents reported on rural roads. M25 and A22 form barriers. There are a high number of passports registered in these areas.

- North Tandridge district, including Tatsfield, north of Oxted to Woldingham Garden Village and around Caterham: Densley populated area with busy roads. Moderate number of passports registered. Fair network of bridleways, restricted byways and BOATs in some areas, but use of smaller roads necessary and some areas disconnected with dead ends. M25, A22 form barriers.

Other Users and Communication

The [British Horse Society](#) and [Cycling UK](#) have a joint campaign called 'Be Nice, Say Hi' to promote courteous and considerate behaviour between cyclists and horse riders. This has been rolled out in the [Surrey Hills National Landscape](#).

Feedback from Engagement

The main topics raised by equestrians through the engagement for this Rights of Way Improvement Plan were:

Maintenance and Funding

- Concerns were raised about the lack of maintenance of bridle ways, particularly overgrowth and poor surfaces.
- Growth from sides and overhead is a particular issue and narrows the paths.
- Reporting problems online is difficult and there is low awareness of how to do this.
- Should be possible for gates to be opened without dismounting

Traffic and Roads

- Roads are increasingly too busy and unsafe in many places.
- The A24 is substantially busier now than when designed and built.
- Verges and road margins could be improved and used by equestrians.
- Behind the hedge routes could help to connect routes without the need to go on roads.
- The British Horse Society has an online facility to report incidents with horses including those on the road. Equestrians should be encouraged to use this.
- Signage on roads and around yards would be beneficial.

Access and Network Improvements

- A desire for improved and extended bridleway networks, particularly in areas with limited off-road riding options.
- Links to commons could be improved.
- Forestry England and National Trust could grant more access.
- Lost Ways need to be claimed.
- Lack of safe parking for horseboxes and trailers was identified as a barrier to accessing bridleways.
- Surfacing on new and upgraded routes needs to be horse friendly, i.e. not tarmac
- More routes should be upgraded, ideally to restricted byways.

Conflicts Between User Groups

- Concerns were raised about inconsiderate behaviour from some cyclists and dog walkers, including dogs running loose and cyclists passing too closely.
- Particularly busy with cyclists around Leith Hill so that equestrians now avoid this area.

Motorised Vehicle Users

Introduction

Mechanically propelled vehicle users operate a range of vehicles, including 4x4's, [trail bikes](#) and quad bikes. These users can only utilise byways open to all traffic (BOATs).

Some users are part of one of several groups which provide support, including the [Green Lane Association](#) (GLASS), [LARA \(Land Access and Recreation Association\)](#), the [All Wheel Drive Club](#), the [Association of Land Rover Clubs \(ALRC\)](#) and the [Trail Riders Fellowship \(TRF\)](#). Some of these organisations have local groups in Surrey.

The [Green Lane Association reports](#) a current national membership (June 2022) of 6000 individual members of which 70% are 4x4 drivers, and an additional 20,000 affiliate members of which 93% are 4x4 drivers, although not all drive unsealed roads in either case. This number who drive unsurfaced roads is estimated to be closer to 60% of both figures. The Trail Riders Fellowship estimates that there are around 20,000 active trail riders in the UK7. Combined with the GLASS estimate, this amounts to an educated total estimate of 49,000 active UK recreational motorists who use the unsealed road network at least once per year.

Based on a survey of its membership, the Green Lane Association estimates that the average recreational motorised user spends around £5,500 per annum on the hobby and that overall motorised vehicle users make a significant contribution to the economy. The [TRF estimates](#) that trail and adventure type motorcycles, which travel on green roads, represent over 20% of the UK motorcycle market. By the TRF's own research, Trail Riding activities alone are valued at £135.6M per annum with a further £14.4m being spent in the tourism sector, contributing to local economies.

Both the [TRF](#) and [GLASS](#) report on the health and wellbeing benefits of participation. Trail riding can be a physically demanding activity. 98% of trail riders reported physical health benefits from trail riding as a form of active recreation. 99% of trail riders state that the activity improves their mental health. [GLASS also reports](#) that motor vehicle use is important for people with disabilities as a way to access and enjoy the countryside for their physical and mental health and wellbeing.

Motorised Vehicles and Public Rights of Way in Surrey

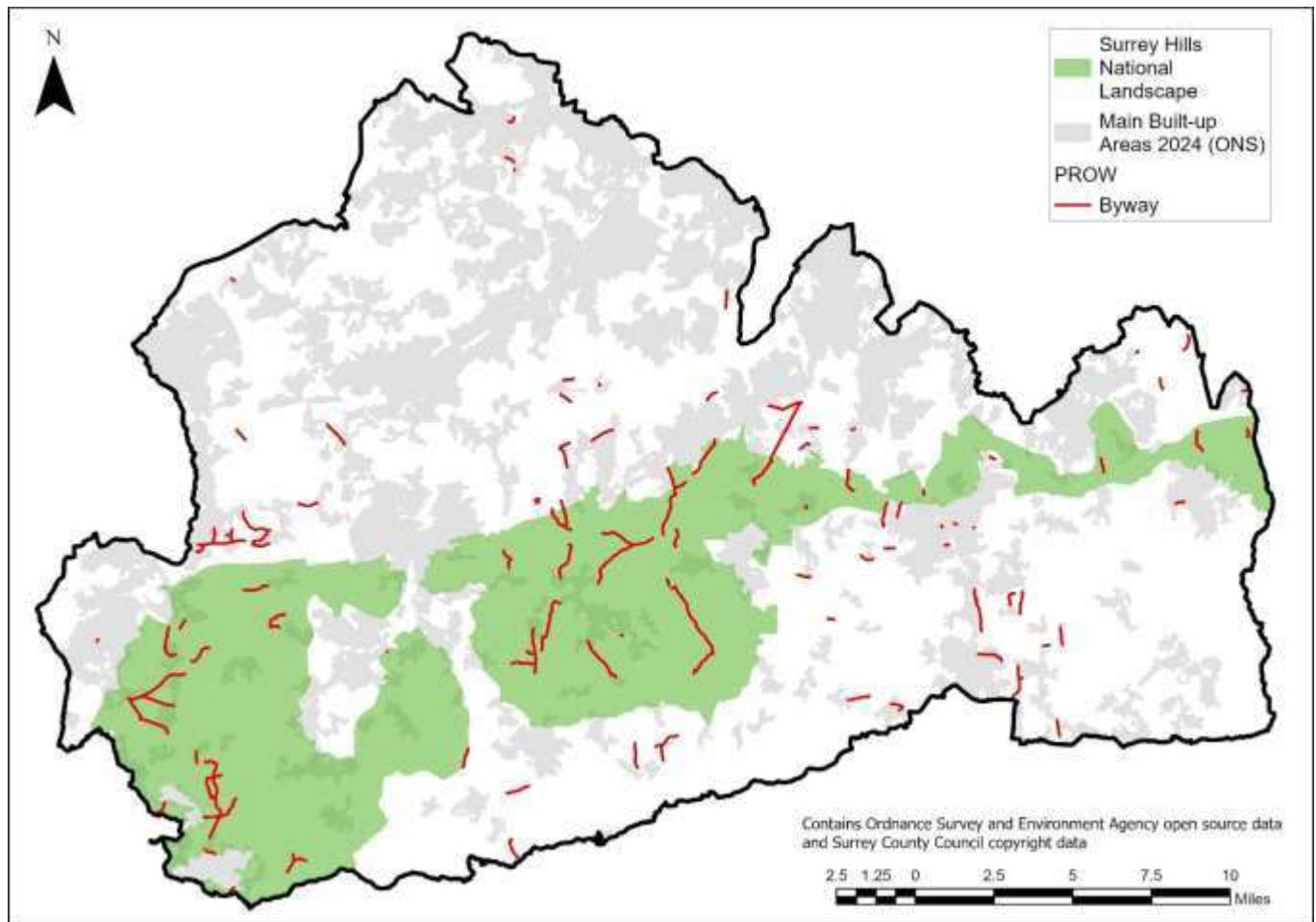
Provision of Access

The network of these public rights of way is fragmented. There are patches of more concentrated networks in the Surrey Hills National Landscape between Farnham and Haslemere and between Guildford and Dorking. Outside of the Surrey Hills National Landscape there is a small network around Ash, but otherwise there are isolated routes, mainly across the south of the county. There are few byways in the north of the county and in southern Tandridge district.

Some byways in the county have Traffic Regulation Orders (TROs) in place which restrict use of the of the byway by 4x4 vehicles for all or part of the year. A list of these is published on the [Surrey County Council website](#). Surrey County Council has an [policy for Traffic Regulation Orders](#), adopted in 2022, which sets out the process for making TROs. This follows national guidance on the management of byways and offroad vehicle use.

Overall there are 126km of byways in Surrey, of which 70.6km (just over half, at 56%) are within the Surrey Hills National Landscape. 37 byways have all year round Traffic Regulation Orders in place and 4 have seasonal Traffic Regulation Orders in place.

Plan 27: Byways Open to All Traffic



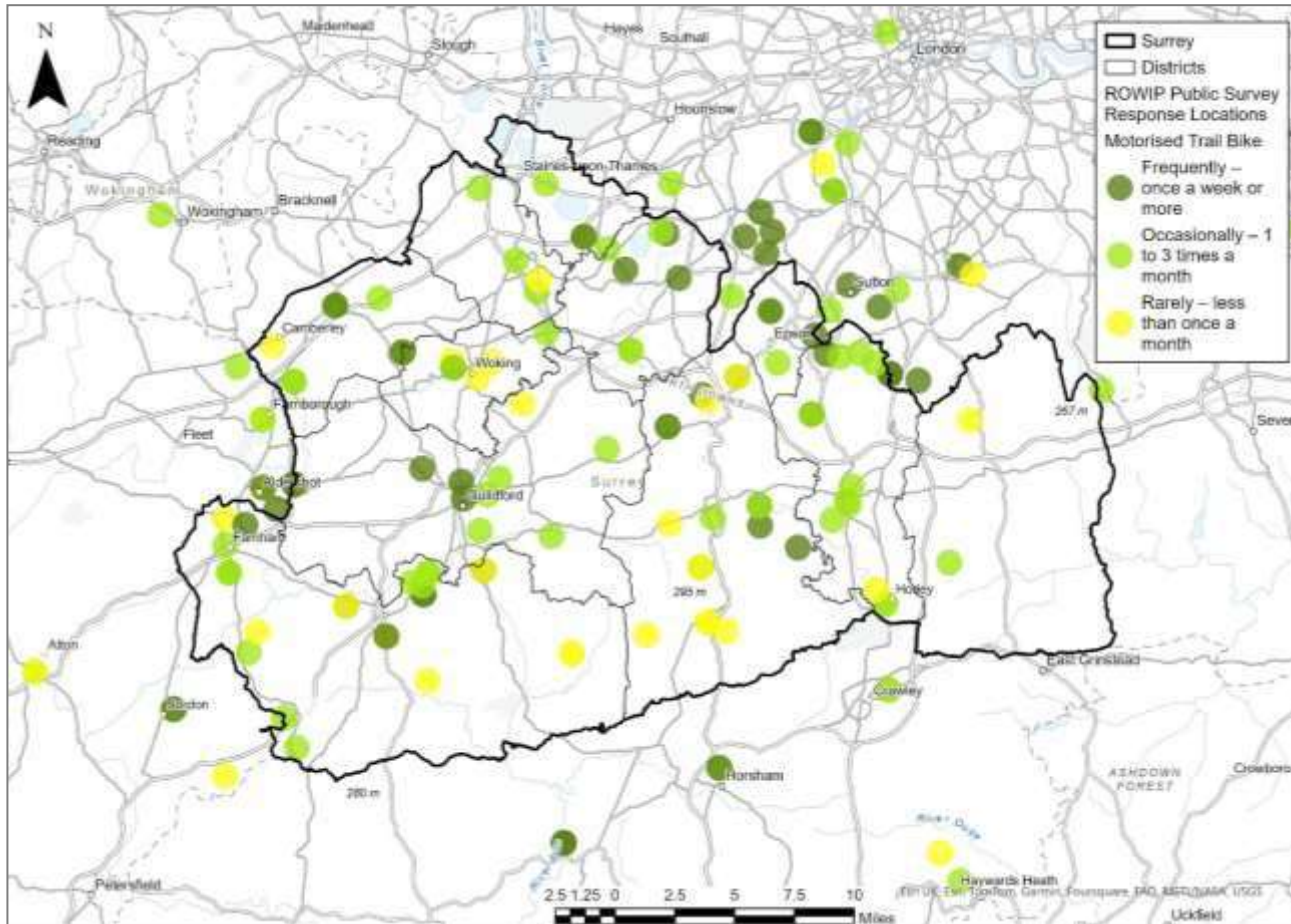
Motorised Vehicle Users in Surrey

In the public survey carried out for the ROWIP, 6% of respondents (257 people) indicated that use public rights of way using a 4x4 vehicle and 5% (189 people) that they used a trail bike. There were more males than females - 89% of those using 4x4 vehicles and 64% of trail bike users compared to 45% of survey respondents overall. There were more motorised trail bike users in the 55-64 age group than overall.

The survey also revealed these groups of users have a higher proportion of people living outside Surrey who come to the area for their recreational experience. 62% of trail bike riders who responded (186 responses) lived in Surrey, with 12% living in a London Borough and 25% living in other locations outside Surrey. 82% of motorised vehicle users who responded (256

responses) lived in Surrey, with 8% living in a London Borough and 9% living in other locations outside Surrey.

Plan 28: Location of those using Motorised Trail Bike – Public Survey 2024



Vehicles on public rights of way – using the routes for farming, agriculture or forestry as well as for leisure – can cause damage to surfaces. This includes parallel ruts, which make it difficult for other users and in particular cyclists, carriage drivers and equestrians, or major or deliberate damage of path surfaces. Driving without due care and attention on a byway open to all traffic is an offence. The policy for addressing damage is contained within [Surrey County Council's policy on Traffic Regulation Orders](#).

Other Users and Communication

[LARA](#), the [TRF](#) and [GLASS](#) have produced good practice guides for participants and information and guidance on managing motor vehicle access to BOATs. The Trail Riders Fellowship also has a [Motorcycle Green Road Map](#) which members of the TRF can access. This shows where people can trail ride legally.

The Surrey Hills National Landscape has also convened a Byways Working Group. However, with 44% of byways not in the Surrey Hills, this forum does not include those byways outside of the National Landscape.

Feedback from Engagement

The main topics raised by motorised vehicle users through the engagement for this Rights of Way Improvement Plan were:

- Recreational use by MV users is important for their health and wellbeing.
- Recreation using MV can be particularly important for a person with a disability to enjoy the countryside.
- More signposts and better education for users: This would help to avoid misunderstandings about which users are allowed on which routes.
- Keep byways open.
- Review and reinstate TROs: some traffic regulation orders (TROs) are unjust and should be lifted.
- More information and downloadable maps: This would help users to plan their routes and avoid private land.
- Better understanding between different users - walkers, cyclists, and motorcyclists should be more considerate of each other and understand that byways are shared spaces.
- More byways and better maintenance: there should be more byways, and existing byways should be better maintained.

People Living with Disabilities and Additional Needs

Disability takes many different forms and has an impact on people's lives in many ways. The term 'disability' covers a wide range of conditions, including mobility difficulties, blind or partial sightedness, learning difficulties, neurological problems and mental health problems. Some disabilities are permanent whilst others only affect people from time to time. While some people have lived with their disability from birth, most people are those who develop impairments in the course of their life or are simply getting older.

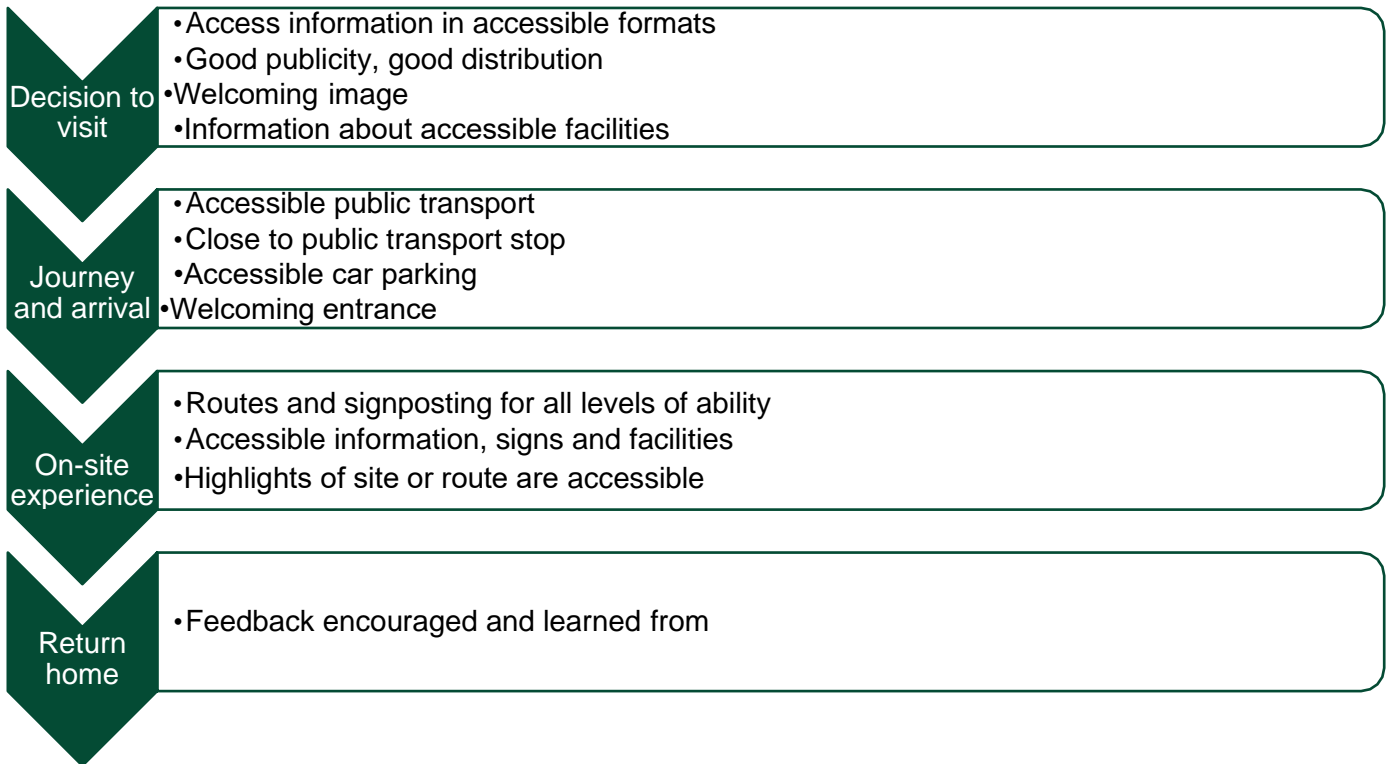
The [Monitor of Engagement with the Natural Environment \(MENE\)](#) research which ended in 2019 and its replacement the [People and Nature Survey \(PANS\)](#) both report that people living with disabilities visit green and natural spaces less than those living without disabilities. MENE reported that 18% of people with a disability never visit the natural environment, compared with 8% of the non-disabled population. Overwhelmingly the reasons for not visiting the countryside are related to their condition, with 'old age', 'poor health' and 'a physical disability' given by 92% of respondents as the reason for not visiting. The [PANS survey 2023](#) reported that for those with disabilities or health conditions 36% made 1-5 visits in the last 14 days, compared to 42% of adults without disabilities or health conditions. A third (33%) of those with disabilities / health conditions also never made visits in this period, compared to 22% of those without disabilities / health conditions.

People with a disability or other impairment due to poor health have the same range of interests as the rest of the community – some will be interested in the countryside and some will not. However, there are a [range of potential barriers](#) which may deter or prevent disabled people from using countryside sites and visiting the natural environment, many of which could relate to public rights of way:

- Physical barriers, such as steps, steep gradients, stiles and gate
- Lack of accessible information
- Lack of accessible toilets
- Lack of confidence, low expectations, not feeling welcome, fear over safety or of getting lost
- Too far to walk
- Lack of convenient and accessible public transport
- Inaccessible café, shop or visitor centre
- Lack of seating and opportunities to rest or take shelter
- Cost of transport, parking fees and refreshments
- Lack of staff awareness of the needs of disabled visitors
- A limited range of activities
- Poorly maintained environment.

The [Sensory Trust](#) outlines the 'access chain' that leads from a person's decision to visit a site, through the journey, arrival and visit to a countryside site (shown in Figure 6). Whilst this relates to visits to a countryside site or country park, these stages also apply to countryside visits using public rights of way. If there is a bad experience in one of these stages the visit may not happen or may not be repeated. It is important, therefore, that attention is paid to each of these links when considering people living with a disability.

Figure 12: Access Chain – Adapted from Sensory Trust



Whilst it is not possible to ensure all routes and paths across the countryside, even in the most visited areas, are fully accessible to all people, adopting the principle of 'least restrictive access' is important. For example, kissing gates should be installed instead of stiles, the best surfacing possible installed and thought given to gradients, steps etc.

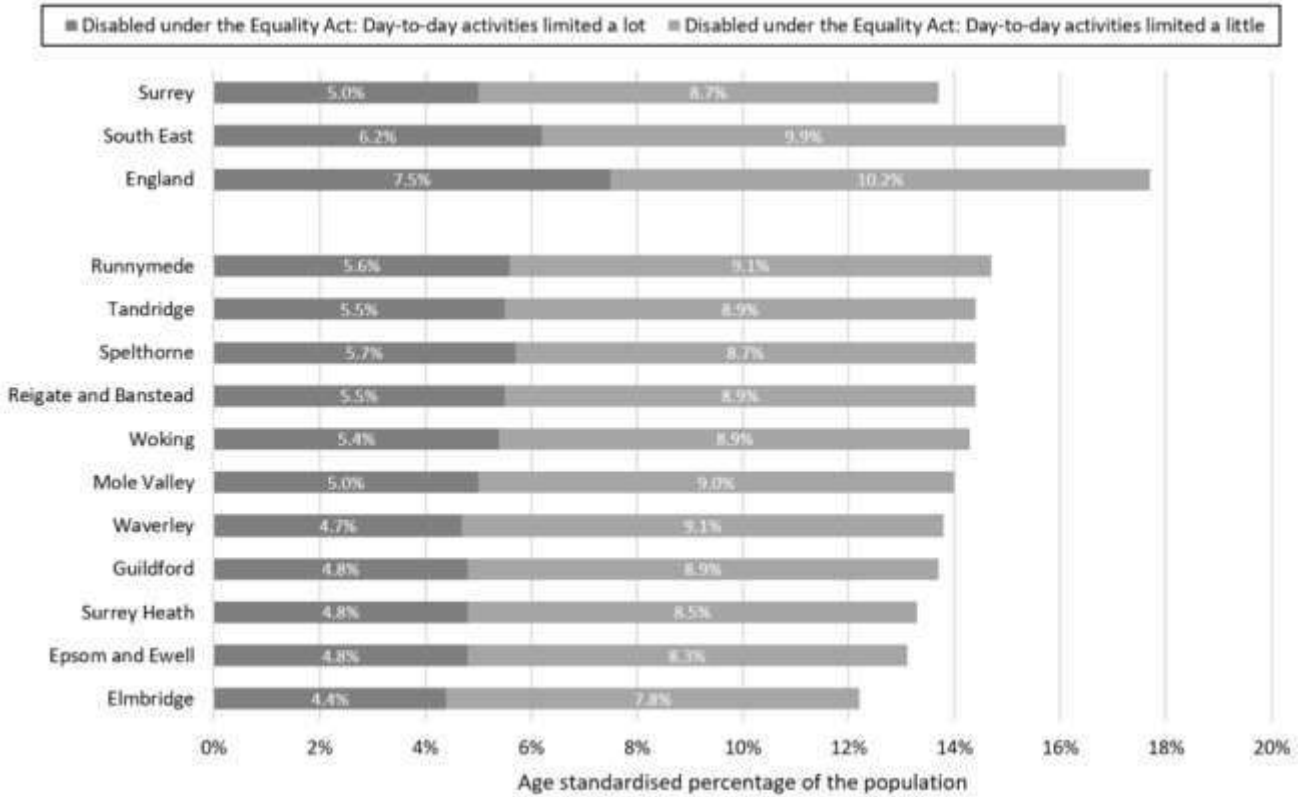
Disability in Surrey

In the 2021 Census just under a quarter of Surrey residents (21.3%) were classified as having a disability under the Equality Act or had a long term physical or mental health condition (but day-to-day activities were not limited). One in 20 residents were classified as disabled under the Equality Act where their day-to-day activities were limited 'a lot' and represented 61,835 individuals.

104,266 residents were classified as disabled under the Equality Act, 8.7%, where their day-to-day activities were limited 'a little'. The Census also collected information from people who were not categorised as disabled under the Equality Act but had a long term physical or mental health condition and whose day-to-day activities were not limited, and such individuals represented 7.4% of Surrey residents (89,595).

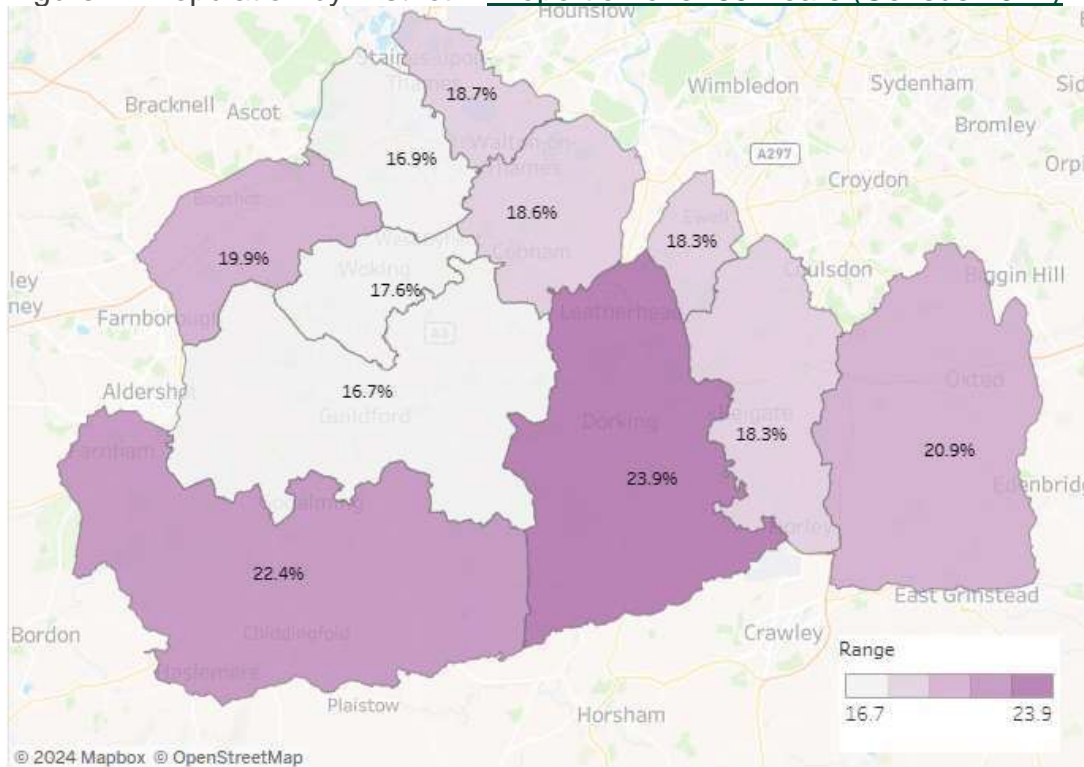
When accounting for the age structure, Surrey had a lower proportion of residents who were classified as disabled under the Equality Act (13.7%) compared to the South East (16.1%) and England (17.7%). When accounting for the age structure, Runnymede had the highest proportion of residents who were classified as disabled under the Equality Act at the time of the 2021 Census (14.7%) compared to Elmbridge which had the lowest percentage at 12.2 per cent. The proportion of people disabled under the Equality Act where day-to-day activities are limited a lot or a little is below, when accounting for age structure, both the South East and England level, shown in Figure 13.

Figure 13: The age-standardised proportion of Surrey residents with a disability, Census 2021



The population of over 65's in Surrey was 18.9% in the Census 2021, comparable with the national average of 18.6%. In line with national and regional trends, this represents an increase with 32,722 people in these age groups compared to the Census 2011. While this does not mean that all of these people will be living with a disability, older age does increase the prevalence of limiting conditions.

Figure 14 Population by District – Proportion over 65 Years (Census 2021)



Self-Guided Trails and Information for People Living with Disabilities

Surrey County Council produces a range of 'Easy Walks' around the county, available from the [Surrey County Council website](#). However, the information provided is very limited and is not sufficient to enable users with disabilities to make the decision to visit a site.

There is also some information on the [Surrey Accessible Countryside for Everyone](#) website. Much of this information is the same as on the Surrey County Council website and it does not give comprehensive details of conditions, maps, routes or facilities to enable people to make decisions around the suitability of the route.

The [Surrey Hills National Landscape](#) promotes six easy routes on their website.

The National Trust lists several walking routes from their Surrey properties on the [National Trust website](#). However, none of these are promoted as accessible.

In the public survey there were questions around the Easy Walks routes. There was low use of these walks - 8% of people had used Easy Walks and 92% had not. In further comments, 16% of people commented that in places the description of the route was not accurate or the description could be improved so that people knew what to expect on the route. Some people indicated that better maps were needed.

There were some comments around maintenance of the routes. Several people indicated that poor maintenance or a discrepancy in conditions from what is described vs. what is on the ground can result in a negative experience especially for someone with a disability. 8% of people indicated that more maintenance was needed in some area and 6% that better signposting was needed.

Minority Ethnic Groups

The [Natural England People and Nature Survey April 2023 to March 2024](#) reported that, nationally, around a third of adults (32%) from any of the ethnic minority backgrounds (other than white minorities) report that they do not have local green spaces within easy walking distance. This is compared to only 21% of people who stated a white ethnic background.

A report by OPENSspace ([Black and Minority Ethnic Groups and Public Open Space Literature Review 2003](#)) identifies seven barriers which may prevent ethnic communities from visiting natural spaces:

- Not seeking or including the views of ethnic minority groups in policy and strategy making
- Lack of foreign language material and (perhaps inadvertently) excluding ethnic minority groups in promotional material
- Cultural disposition and behavioural codes may inhibit ethnic communities from using natural spaces. They may not consider the countryside as a place for recreation or it may carry undesirable associations from a person's country of origin. Activities such as walking may be considered a 'necessity' rather than a leisure activity. Other factors include strict dress codes (particularly for females) and a lack of single gender activities

- Ethnic minority communities are likely to be less aware of opportunities and less responsive to information when it does reach them
- Lack of confidence and negative perceptions of the environment – fear of woodland, fear for safety, lack of other people of the same ethnicity, fear of encountering animals (including dogs) and fear of racism
- Negative feelings associated with previous experience of the countryside
- Financial costs and lack of time.

Also [Phil Ware \(2015\) 'Black People don't drink tea...'](#) and Defra (2005) "WHAT ABOUT US?" Diversity Review evidence [Part One](#) and [Part Two](#).

14.5% of Surrey residents reported that they identified as non-White. The residents who identified as Asian made up the largest percentage of the non-White Surrey population and represented 7.7% of all Surrey residents in 2021. Those who identified as Mixed or of Multiple ethnicity represented 3.4% of the overall Surrey population and residents who identified as Black represented 1.7%. Woking district had the highest proportion of people who identified as 'non White-British' and Waverley the lowest.

In the public survey for this Rights of Way Improvement Plan, of those giving an ethnic group as an answer, 97% identified as white. This compares with 86% of the population of Surrey (Census 2021). 3% of respondents were of another ethnic group, compared to 15% of the population of Surrey. This means that other ethnic groups were less represented in the survey than in the Surrey population.

A meeting of the Camberley Mosque Women's Group was attended as part of the engagement for this Rights of Way Improvement Plan. Overall there was a strong interest in visiting the countryside and greenspaces more. Several of the women did regularly visit greenspaces.

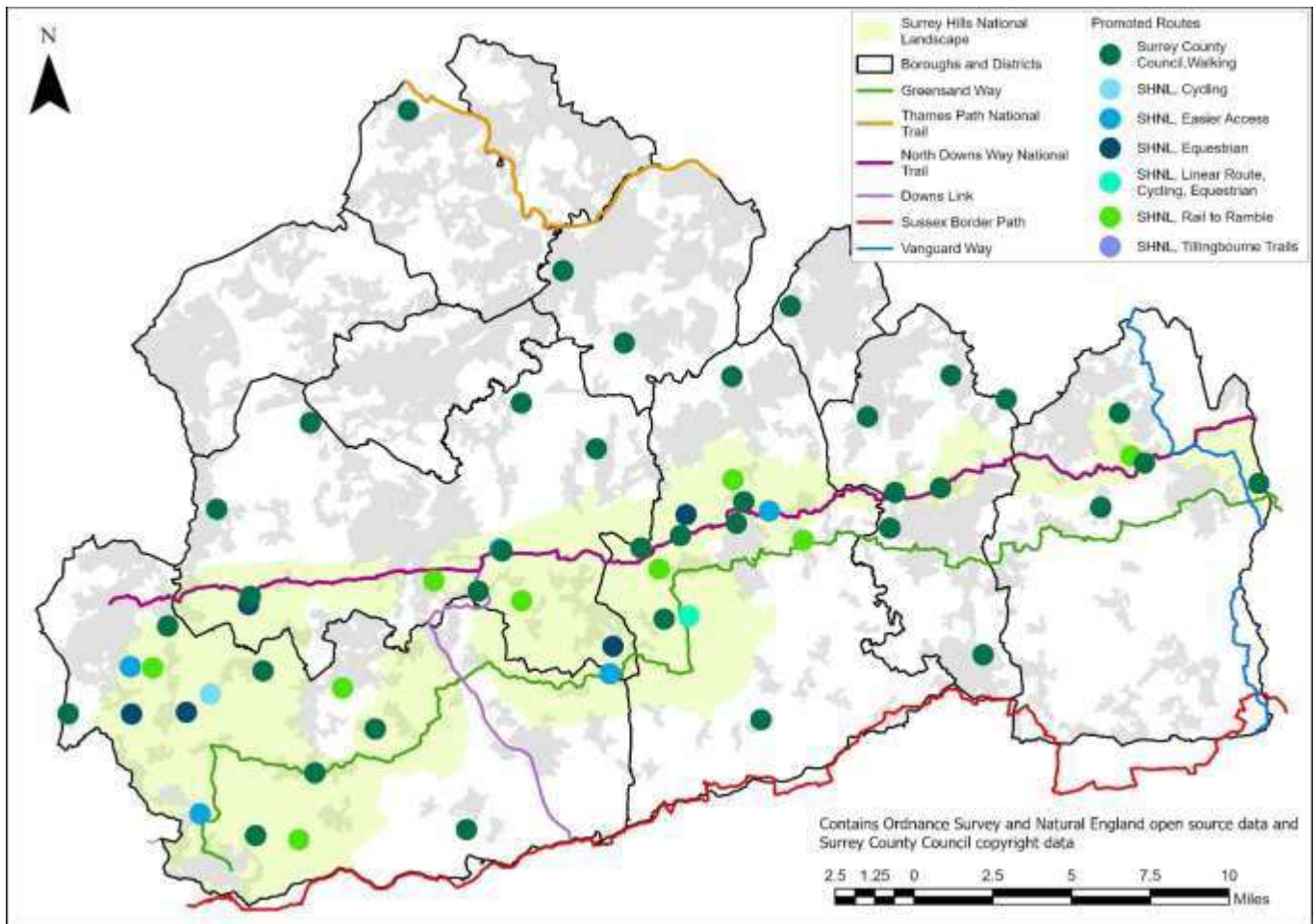
Topics discussed included:

- Dogs – several of the women expressed they were afraid of dogs. Dogs are often not under proper control and will run up to people uninvited. When dogs jump up this is hygienic and then the woman must go home to be clean to pray.
- Cafes do not cater for their needs and often dogs are allowed.
- Planning is needed before a visit on what to expect, where to park, routes and facilities. It is very difficult to find information. There is no language other than English and this can be difficult for those where English is not a first language. Pictures are better and are accessible to everyone and help to convey what a place is like before a visit.
- Seating, toilets and good quality paths are needed for older individuals.
- Safety and fear of abuse is an issue and women prefer to visit outdoor spaces in a group.

Promoted Routes and Information

There is a range of promoted material for self-guided walking, cycling and horse riding. There are also several longer distance trails. Those promoted by Surrey County Council and the Surrey Hills National Landscape are shown in Plan 29. Several routes are promoted by the Surrey Countryside Partnerships but these have not been included on the map. Several of these routes have their own waymarking and trail identity.

Plan 29: Self-Guided Promoted Routes - Surrey County Council, Surrey Countryside Partnerships and the Surrey Hills National Landscape



National Trails

Two National Trails pass through Surrey – The [Thames Path National Trail](#) and the [North Downs Way National Trail](#).

The North Downs Way National Trail starts in Farnham in Surrey and passes through the Surrey Hills National Landscape, before entering Kent and continuing to the White Cliffs of Dover.

There are nine circular routes leading from the North Downs Way, promoted on [Surrey County Council's website](#). These are shorter walks, up to six miles:

- Acorn trail White Down
- Colley Hill to Reigate Hill
- Gatton Park circular walk
- Over the Downs to Oxted Mill
- Prospects of Polesden
- Puttenham circular walk
- Ranmore circular walk
- Deer Trail at Newlands Corner
- 'Walk the Chalk' from Dorking to Gomshall

Long Distance Promoted Routes_

Greensand Way

The Greensand Way offers is a 108 mile route through Surrey and Kent. Information on the Greensand Way is available on [Surrey County Council's website](#), as well as from [Explore Kent](#) for the Kent section.

There are ten sections of the Greensand Way which can be downloaded from [Surrey County Council's website](#).

- Part 1: Haslemere to Gibbet Hill, Hindhead, 3.5 miles
- Part 2: Gibbet Hill, Hindhead to Witley Station, 6.5 miles
- Part 3: Witley Station to Gatestreet Farm, Grafham, 6 miles
- Part 4: Gatestreet Farm, Grafham to Pitch Hill, Ewhurst, 6 miles
- Part 5: Pitch Hill, Ewhurst to Broadmoor, Wotton, 7 miles
- Part 6: Broadmoor, Wotton to Deepdene, Dorking, 6 miles
- Part 7: Deepdene, Dorking to Reigate Priory Park, 6 miles
- Part 8: Reigate Priory Park to Castle Hill, Bletchingley, 7 miles
- Part 9: Castle Hill, Bletchingley to Oxted Place, 5 miles
- Part 10: Oxted Place to county boundary, beyond Limpsfield Chart

Downs Link

The Downs Link public bridleway links the North Downs Way National Trail at St Martha's Hill, Surrey with the South Downs Way near Steyning, West Sussex. For most of its length it follows former railway lines and is popular with cyclists wanting to stay off-road on a well-surfaced track.

'Easy Going on The Downs Link' is a short walk of about 1 mile in length starting from the car park at the former Bramley Station.

Information on the Downs Link is available on [Surrey County Council's website](#) and [West Sussex County Council's website](#).

Surrey County Council Self-Guided Promoted Routes

Surrey County Council promotes several self-guided trails, available on [Surrey County Council's website](#) and through the [AllTrails website](#).

There are currently 53 trails, but this will be reduced to 27 by the end of 2024, with 9 in each of three areas of the county. These 27 are shown on Plan 29 and listed below:

West Surrey

- Ash Circular walk
- Dockenfield Circular walk
- Elstead Common walk
- Grayswood Circular walk
- Hascombe Trees and Timber walk
- Medieval Waverley walk
- Pirbright Circular walk
- Sidney Wood and the Lost Canal walk
- Witley Trees and Commons circular walk

Mid Surrey

- Chessington Countryside Walk
- Discover Downside walk
- Friday Street Hammer trail walk
- Horsley Woodland walk
- Leatherhead Common walk
- Ripley Ramble walk
- Runnymede Memorial walk
- Tillingbourne River Valley walk
- Weybridge Locks and Levels walk

East Surrey

- Banstead Countryside Walk
- Capel Loops walk
- East Horley circular walk
- Farthing Downs and Happy Valley
- Godstone Paths, Ponds & churches
- Limpsfield Loop walk
- Reigate Mills and Pillboxes walk
- Tadworth Horses and Downs
- Woldingham Countryside walk

There are also self-guided routes available from the 18 Surrey Countryside Sites that are being waymarked on the ground and added to the OS promoted routes app. There are no written route directions for these.

Surrey Countryside Management Partnerships

The Surrey Countryside Partnerships are a countryside management service supported by volunteers and local communities. There are three countryside partnerships: the Downlands Partnership, the Lower Mole Partnership and the Surrey Heathlands Partnership. The Downlands Partnership and the Lower Mole Partnership list self-guided trails on their webpages.

Downlands Partnership

The Downlands Partnership [page on the Surrey County Council website](#) promotes the following self-guided routes. Some of these are Surrey County Council promoted routes. Not all of these are included in the reduced list of 27 walks to be retained and therefore further co-ordination is needed. Some of these resources are only available in hard copy on request.

- **Banstead Woods Nature Trail**, 2 miles (Surrey County Council AllTrails)
- **Banstead Countryside Walk**, 5.5 miles (Surrey County Council AllTrails)
- **Sutton Countryside Walk**, 5 miles (hard copy only upon request)
- **Oaks Park Nature Trail**, 2 miles (hard copy only available upon request)
- **Blanchman's Farm Nature Trail**, 0.6 miles (hard copy only available upon request)
- **North Downs Ridge Circular Walk**, 7 miles (hard copy only of the full original illustrated walk leaflet available upon request)
- **Shabden and Upper Gatton Parks Circular Walk**, 7 miles (hard copy and downloadable pdf of the full original illustrated walk leaflet available upon request)
- **Town and Down Circular Walk**, 5 miles (hard copy and downloadable pdf of the full original illustrated walk leaflet available upon request)
- **Millennium Trail**, 18 miles (hard copy and downloadable pdf of the full original illustrated walk booklet available upon request)
- **Dorking to Gomshall: Walk the Chalk**, 7 miles (hard copy and downloadable A4 version pdf available upon request, also Surrey County Council AllTrails)
- **Downlands Circular Walk**, 6 or 3 miles (hard copy only of the full original illustrated walk leaflet available upon request, also Surrey County Council AllTrails)
- **Warlingham Countryside Walks** Various (Warlingham Parish Council) (hard copies only available upon request)
- **Woldingham Countryside Walk**, 5.5 miles (in partnership with Surrey Hills National Landscape) (hard copy of the full illustrated walk leaflet and downloadable A4 version pdf available upon request)
- **Easy Access Trail to Colley Hill**, 1/4 mile access path (hard copy and downloadable pdf of the A4 leaflet are available upon request, also Surrey County Council AllTrails)
- **Sanderstead to Whyteleafe Countryside Area (SWCA)** guide (hard copy and downloadable pdf of the fully illustrated SWCA guide (not a walk leaflet) available upon request)
- **London LOOP Linear Walks Pack** - South London Section 1-8, part of 24 sections that form a circular route to explore all around London, [Transport for London's Walk London - London Loop](#) (downloadable pdf maps and directions from Transport for London and from the [Ramblers' website](#)).
- **East Horley Circular Walk**, 5.7 miles (hard copy only of the full original illustrated walk leaflet available upon request, also Surrey County Council AllTrails)

Lower Mole Partnership

The self-guided routes can be accessed from the Lower Mole Partnership's webpage on Surrey County Council's website [through this link](#).

- **Thames Down Link**, 15 mile linear route from Kingston to Box Hill, fully reviewed and updated during 2018-2019 (Thames Down Link digital walk leaflet available on Google Maps)
- **Chessington Countryside Walk**, 5.5 mile (Surrey County Council AllTrails)
- **Discover Downside Countryside Walk**, 5 miles (Surrey County Council AllTrails)
- **Leatherhead Common Walk**, 3 miles, (Surrey County Council AllTrails)
- **Mole Gap Trail**, 6 miles (Explore Surrey (PDF))
- **London LOOP** - South London sections 1-8

Surrey Hills National Landscape Self-Guided Promoted Routes

The Surrey Hills National Landscape promotes several self-guided trails on its website. These are for cycling and horse riding as well as walking. The locations of these are shown in Plan 29.

Rail to Ramble

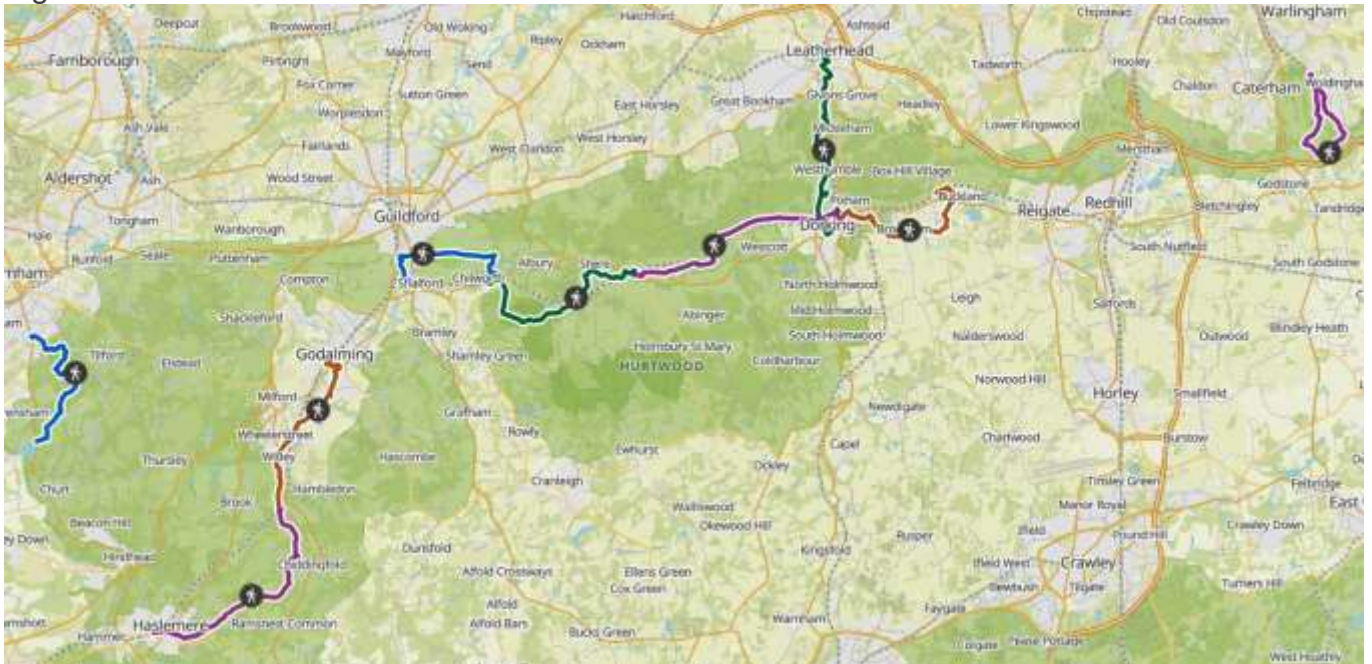
This Collection features ten Rail to Ramble routes that explore some of the finest landscapes in the region. Each route starts and finishes at a train station or, in the case of the Frensham to Bourne route, bus stops that link back to the mainline. Launched in 2021, the Rail to Ramble routes represent a sustainable approach to exploring the AONB.

The routes range from 5 to 9 miles (8 to 14 km) in length and, while there's the occasional ascent, the gradients are gradual. This makes them suitable for hikers of all ages and abilities. A morning or afternoon should be enough to complete each route, though many of them can be combined if you want to create longer journeys. On the trails, you're never far from a cafe or a pub for a pitstop too.

- Haslemere to Witley
- Witley to Godalming
- Chilworth to Gomshall
- Shalford to Chilworth
- Gomshall to Dorking
- Dorking to Betchworth
- Mole Gap Trail
- Frensham to Bourne
- Woldingham Countryside Walk

The routes are listed on Komoot and can be [accessed through this link](#).

Figure 15: Rail to Ramble



Easier Access Routes

- Box Hill: a chance to explore nature's playground
- Hurtwood
- Sailor's Stroll at the Devil's Punch Bowl
- Newlands Corner: ancient woodlands and sweeping views
- Stepping back a thousand years into the Yew Tree Project
- Farnham Heath Orange Route

The routes are listed on Komoot and can be [accessed through this link](#).

Figure 16: Easier Access Routes



Tillingbourne Tales Trails

Seven circular trails in the Tillingbourne Valley to the south east of Guildford. All of the trails are under 3 miles long.

- Shalford Trail
- Chilworth Trail
- Albury Trail
- Shere Trail
- Gomshall Trail
- Abinger Trail
- Wotton Trail

Figure 17: Tillingbourne Tales



Horse Riding Trails

There are six promoted horse riding trails:

- Holmbury Hill circuit, south of Dorking, [pdf downloadable from here](#)
- Ranmore to Polesden Lacey, south of Leatherhead, [pdf downloadable from here](#)
- Hankley Short Route and Hankley Long Route, near Farnham, [pdf downloadable from here](#)
- Frensham Ponds, [pdf downloadable from here](#)
- Puttenham Ride, [pdf downloadable from here](#)

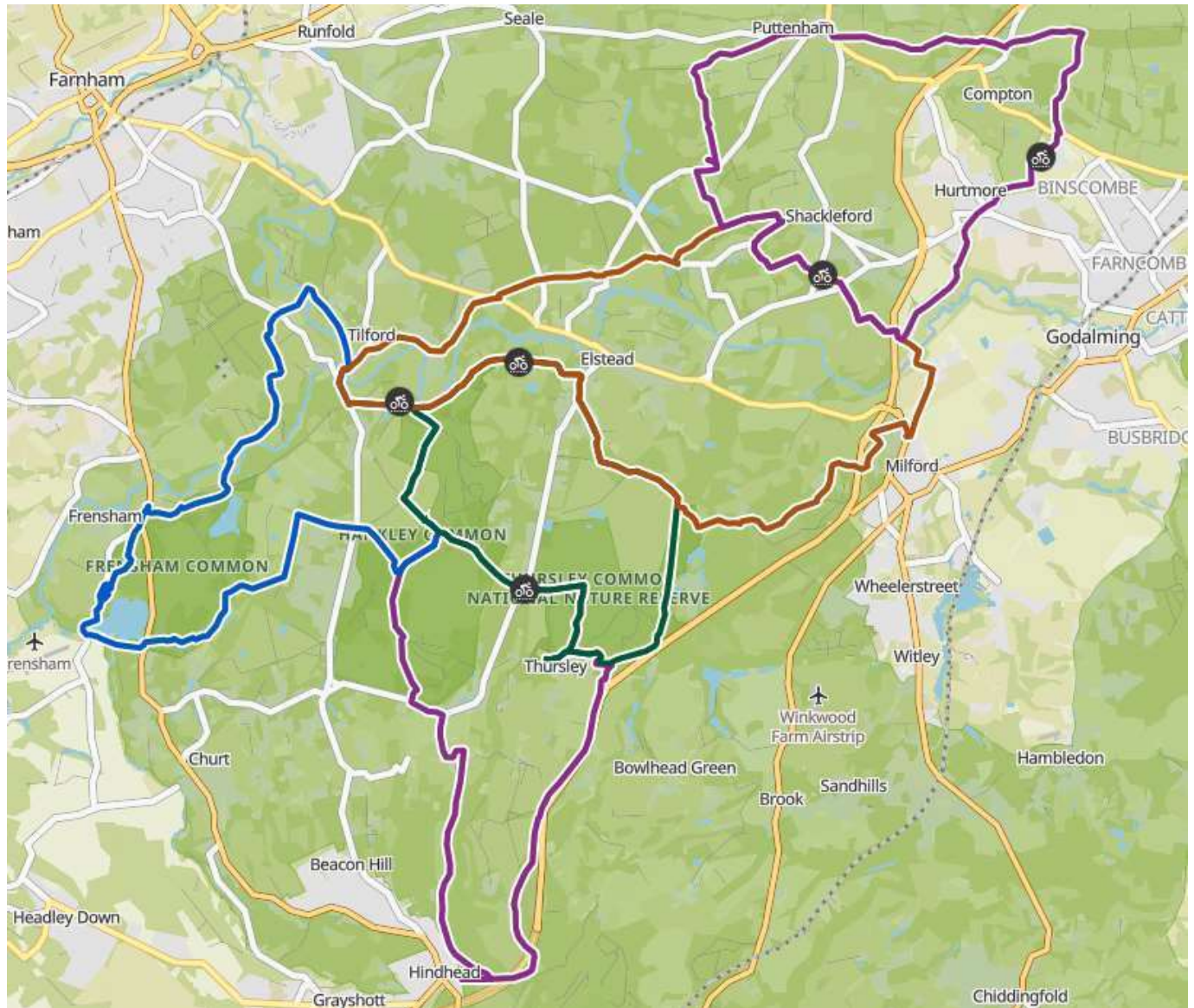
There are also 5 archived routes:

- Roman Temple, Farley Heath to Blackheath 6km
- Pitch Hill ride, 4.5km
- Winterfold ride, 12km
- Newlands Corner & St Martha's, 10km
- Hydon's Ball to Hascombe, 13km

Surrey Cycle Hills

Cycle Surrey Hills is a network of over 50 miles of off-road cycling trails in South West Surrey. Largely traffic free routes, these routes provide for family rides, as well as experienced bike packers and gravel riders. The loops are broken down into five interlinking routes. The routes are available from the [Komoot website](#).

Figure 18: Surrey Hills Cycle



Leith Hill Greenway

The Leith Hill Greenway is a 15km multi-user off-road route linking Box Hill with Leith Hill.

Other Promoted Routes and Information Outlets

Sussex Border Path

This path was set up by the Sussex Ramblers and is [promoted on their website](#). It is not a Surrey County Council route. It is largely in Sussex but does enter Surrey in some sections. This route is shown in Plan 29.

Vanguard Way

The [Vanguard Way Association](#) promotes this routes between Croydon and Newhaven on the south coast. This route is shown in Plan 29.

National Trust

The National Trust provides self-guided routes around many of their sites. These are curated [on this webpage](#).

Online Outlets

There are many online websites which included routes for walkers, cyclists and horse riders. Some of these are national, including [Komoot](#), [AllTrails](#), [Go4awalk.com](#) and [Visorando](#).

The British Horse Society '[Dobbin' map](#) lists some routes within Surrey.

The [Long Distance Walkers Association \(LDWA\)](#) has an online map of a range of walking routes of varying distance

A further selection are listed here, but there are many additional webpages by a range of individuals and organisation which have created information on routes.

- [Surrey Walks website](#)
- Visit Surrey have pages promoting [walking](#) and [cycling](#), including the Downs Link
- Surrey Ramblers have a selection of walking [routes on their website](#)
- Cycling UK promote some [offroad cycling routes](#)
- Surrey County Council [has produced a cycling map](#)
- WillCycle lists some [offroad cycling routes](#)

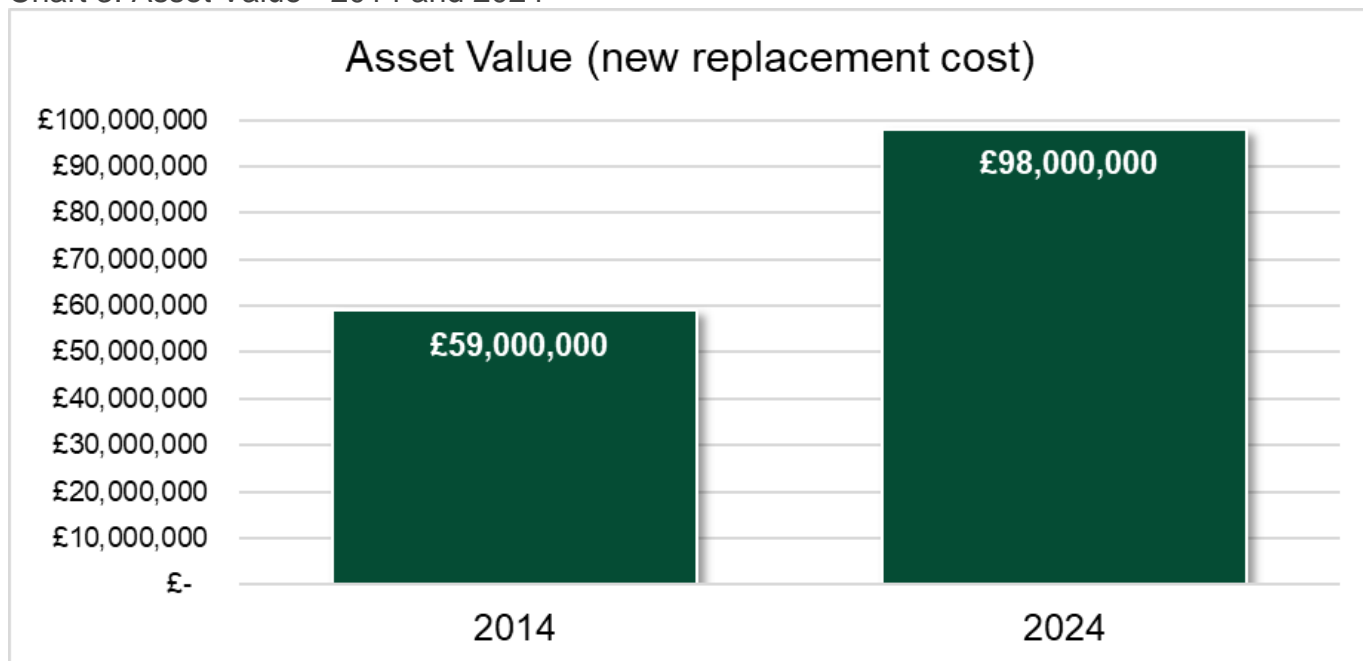
Network Condition and Maintenance

Public Rights of Way Assets

There are 3501 kilometres (2175 miles) of public rights of way in Surrey. On this network there are thousands of structures, including stiles, steps, gates and other furniture.

Since the last Rights of Way Improvement Plan in 2014, the number of assets on the network has increased overall. The value of these assets, i.e. the cost of replacing them, has risen by £39 million to £98 million.

Chart 3: Asset Value - 2014 and 2024



As well as an increase in the assets, there have been positive changes for accessibility on the network.

There are 412 fewer stiles on the network than in 2014. There are 351 more kissing gates. Gaps where there is no stile or gate are the most accessible option under the 'least restrictive access' approach and these are now recorded. There are 81 recorded gaps on the network. These are positive improvements, but there is more that can be achieved. However, stiles and gates are structures owned by landowners and landowner permission is needed to remove or alter them.

There has been investment in recent years in signposting and there are 543 more fingerposts and 75 more waymarker posts on the network. Many more than this will have been installed as the work to replace damaged or missing signage is ongoing.

The last full condition survey was undertaken in 2006.

Table 8: Assets 2014 and 2024

Asset	2014	2024	Difference
Fingerposts	7949	8492	543
Waymark Posts	2848	2923	75
Small bridges	1436	1593	157
Large bridges	Not recorded	1467	-
Culverts	954	960	6
Kissing gates	709	1060	351
Gates	720	851	131
Field gates	1572	1554	-18
Stiles	4295	3883	-412
Gaps	Not recorded	81	-

Plan 30: Total Assets 2014 and 2024

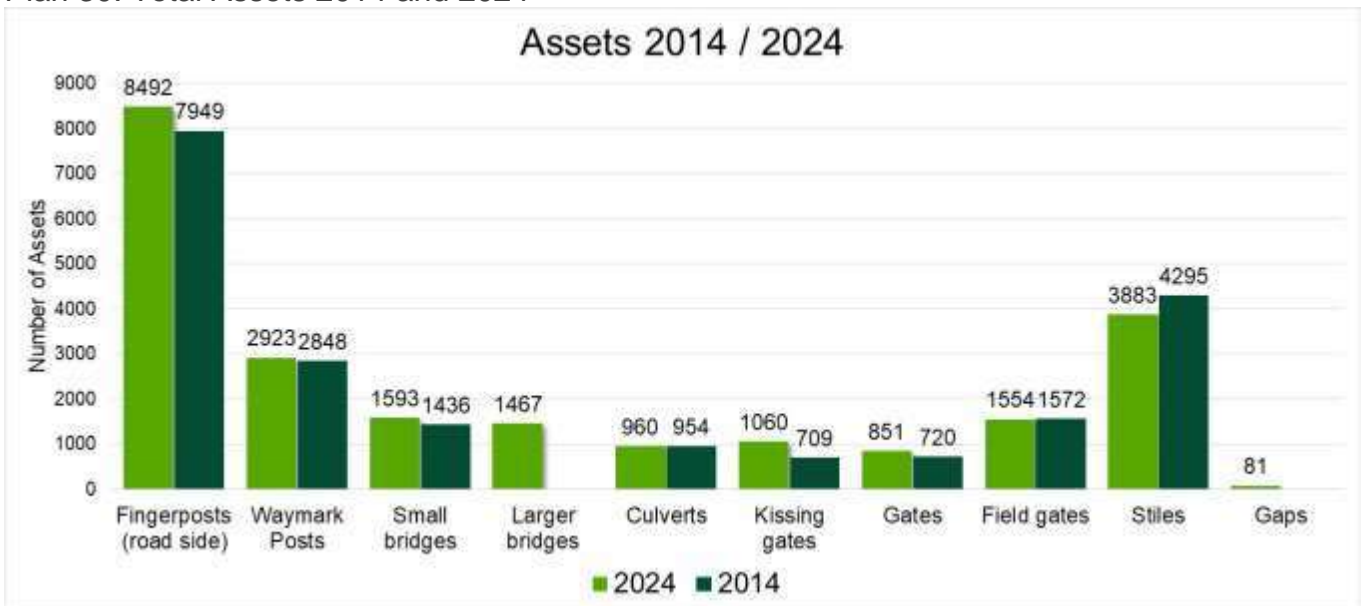
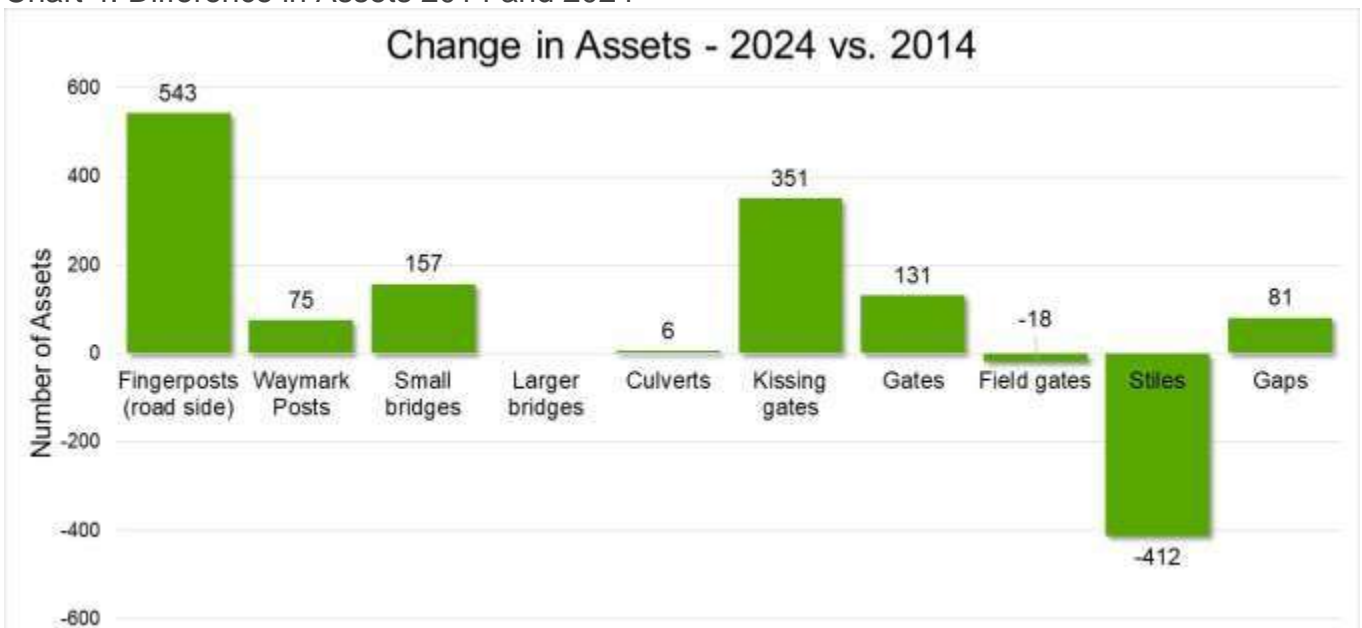


Chart 4: Difference in Assets 2014 and 2024



Surfaces

Surrey County Council is also responsible for the surfaces of these public rights of way. Some of these are surfaced and some have natural surfaces.

The geomorphology, geology and soils of Surrey create particular challenges for surface maintenance. In some areas there are also very high levels of use which cause erosion of surfaces and gullying and some soils and geology are less able to withstand high use.

There are very steep slopes on the southern scarp slope of the Surrey Hills downland. There are some very ancient sunken drove roads. The steep slopes and high levels of use can lead to gullying and further deepening of the routes. There is a thin soil layer and the chalk becomes exposed, which can be slippery.

In the west of the county there are areas of very sandy soils. The vegetation on these can become denuded very quickly, leaving pure sand and exposed tree roots and bedrock.

In the south of the county the soils have more clay which can lead to them becoming waterlogged in the winter. There are areas in the south of Reigate and Banstead district and Tandridge district where the public rights of way are in the floodplain.

Reported Issues

Issues on public rights of way are reported by the public online through the Countryside Access Management System (CAMS) which is on [Surrey County Council's website](#). Issues can also be reported by telephone or in writing. These are then entered onto the CAMS system.

There are around 300 issues reported each month, with an average of 3617 annually when averaged over the past 5 years. There has not been a significant change in the number of reports received during this time, although there was an increase in 2021. This reflects the higher number of additional users on the public rights of way network during the years of pandemic social restriction. The number of reports since 2015 is shown in Table 9.

Table 9: Issues Reported through CAMS

Year	Number - Annual	Number – Month
2024 to end of September	2807	312
2023	3053	254
2022	2848	237
2021	4255	355
2020	3800	317
2019	3530	294
2018	3496	291
2017	3947	329
2016	3973	331
2015	2712	226

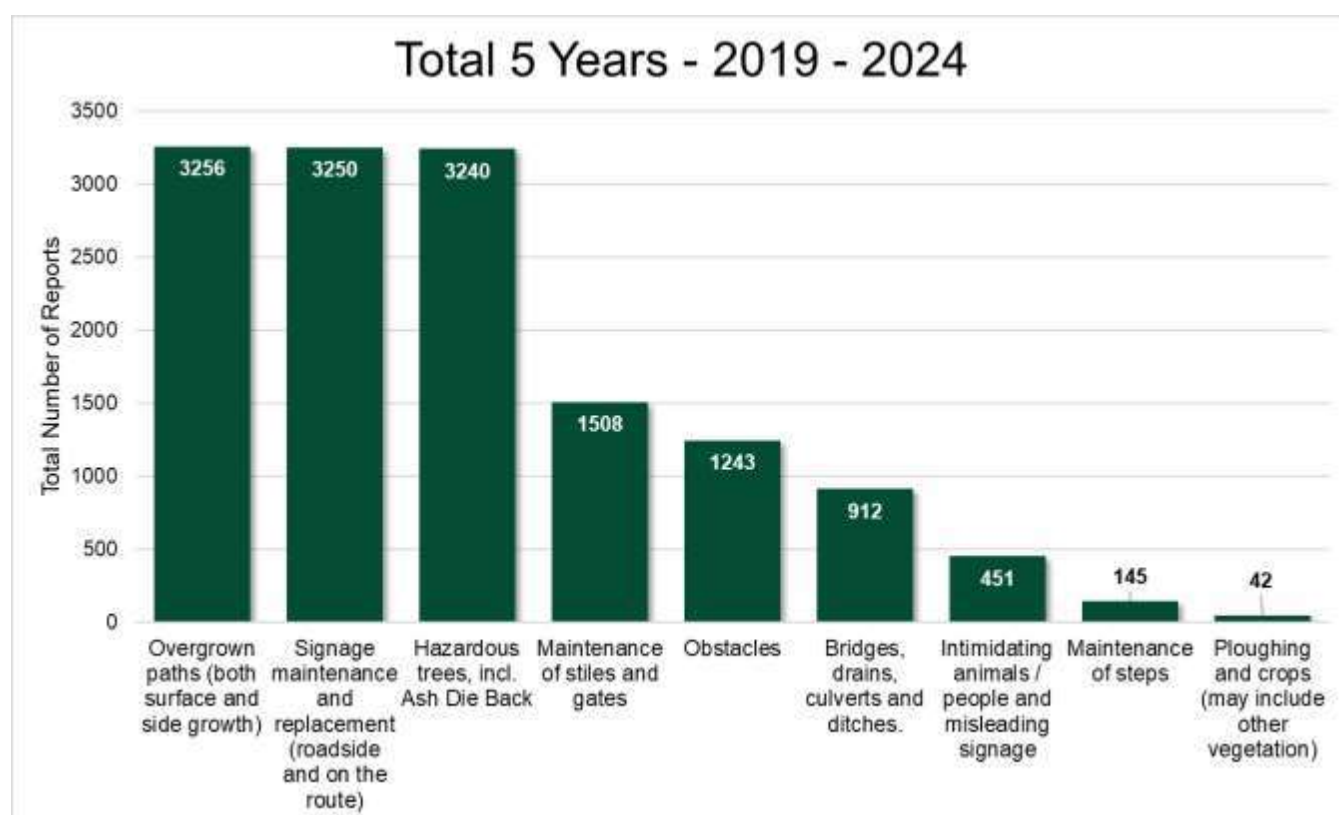
Over the past five years, almost equal numbers of reports have been received in respect of overgrown paths (average 651 reports annually), signage (average of 650 reports annually) and hazardous trees (average of 648 reports annually), which are the responsibility of the landowner. The reports for overgrown paths includes vegetation growing from the surface as well as from the sides and overhead. Only surface vegetation is the responsibility of the county council.

Maintenance of stiles and gates were the next highest category, with on average 301 reports annually. These assets are the responsibility of the landowner, although Surrey County Council can provide support to replace stiles with kissing gates.

Table 10: Reports of Issues by Type – 2019 to 2024

Report type	Total 5 Years - 2019 - 2024	Annual average
Overgrown paths (both surface and side growth)	3256	651
Signage maintenance and replacement (roadside and on the route)	3250	650
Hazardous trees, incl. Ash Die Back	3240	648
Maintenance of stiles and gates	1508	301
Obstacles	1243	249
Bridges, drains, culverts and ditches.	912	182
Intimidating animals / people and misleading signage	451	90
Maintenance of steps	145	29
Ploughing and crops (may include other vegetation)	42	8
Total of all reports	18087	3617

Chart 5: Reports of Issues by Type – 2019 to 2024



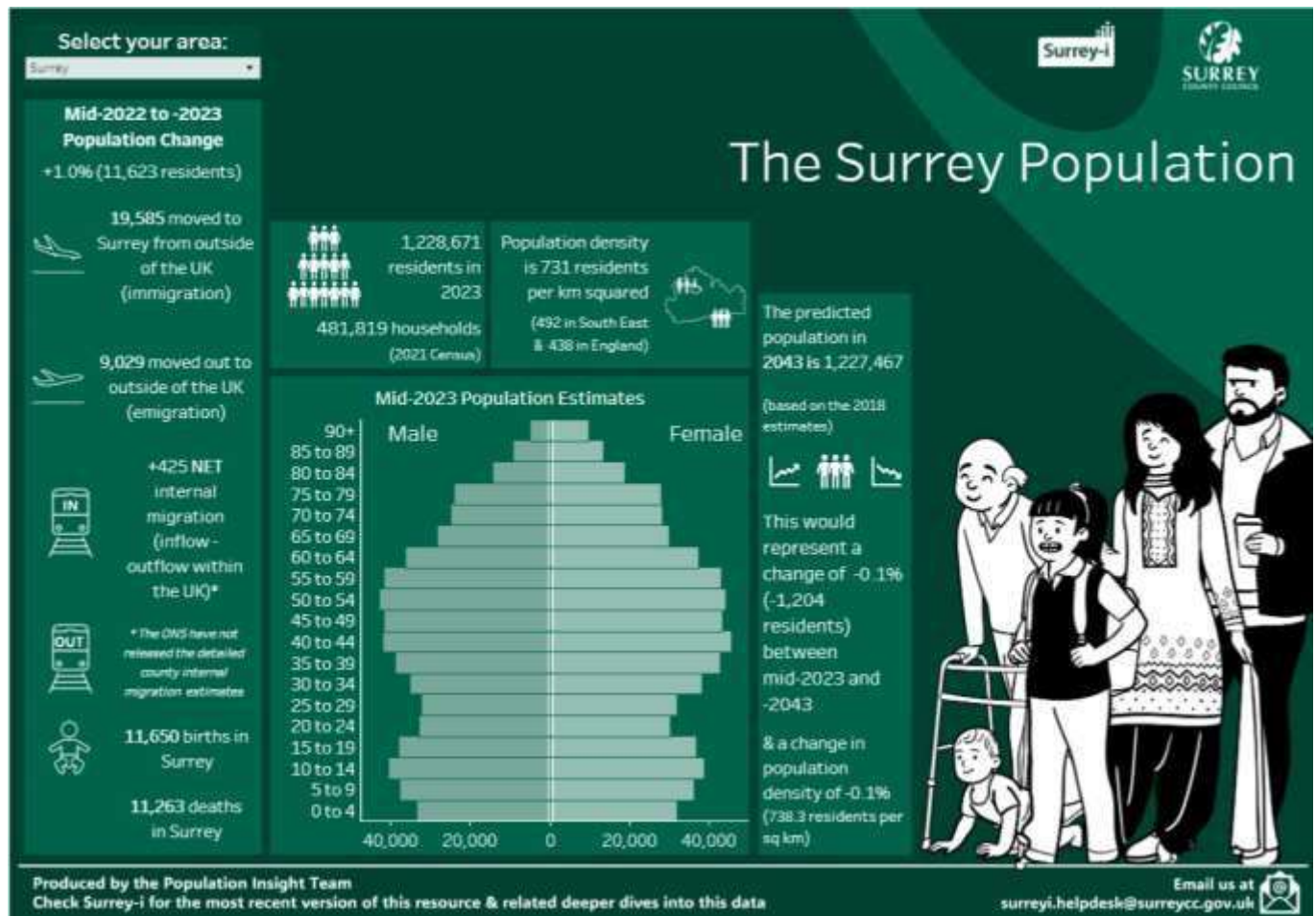
Supporting the Communities of Surrey

Demographic Profile of Surrey

Population and Age

Surrey-i estimates that in 2023 there were 1,228,671 people resident in Surrey. Population density overall is 731 residents per square kilometre, higher than the South East average of 492 residents per square kilometre. Across all of the northern districts the density is much higher, with 2,382 residents per square kilometre in Epsom and Ewell district and 2,307 in Spelthorne district. The lowest density is in Mole Valley district at 340 residents per square kilometre.

Figure 19: Population Estimates (Surrey-i)

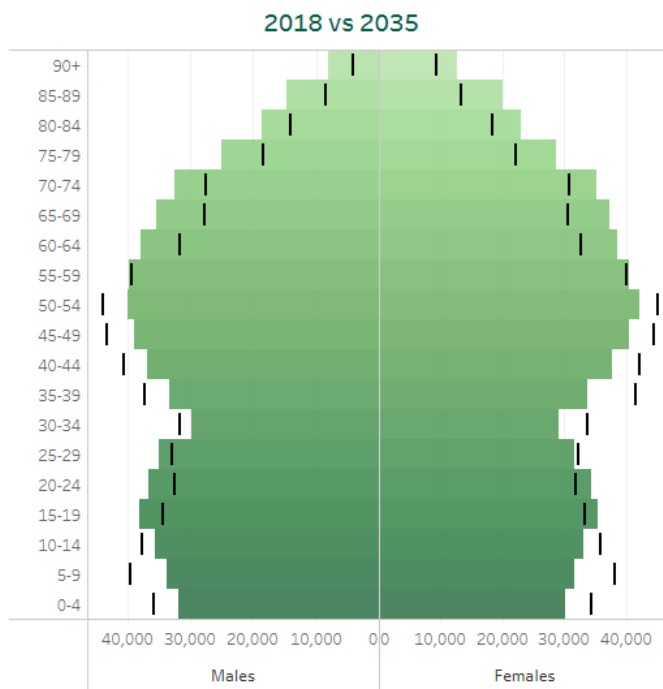


Surrey has an aging population and is predicted to have a declining number of residents aged 0 to 14 and 35 to 54 by 2-143. However, it is predicted that there will be increased number of males aged 25 to 34 in Surrey by 2043. Overall, it is predicted that there will be 1,227,467 residents by 2043, a 0.1% drop in population.

Elmbridge, Epsom and Ewell, Reigate and Banstead, Tandridge and Waverley districts are predicted to continue to have a low proportion of residents who are aged 20 to 34 and increasing numbers of over 60's. Guildford is predicted to have reductions in 20 to 24 year olds. Over 60's are predicted to make up even more of the population of Mole Valley. Runnymede is predicted to still have a relatively young population for Surrey. Spelthorne, Surrey Heath and Woking are predicted to have fewer children aged 0 to 14 and fewer adults aged 34 to 54.

Figure 20: Population Predictions to 2035 (end of the ROWIP) ([Surrey-i](#))

The population projections for Surrey



Indices of Multiple Deprivation

Overall, Surrey has low levels of deprivation. The [2019 Indices of Multiple Deprivation \(IMD\)](#) ranks Surrey as the 6th least deprived county or unitary authority in England by average deprivation score. There are no areas which are in the 10% of most deprived areas in England.

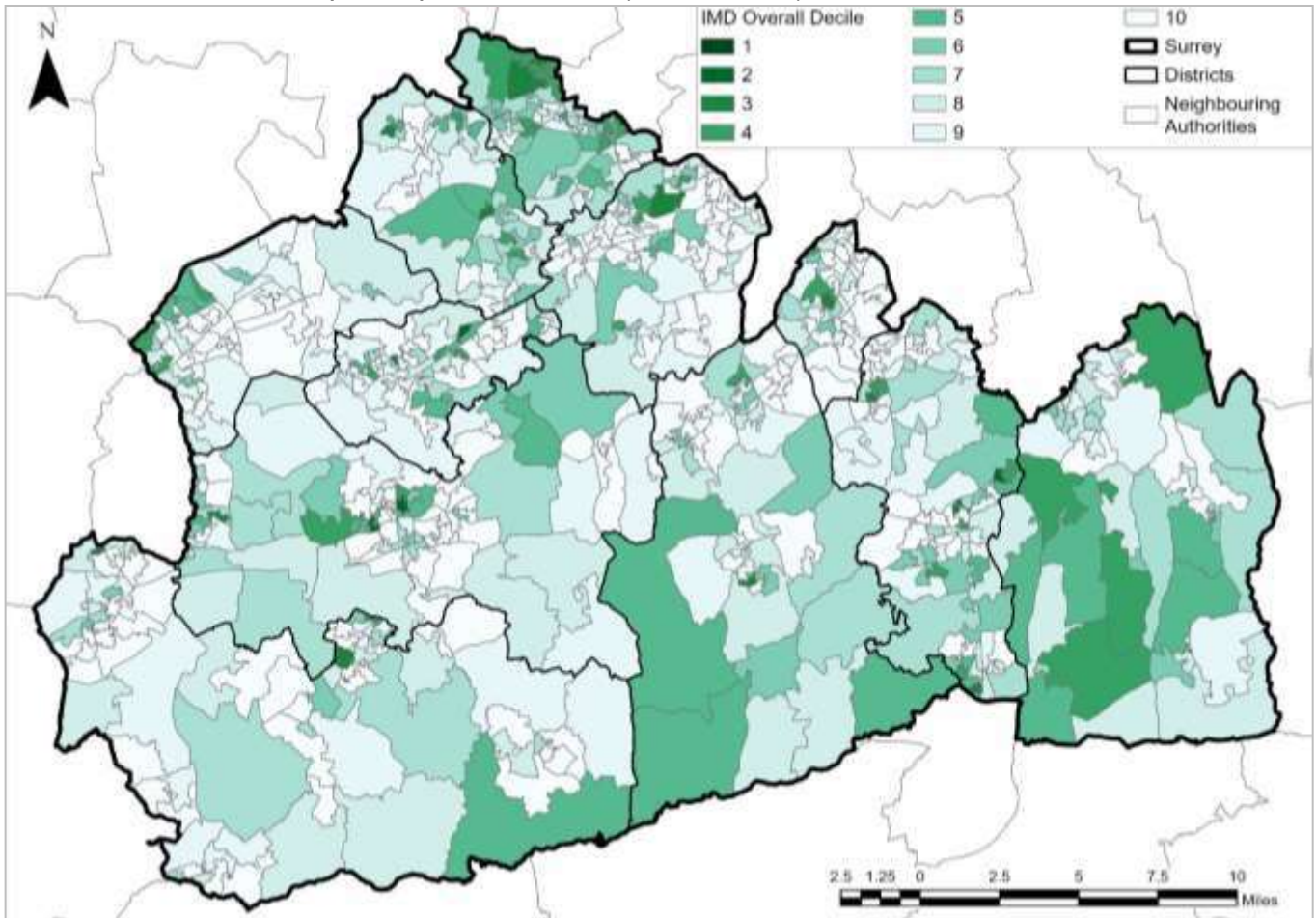
Plan 31 shows the Indices of Multiple Deprivation (all domains) in deciles. Decile 1 is the most deprived and decile 10 is the least deprived. This shows that although large areas of Surrey are not deprived, pockets of deprivation exist.

- North of the county across larger areas of Spelthorne district
- Some parts of Runnymede and Elmbridge districts
- Some deprivation in Reigate and Banstead district to the south of the towns of Reigate and Redhill
- Pockets around north and east Guildford
- Some areas in rural Mole Valley district to the south and east of Dorking

Areas of rural Tandridge district are also deprived to the south of Caterham and Oxted, but also to the north around Warlingham. The data on the contribution of public rights of way to overall greenspace provision, as set out in section '[Provision of Access to Publicly Accessible Greenspace](#)', also shows that in many of these areas public rights of way make a significant contribution to access to greenspace.

The 21 most deprived areas are target areas for Surrey's Health and Wellbeing Strategy, as outlined in the section '[Health and Wellbeing](#)'.

Plan 31: Indices of Multiple Deprivation 2019 (All Domains)



Ethnicity

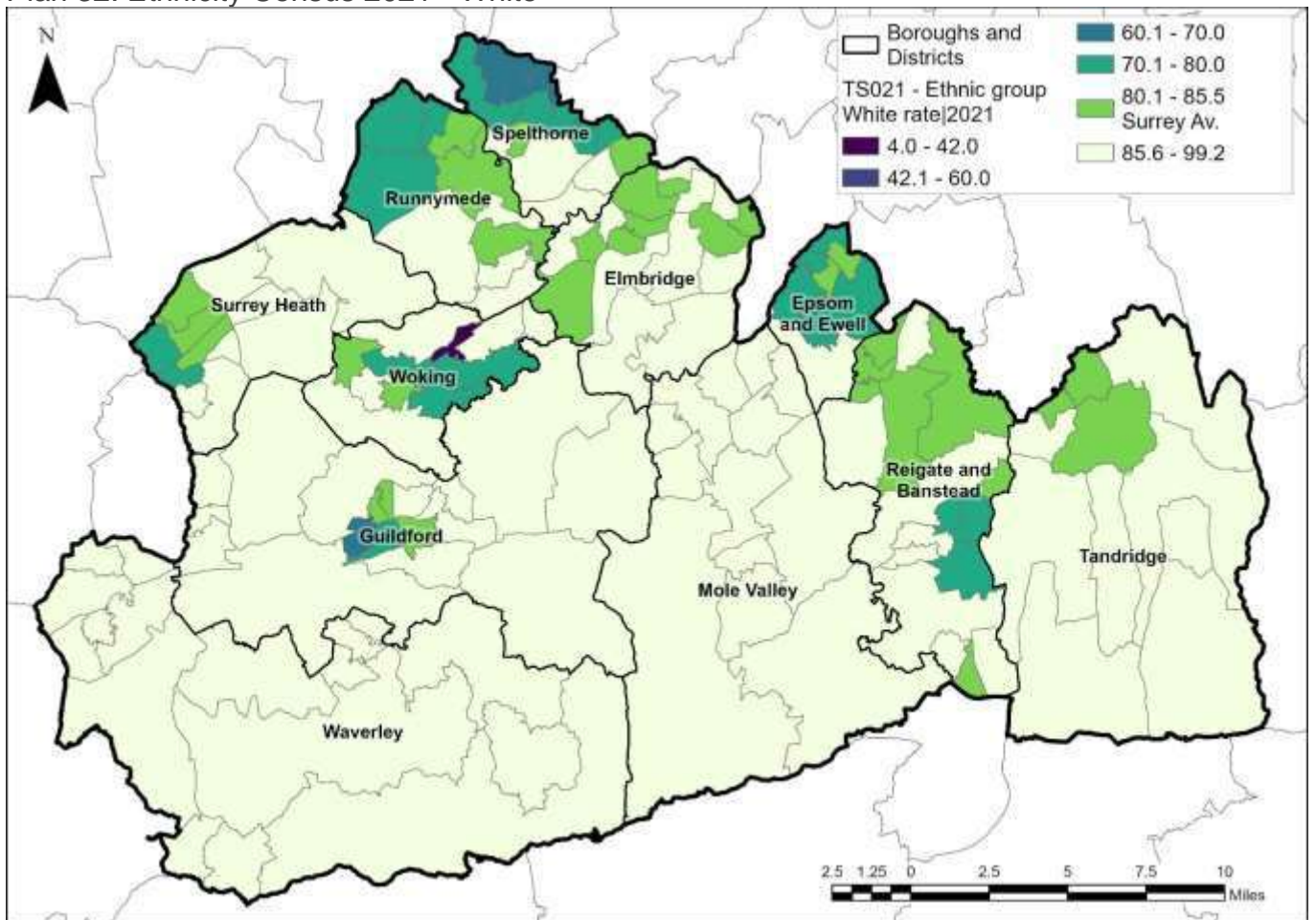
Three quarters of Surrey residents reported that they identified as White British in the 2021 Census, alongside 8.9% who reported that they were 'White Other'. Therefore, 14.5% of Surrey residents reported that they identified as non-White. The residents who identified as Asian made up the largest percentage of the non-White Surrey population and represented 7.7% of all Surrey residents in 2021. Those who identified as Mixed or of Multiple ethnicity represented 3.4% of the overall Surrey population and residents who identified as Black represented 1.7%.

Woking district had the highest proportion of people who identified as 'non White-British' and Waverley the lowest.

Figure 21: High-level 'non White-British' ethnic groups by district, Census 2021



Plan 32: Ethnicity Census 2021 - White



Socio-Economic Classification

National Statistics Socio-economic Classification (NS-SEC) (Census 2021) has been constructed to measure the employment relations and conditions of occupations to show the structure of socio-economic positions and to help to explain variations in social behaviour and other social phenomena.

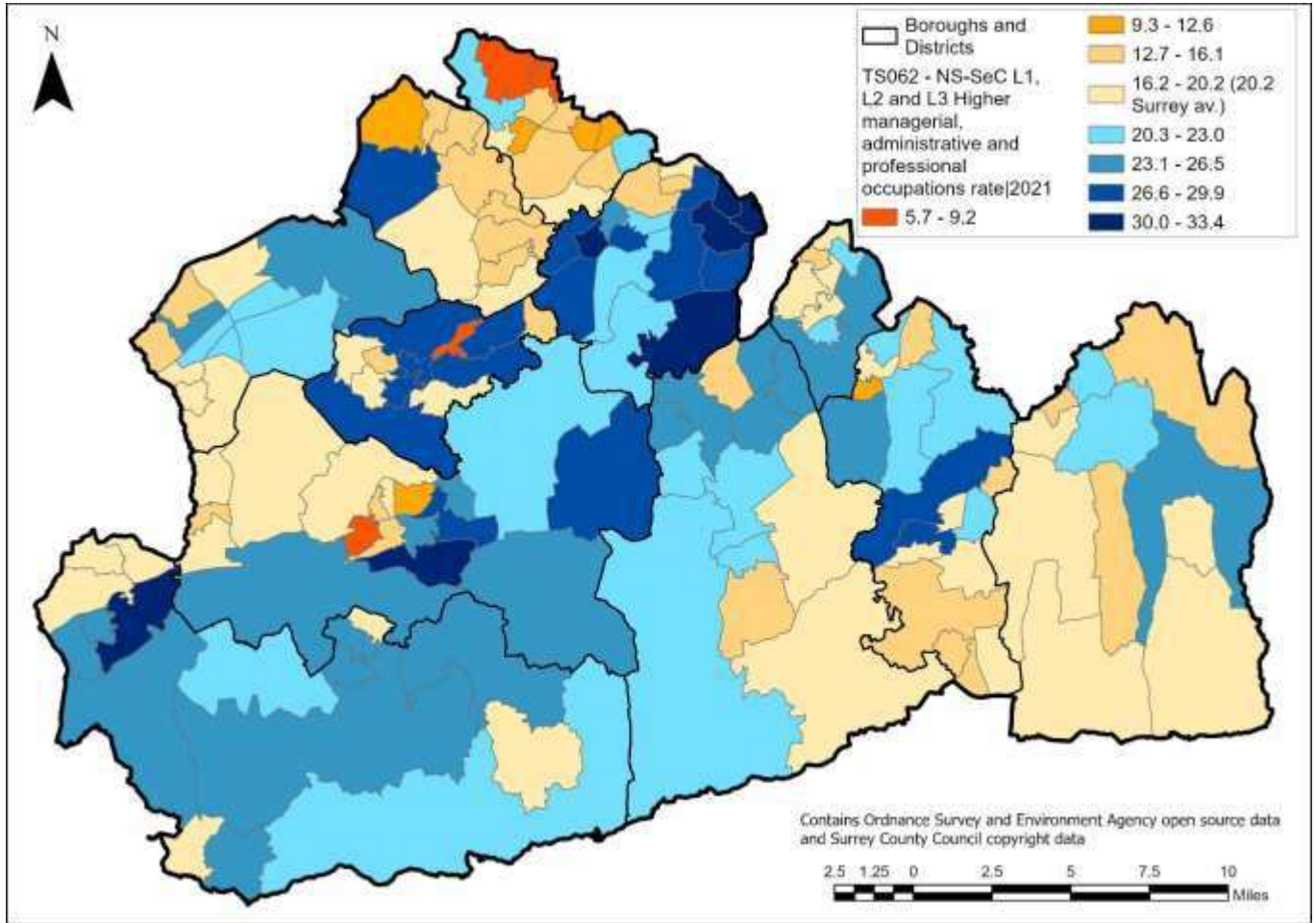
The NS-SEC has eight analytic classes:

- 1 L1, L2 and L3: Higher managerial, administrative and professional occupations
 - 2 L4, L5 and L6: Lower managerial, administrative and professional occupations
 - 3 L7: Intermediate occupations
 - 4 L8 and L9: Small employers and own account workers
 - 5 L10 and L11: Lower supervisory and technical occupations
 - 6 L12: Semi-routine occupations
 - 7 L13: Routine occupations
 - 8 L14.1 and L14.2: Never worked and long-term unemployed
-

The average percentage of the population within classes L1, L2 and L3 (Higher managerial, administrative and professional occupations) in the South East is 15.7%. The average percentage for Surrey is higher at 20.2%.

There is a higher percentage of the population in L1, L2 and L3 occupations compared with the Surrey average across most of Waverley district and Elmbridge district. The areas with the lowest percentage of the population of people in L1, L2 and L3 occupations compared with the Surrey average is in most of Tandridge district, Spelthorne district and Runnymede district. In some areas – Runnymede, Woking and Guildford, there are pockets of very low percentage of the population in L1, L2 and L3 occupations near to areas with very high percentage. This pattern is also evident in the Indices of Multiple Deprivation data and is reflected in Surrey's Health and Wellbeing Strategy.

Plan 33: NS-SEC Census 2021



Health and Wellbeing

Introduction

Being physically active is strongly linked to better health and wellbeing. There is an established connection between lack of physical activity and at least 20 different chronic health conditions, including coronary heart disease, stroke, cancer, type 2 diabetes and mental health problems.

Physical activity in the natural environment also has a greater impact on improved mental health than physical activity alone. It helps to improve self-esteem, create a positive mood, reduce anxiety levels and increase feelings of calm. Exercise in all types of green environment show these benefits. Often the activity takes place with family, friends or in a group, increasing the mental health benefits gained through social interaction.

The level of activity is influenced by:

- Distance to a green space
- Ease of access
- Size of the green space in terms of levels of population use
- Connectivity to residential and commercial areas
- Attractiveness, including biodiverse habitats and absence of graffiti and litter
- Range facilities

However, availability and quality of access to greenspace is not evenly distributed, with those in deprived urban areas often having less access to greenspace.

The public rights of way network can have a significant role in supporting physical activity and improving health and wellbeing, for example through:

- Providing access resources in areas of high health inequality – particularly where other green space provision is lacking
- Increasing sustainable and ‘active travel’ through providing safe walking and cycling routes for short journeys and, through this, improving health and reducing pollution
- Enabling access beyond the urban areas (where there are generally the highest levels of health deprivation) to natural habitats and attractive landscapes
- Providing the asset for community-based activities, such as walking for health, thereby not only improving health, but also fostering social cohesion
- Providing free-at-the-point-of-use resource facilities for exercise, removing barriers for economically disadvantaged communities

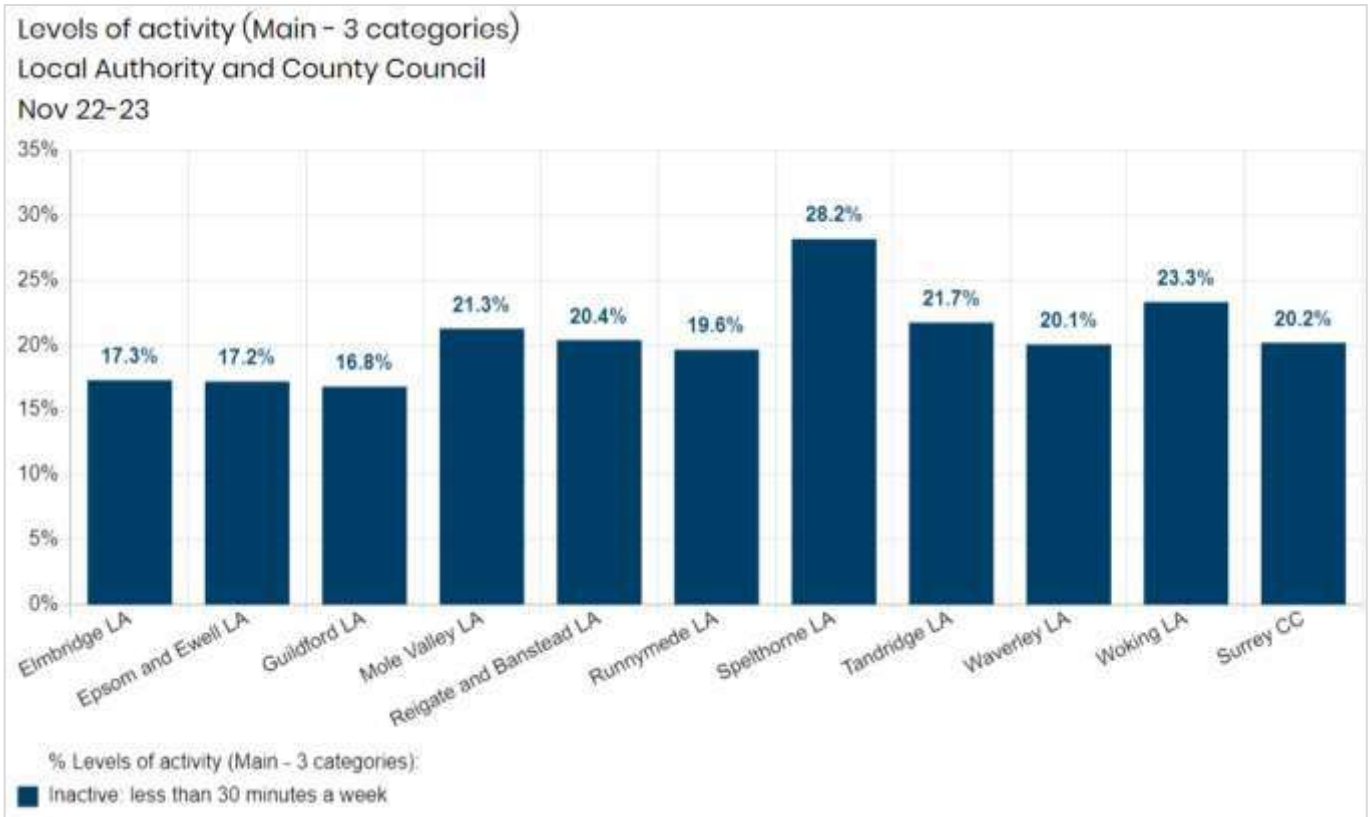
Levels of Activity

Sport England’s Active Lives Survey records the proportion the population which is active and inactive.

For Surrey as a whole, in the year from November 2022 to November 2023, 20.2% of people were inactive. This means they took part in less than 30 minutes of activity each week.

The highest levels of activity were recorded in Spelthorne district, where 28.2% of people were inactive.

Figure 22: Levels of Inactivity (less than 30 minutes per week) November 2022 – November 2023



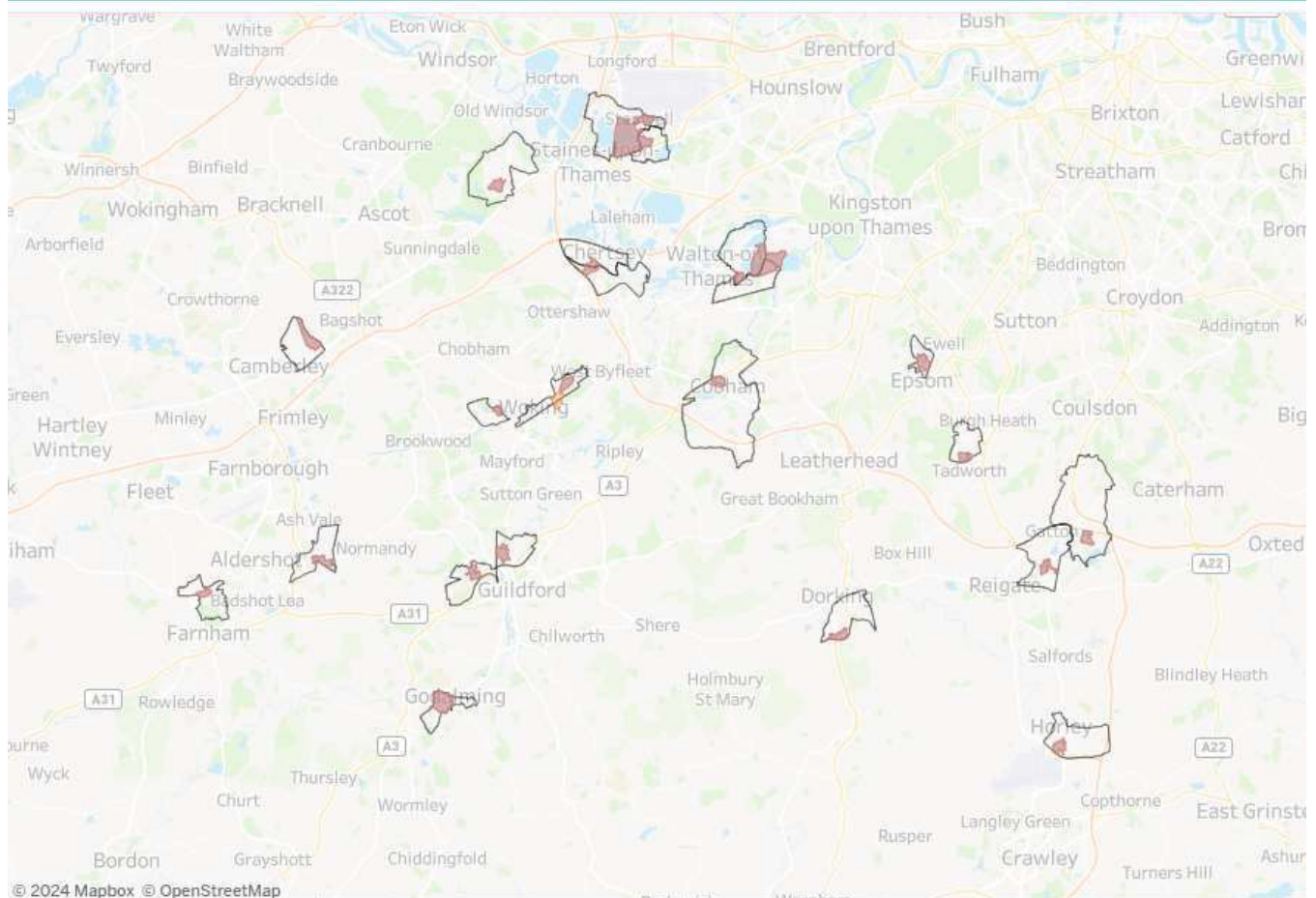
Surrey's Health and Wellbeing Strategy

Surrey's Health and Wellbeing Strategy was refreshed in 2022 to include a particular focus on certain geographic areas of the county which experience the poorest health outcomes in Surrey. These areas were selected on the basis of the Overall deprivation score established in the English deprivation indices 2019. The top 5 are the initial priority areas.

- | | |
|------------------------------|-------------------------------|
| 1. Reigate and Banstead 008A | 12. Elmbridge 004B |
| 2. Woking 004F | 13. Reigate and Banstead 018D |
| 3. Guildford 012D | 14. Waverley 002E |
| 4. Guildford 007C | Spelthorne 001C |
| 5. Spelthorne 001B | 15. Waverley 010A |
| 6. Mole Valley 011D | 16. Runnymede 006D |
| 7. Reigate and Banstead 005A | 17. Reigate & Banstead 010E |
| 8. Epsom and Ewell 007A | 18. Guildford 010C |
| 9. Spelthorne 002C | 19. Elmbridge 008A |
| 10. Woking 005B | 20. Elmbridge 017D |
| 11. Runnymede 002F | 21. Surrey Heath 004C |

Figure 23: 21 Key Health and Wellbeing Neighbourhoods

The 21 Key Neighbourhoods: a map of the relevant Ward and LSOA areas



The Surrey Health and Wellbeing Strategy identifies that the following people experience the poorest health outcomes:

- Carers and young carers
- Looked after children and adults with care experience
- Children with additional needs and disabilities
- Adults with learning disabilities and/or autism
- People with long term health conditions, disabilities or sensory impairments
- Older people 80+ and those in care homes
- Black and Minority Ethnic groups
- Gypsy Roma Traveller community
- Young people out of work
- People experiencing domestic abuse
- People with serious mental illness
- People with drug and alcohol problems
- People experiencing homelessness

The strategy sets out that Surrey will focus on three interconnected priorities:

- Supporting people to lead healthy lives by preventing physical ill health and promoting physical well-being
- Supporting people's mental health and emotional well-being by preventing mental ill health and promoting emotional well-being
- Supporting people to reach their potential by addressing the wider determinants of health

Access to public rights of way can have an important role in supporting delivery of these priorities – in supporting active lives and access to nature.

COVID-19 Pandemic

The COVID-19 pandemic, beginning around February 2020, and the associated restrictions placed on society, resulted in many more people visiting greenspaces and the outdoors, shown in Figure 24.

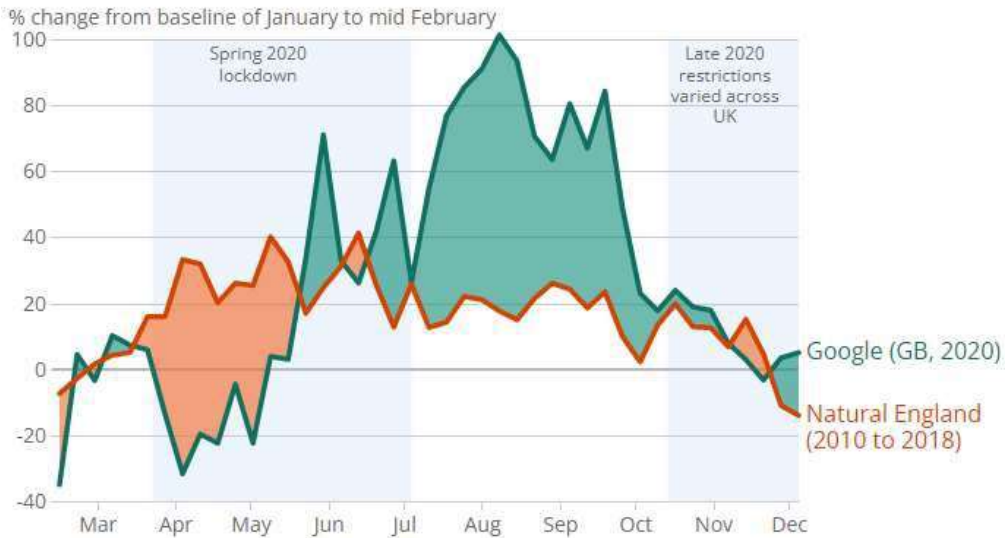
During the lockdowns isolation and other factors contributed to a decline in mental health. However, there is evidence that the natural environment helped some people to cope with negative feelings such as increased anxiety. Around 9 in 10 people surveyed by Natural England in May 2020 agreed that natural spaces are good for mental health and wellbeing. More than 40% noticed that nature, wildlife and visiting local green and natural spaces had been more important to their wellbeing since the coronavirus restrictions began.

However, not everyone had equal access to the greenspace and there is a connection between use of the outdoors under coronavirus restrictions and the distance between their home and greenspaces. In lockdown, those living closer to public greenspace were more likely to visit than those living further away. High-income households increased the time they spent keeping fit during lockdown, while low-income households did not.

Figure 24: Use of Parks During 2020 COVID-19 Pandemic
Use of parks and public green spaces were up on previous years during summer 2020

Change in mobility to parks and public green spaces compared with a baseline period (3 January to 6 February 2020), Google mobility (UK, 2020) compared with Natural England (England, 2009 to 2018)

More or **less** visits to and time spent in parks **in 2020** compared with **a normal year**.



The level of visits witnessed during the pandemic has decreased. However, it is likely that a proportion of people who first started using public rights of way during the pandemic have continued to do so.

Surrey – Wider Context

Surrey's Economy and Development

Surrey's Economy

[Surrey's Economic Future \(2020\)](#) sets out that, with an annual output of over £43 billion, Surrey is one of England's most productive county economies. Surrey is home to world-leading academic and corporate Research and Development and some of the UK's leading businesses. Excellent connectivity to London and the rest of the world, a highly skilled workforce and a superb quality of life help to underpin the economy.

Surrey has a relatively large number of active businesses – around 600 active businesses per 10,000 population, which is about 23% higher than the equivalent figure for the South East of England as a whole. This large business base is supported by a workforce which is relatively well qualified. Almost half of the working age population is qualified to NVQ4 (i.e. degree level) or above, a much higher rate than in England as a whole.

The natural environment, landscape and access to this are important in underpinning the economy and important factor to support Surrey's high value businesses and provide their workforces with a high quality of life. Work on the county's brand found that 'innovation for our future economy' and '**natural landscape and lifestyle**' were widely seen as synonymous with Surrey's identity. [Surrey's Economic Future \(2020\)](#) recognises that quality of life is both a contributor to, and a consequence of, the county's economic success.

However, there is an East-West divide in the county, with much of the higher value, knowledge intensive, research and development and innovative business activity focused in the West around the University of Surrey in Guildford. Areas of East Surrey have an over reliance on the Financial and Insurance services sector which is strongly connected to the London economy

[Surrey's Economic Future \(2020\)](#) sets out that growth needs to be delivered in a sustainable way and a greener economy developed. Sustainable transport systems are an important component of this.

Public rights of way help to underpin the vibrant economy of Surrey, contributing to the unique factors which make the area an attractive place to live, work and do business. Public rights of way can support the priorities of Surrey through:

- Underpinning high quality of life, provide leisure opportunities, health and mental health
- Supporting rural businesses – attracting visitors and spend to rural areas
- Enhance the leisure offering – public rights of way make a significant contribution to the range of facilities for leisure
- Enhance sustainable transport infrastructure – promoting and supporting active travel
- During the COVID-19 pandemic the number of people working from home increased. Whilst many have returned to the office, hybrid working from home and office has become more normal, giving more people more time in their working day to be more active and use public rights of way

Development Planning

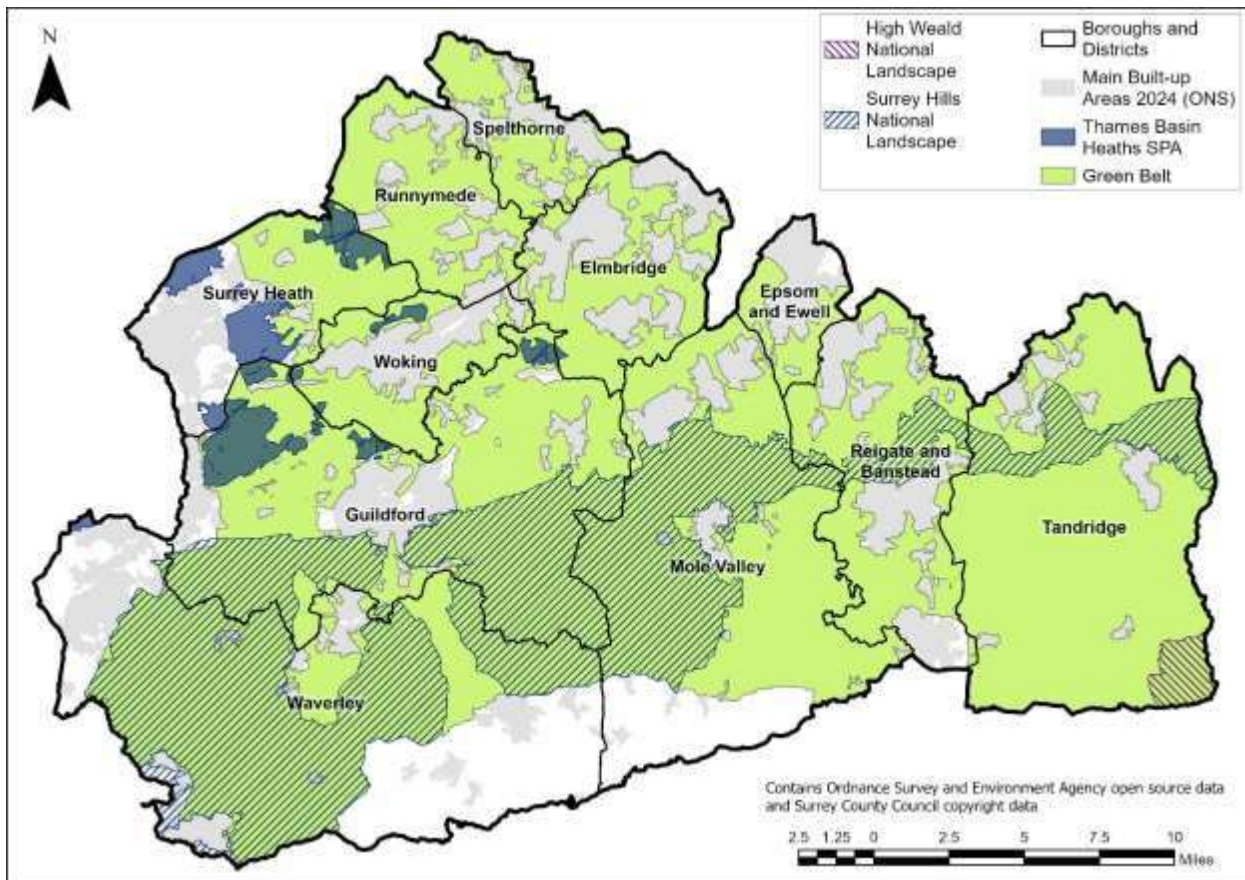
The 11 boroughs and district Local Planning Authorities are responsible for producing Local Plans which set out development. Each Local Planning Authority sets out targets for housing development and allocations for where housing and other development will take place.

The [Surrey Infrastructure Study \(2017\)](#) sets out the infrastructure that is needed to deliver sustainable growth, and the funding needed to deliver this. The following key findings are highlighted from the 2017 study - however, it is likely that these housing figures will increase following the 2024 review of the National Planning Policy Framework and the mechanism for calculating housing figures:

- Surrey authorities are planning to accommodate housing and economic growth over the 15 year period to 2031 delivering on average 4,357 dwellings per year. This compares to completions of 2,486 dwellings per year across Surrey from 2011 to 2016.
- 65,356 dwellings are expected between 2016 and 2031 with an associated population increase of 106,123 people (an increase of 9%).
- The study demonstrates that current anticipated developer contributions, Central Government grants and other sources of income are not sufficient to support the scale of growth anticipated in Surrey in the period to 2031.

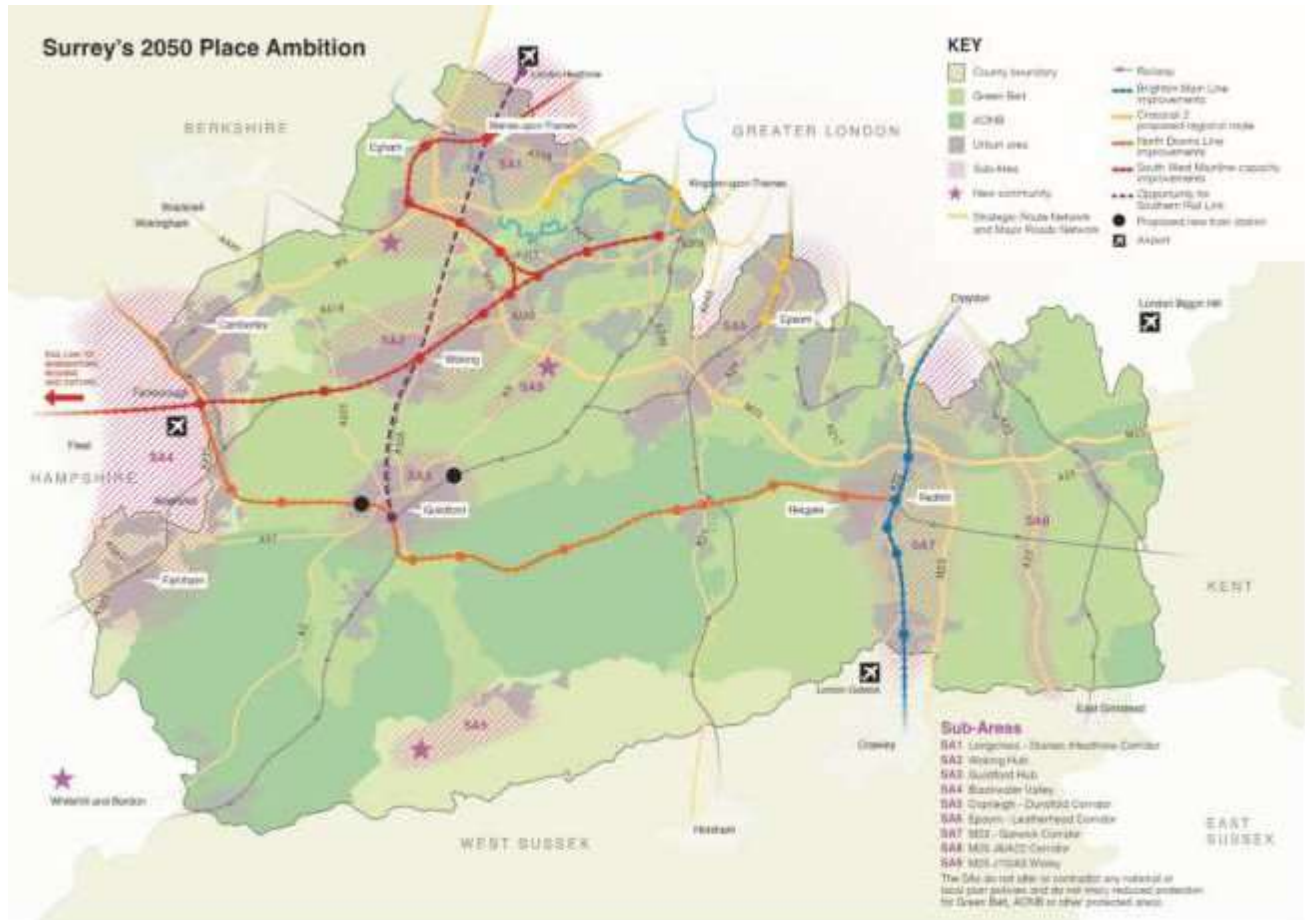
There are constraints to planning and development in Surrey. Much of the county is within London's Metropolitan Green Belt, or within a National Landscape (Surrey Hills National Landscape and the High Weald National Landscape). There are also Special Protection Areas which are within the Thames Basin Heaths Framework.

Plan 34: Spatial Planning Constraints



The majority of housing development in Local Plans is currently allocated outside of these areas of constraint. [Surrey's Place Ambition \(2023\)](#) reflects the main areas of development and identifies eight Strategic Opportunity Areas, selected for their potential to support long-term sustainable growth, shown in Figure 26. These areas provide the focus for investment to support priority industrial sectors and improvements to transport and digital connectivity within Surrey and to other strategic economic areas.

Figure 25: Surrey Place Ambition Strategic



The local borough and district authorities and the county council have worked together to produce a Place Ambition to guide place-based sustainable growth - 'good growth' - in Surrey. The [Surrey Place Ambition \(2023\)](#) sets out a clear and coherent narrative about what Surrey's strategic partners want to collectively achieve over this over the next 30 years.

The 'good growth' approach to development:

- Is proportionate and sustainable, focusing on the places where people both live and work
- Supports overall improvements to the health and wellbeing of residents
- Is supported by the necessary infrastructure investment – including green infrastructure
- Delivers high quality design in our buildings and public realm
- Increases resilience and flexibility in the local economy
- Delivers building and infrastructure ready for a zero-carbon future and builds resilience to the impacts of climate change and flooding
- Is planned and delivered at a local level while recognising that this will inevitably extend at times across administrative boundaries

Public rights of way have a key role in delivery against these ‘good’ growth objectives – as green infrastructure, in delivering sustainable travel and in supporting health and wellbeing and overall quality of life. It is important that improvements to public rights of way are delivered as part of essential infrastructure to support quality of life, health and wellbeing and sustainable and active travel.

Visitor Economy

Public rights of way can also support the visitor economy. It is part of the overall visitor economy ‘offer’ and could be more fully utilised to support the visitor economy, including rural businesses.

The two National Trails – the North Downs Way National Trail and the Thames Path National Trail – attract visitors in their own right, but public rights of way have the potential to play a more important role in supporting the visitor economy.

Day visitors and longer overnight trips can be attracted by the countryside, landscape and the range of attractions that Surrey has to offer. There are many high quality tourism attractions in Surrey, including historic sites, buildings and country houses, attractive cultural landscapes and nature, market towns and attractive villages. Public rights of way often link to these sites and offer further opportunities to explore the surroundings. They also make Surrey an attractive place for a range of recreational activities – including off-road cycling, walking and equestrian activities.

The current [Surrey Hills National Landscape Management Plan \(2020\)](#) (a new plan will be adopted in 2025) sets out that the Surrey Hills attracts millions of visitors every year and they make an important contribution to the economy of Surrey.

The National Landscape’s Statement of Significance within the 2022 management plan includes the value of the area for recreation and enjoyment:

The Surrey Hills attract millions of visitors every year who contribute to the economy of the area. The Hills are protected as part of London’s Metropolitan Green Belt and provide an outstanding natural resource for London and Surrey residents to enjoy outdoor pursuits, taste local food and drink, and to explore market towns and picture-postcard villages.

The management plan sets out that there is the opportunity for businesses and tourism partnerships to ensure that the spending power of visitors contributes to the local economy.

However, the plan also recognises that visitors can place a great strain on the area and can lead to conflict between users and local communities. Visitors may also add to the congestion of traffic and increase the erosion of footpaths and bridleways as well as the peace and tranquillity of the area. The management plan states that the Surrey Hills needs to be managed so that local people and visitors have the opportunity to enjoy the area in a way that has minimal impact on its beauty and the lives of its residents.

Transport and Active Travel

Active travel - walking, cycling and wheeling for journeys – brings a range of benefits including reducing congestion and air pollution, as well as increasing activity in their everyday lives.

A well-designed, accessible environment can encourage people to walk, cycle and wheel. A lack of routes, poor availability of information about routes, concerns over safety and the speed and convenience of motorised transport can all act as barriers to people choosing active travel. There may also be personal barriers, such as time constraints, confidence or safety fears.

The UK All Party Commission on Physical Activity recommends measures to design physical activity back into our everyday lives, stressing the importance of active travel as regular daily transport and planning development and infrastructure to ensure prioritisation of walking, cycling, wheeling and physical exercise.

Surrey County Council Local Transport Plan 4

[Surrey County Council's Local Transport Plan 4](#) puts low-carbon, health, inclusivity and quality of life at the heart of its vision.

Our vision: A future-ready transport system that allows Surrey to lead the UK in achieving a low-carbon, economically prosperous, healthy and inclusive county with excellent quality of life for all residents, whilst seeking to enhance both the built and natural environments.

The LTP 4 has the following objectives which are closely linked to Surrey County Council's Organisation Strategy objectives:

- LTP4 objective: Net zero carbon emissions - To rapidly reduce carbon emissions, ensuring that Surrey is on track for net zero emissions by 2050.
- LTP4 objective: Sustainable growth - To support Surrey's growth ambitions and enable businesses and people to prosper sustainably.
- LTP4 objective: Well-connected communities - To provide well connected communities that encourage equal access to travel to ensure no one is left behind.
- LTP4 objective: Clean air and excellent quality of life - To create thriving communities with clean air, excellent health, wellbeing and quality of life.

The LTP 4 sets out that Surrey has one of the busiest road networks in the country, carrying double the national average traffic flow. There are high congestion levels across the county and Surrey's roads carry over 60% more than the national average amount of traffic. This has particular impact on users of public rights of way as roads often need to be used to connect routes.

Vision Zero

[Vision Zero](#) is Surrey's Road Safety Strategy (2024- 2035). The strategy aims to eliminate all traffic fatalities and serious injuries, while increasing safe, healthy, equitable mobility for all. We will deliver on this ambition by working collaboratively with the police, the Office of the Police and Crime Commissioner, Surrey Fire and Rescue and National Highways, with our collective work focussed through Surrey RoadSafe.

Vision Zero adopts best practice and Safe Systems approach to road safety. Understanding that Surrey has its own unique qualities and concerns, this best practice approach will be adapted to Surrey's needs and considered alongside the recent update to the Highway Code and Surrey County Council's Local Transport Plan 4. The needs of all road type users, specifically those walking, wheeling and cycling will be prioritised.

Local Cycling and Walking Infrastructure Plans

Local Cycling and Walking Infrastructure Plans Local Cycling and Walking Infrastructure Plans (LCWIPs) are ten-year plans for investing in walking and cycling. LCWIPs are being developed across the country following [Department for Transport guidance](#). Surrey is developing an [LCWIP for every district and borough](#), to cover the whole county.

Each LCWIP will identify priorities to invest in a walking and cycling network and set out some initial options for what could be implemented. The main objectives of each LCWIP are:

- To increase the number of people who walk and cycle their everyday, local journeys, such as going to work, school or to visit friends, in the area covered by the LCWIP
- To make walking and cycling safe, enjoyable, easy and convenient ways of getting around for people of all ages, abilities and confidence levels
- To widen the county's existing cycle network, establishing a more joined up walking and cycling network for the whole county
- To improve accessibility for everyone to key destinations such as schools, shops, hospitals and workplaces
- To improve walking and cycling connections to key transport hubs, such as rail and bus stations, to enable longer journeys to be made using sustainable modes of travel
- To improve walking and cycling connections to major employment hubs, such as Gatwick Airport and Heathrow Airport, to enable more people to walk and cycle to work
- To support the delivery of the county's Local Transport Plan and our policies for active travel and personal mobility

The public rights of way network is particularly important for creating walkable neighbourhoods. The origin of public rights of way was as functional routes to enable people to access places like the church, schools, areas of commerce or places of work. Therefore public rights of way can play a greater role in modern active travel.

Public rights of way have considered in the LCWIPs are part of the existing network for cycling and walking. The LCWIPs set out core walking and networks, along with aspiration zones and networks and a range of cycling corridors and networks. Existing public rights of way are highlighted as potential cycling corridors in some cases.

The Environment and Climate Change

Climate Change

Climate change is one of the biggest challenges being faced by society. The impacts of climate change are already evident and will become more severe and widespread as temperatures rise.

In July 2019, Surrey County Council, in declaring its climate emergency, committed the County to becoming net zero carbon by 2050 at the latest, in line with national ambition.

[Surrey's Climate Change Strategy](#) was published in 2020. This sets out that currently, Surrey is emitting greenhouse gas emissions (GHG) at an even faster rate than average global levels.

The Countryside Access Team, alongside other Surrey County Council services, has a role to play in reducing carbon emissions. This will be both through its operational activities, for example in travel of staff, selection and working practices of contractors and materials. The service can also support active travel and encourage people to use public rights of way which are local to them, rather than travelling across the district to sites or public rights of way using private cars.

The organisational targets for Surrey County Council services are:

Target

- Net zero carbon for all Surrey's local authorities by 2035 or sooner
- Net zero carbon for SCC's organisational emissions by 2030 or sooner

Strategic priorities

- Strategic Priority 1 (SP1) - Use net zero carbon energy across our council-owned buildings, and in the longer term, look to transition to net-zero carbon buildings, as defined by the UK Green Building Council (UKGBC) framework.
- Strategic Priority 2 (SP2) - All council-owned vehicles, including SCC-owned bus fleet, to be zero carbon by 2030 or sooner.
- Strategic Priority 3 (SP3) - Use our influence across our supply chain through procurement practices to drive significant carbon emission reductions in the operations of our staff, suppliers and partners.

Climate Change Adaptation

Predictions suggest that in South East England there will be hotter and drier summers with more heatwaves and drought. There are also likely to be warmer and wetter winters with heavier rainfall and more flooding.

[The Surrey Climate Change Strategy \(2020\)](#) identifies the need to develop actions to increase Surrey's resilience to climate change. Even if net zero targets are met, Surrey will need to adapt to significant changes in our climate that are already impacting on our infrastructure, services, communities and ecosystems. The strategy '[Surrey Climate Change Adaptation and Resilience](#)

Strategy (Surrey Adapt)' helps Surrey County Council and its partners to manage climate impacts and risks in a more efficient and coordinated manner.

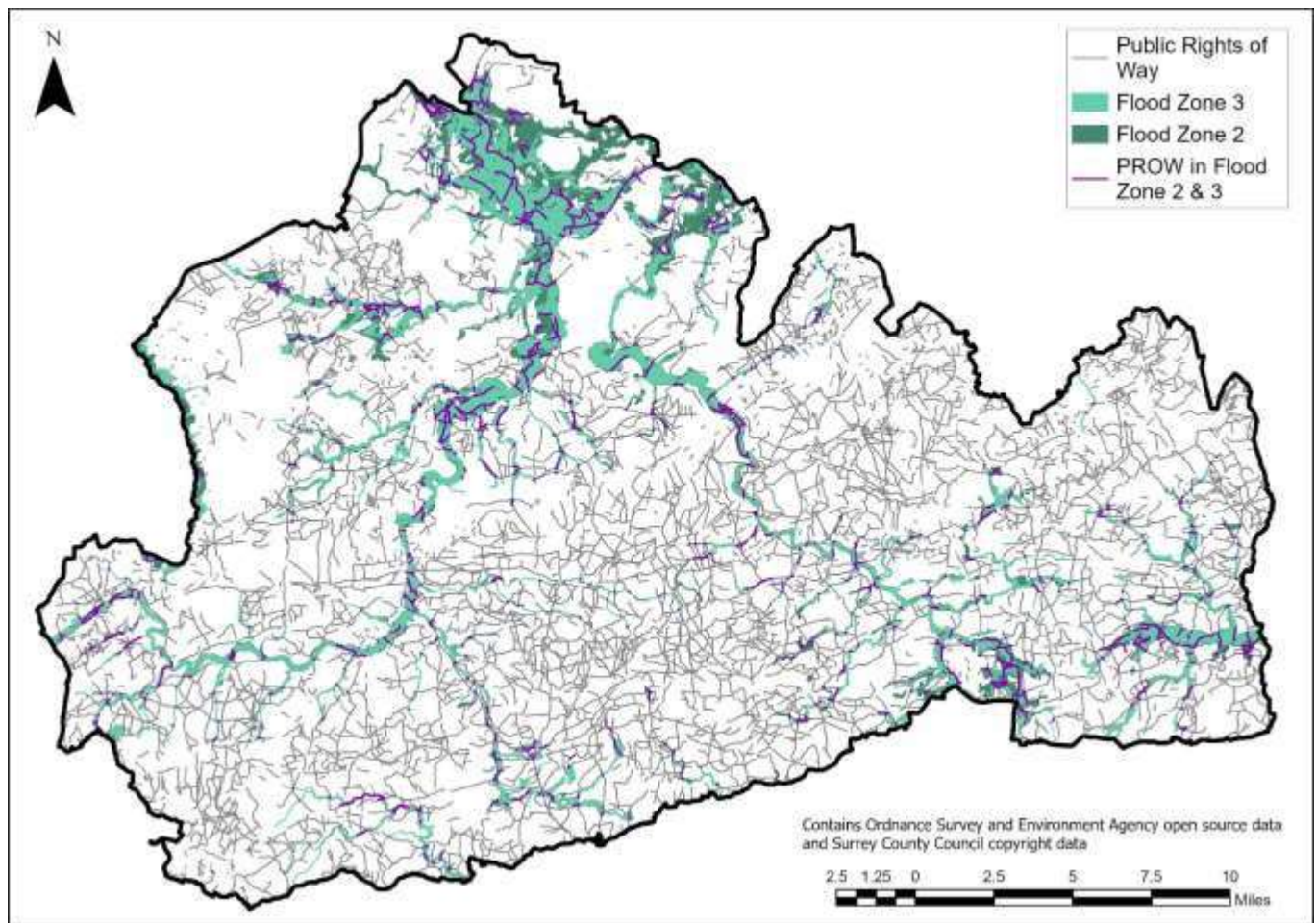
Flooding in particular could have an impact on public rights of way. This may damage surfaces and structures, including bridges. This increased likelihood of flooding will need to be considered in the design of paths.

Flood zones 2 and 3 are shown in Plan 34, along with public rights of way, highlighting sections of paths which are in either one or both of these flood zones. Flood zone 2 is an area that has a medium risk of flooding, with a 0.1–1% chance of a river flood or a 0.1–0.5% chance of a sea flood in any given year. Flood zone 3 is a high-risk area with a 1 in 100 or greater chance of flooding from rivers each year, or a 1 in 200 or greater chance of flooding from the sea each year. However, flood events are likely to become more frequent due to climate change.

The largest area within these zones is around the River Thames around Egham, Chertsey, Weybridge and Walton-on-Thames. There are areas of flooding alongside the River Wey and the River Mole and along the upper reaches of the River Eden in Tandridge district on the border with Kent.

There are 283km of public right of way within these zones 8% of the network.

Plan 35: Flood Zones 2 and 3 and PROW



Biodiversity

Surrey has a diverse natural environment and many areas which are important for nature. There are many protected sites and several Sites of Special Scientific Interest (SSSIs), protected as nationally important.

There are three National Nature Reserves:

- Thursley National Nature Reserve
- Chobham Common National Nature Reserve
- Ashstead Common National Nature Reserve

There are two Special Protection Areas (SPAs), given the highest protection for bird species:

- Thames Basin Heaths – covers numerous sites across Surrey, Hampshire and Berkshire and overlaps the Thursley, Ash, Pirbright and Chobham SAC in places
- Thursley, Hankley and Frensham Commons (incorporating Thursley and Ockley Bogs Ramsar Wetland of International Importance)

There are two Special Areas of Conservation, given the highest protection for habitats:

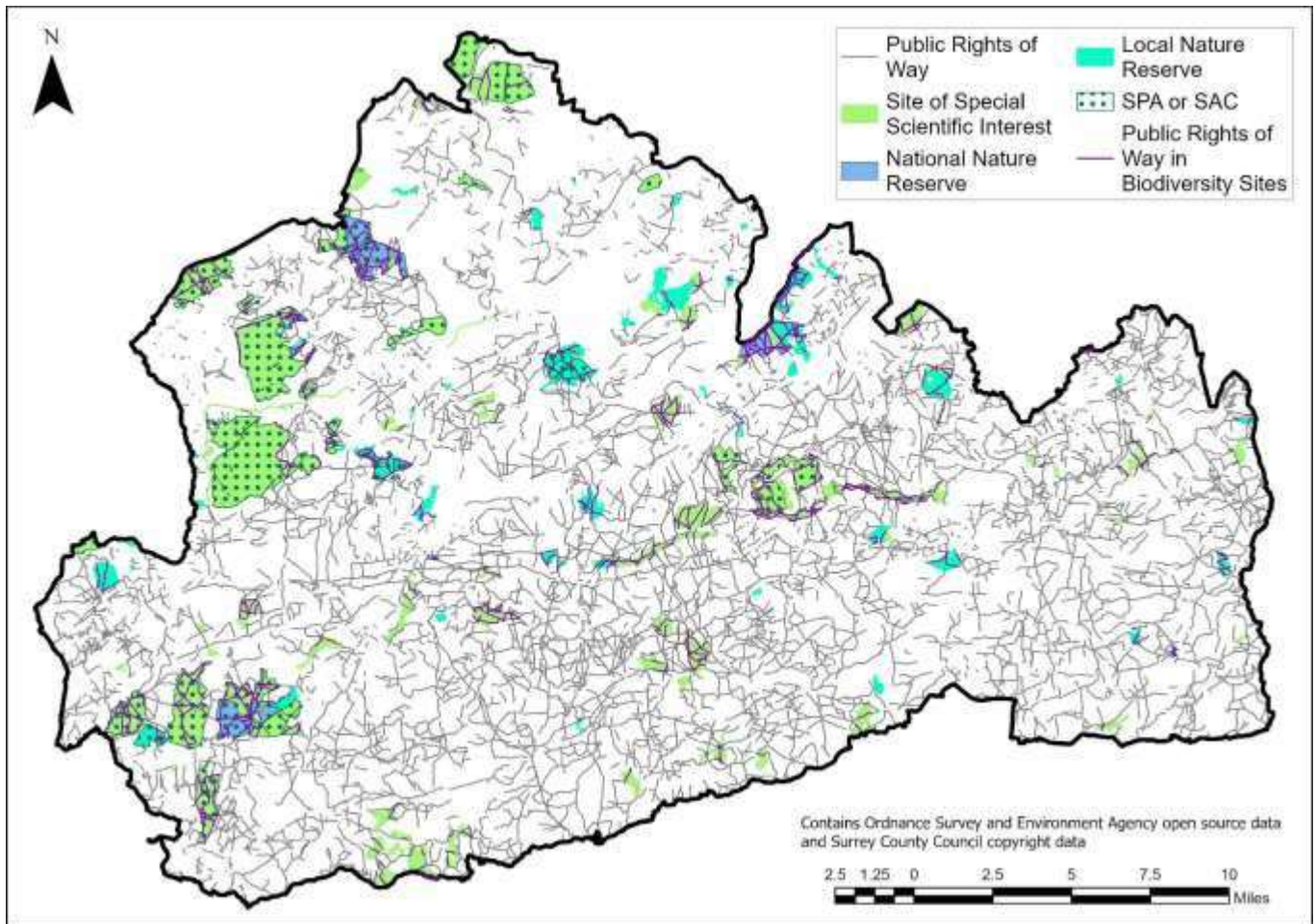
- Thursley, Ash, Pirbright and Chobham SAC – covers numerous sites across Surrey and overlaps the Thames Basin Heaths SPA in places
- Mole Gap to Reigate Escarpment SAC

Sometimes high levels of access can be in conflict with nature conservation aims. High number of people cause damage to some habitats and species, for example through disturbance of birds and other species, trampling of habitats and flora, litter or antisocial behaviour. This is the case for several of the heathland sites which support species which are sensitive to disturbance, for example in the Thames Basin Heaths.

Some public rights of way cross sites which are important for nature conservation. This may have an impact on management decisions, which may include consideration of the timing or extent of vegetation cutting or choice of path surfaces.

Special Protection Areas (SPA), Special Areas of Conservation (SAC), Sites of Special Scientific Interest, National Nature Reserves and Local Nature Reserves are shown in Plan 35. In some cases these designations overlap. In total 396km of public rights of way cross these designated biodiversity sites 11% of the network. Additional sites of importance for nature conservation are Sites of Nature Conservation Interest and sites owned and managed for nature conservation by Surrey Wildlife Trust. These data were not available but will increase the length of public rights of way which cross land which is important for nature conservation.

Plan 36: Designated Biodiversity Sites and PROW



Thames Basin Heaths

The Thames Basin Heaths is a Special Protection Area which has sites in the west of Surrey, Hampshire and Berkshire. Some areas are also within a Special Areas of Conservation for their heathland habitats and associated species and there is also a Ramsar Wetland of International Importance. These designations afford the sites the highest level of wildlife protection.

The Thames Basin Heaths support ground nesting birds which are vulnerable to disturbance from recreation and disturbance and predation, including from domestic pets.

Local councils have a legal requirement to protect the SPA by ensuring that new development doesn't have adverse impacts. Every planned housing development within 5km has to demonstrate that it must not have an adverse effect. In order to achieve this, a joint, strategic approach has been adopted in 2009 by all local councils wishing to progress development, including Guildford, Runnymede, Elmbridge, Surrey Heath, Woking, Bracknell Forest, Rushmoor, Waverley and Wokingham Borough Councils, Hart District Council and the Royal Borough of Windsor and Maidenhead. This is brought together by the [Thames Basin Heaths Partnership](#).

The strategy provides alternative places for people to use for recreation, called Suitable Alternative Natural Greenspaces (SANGs), to absorb additional recreation visits arising from

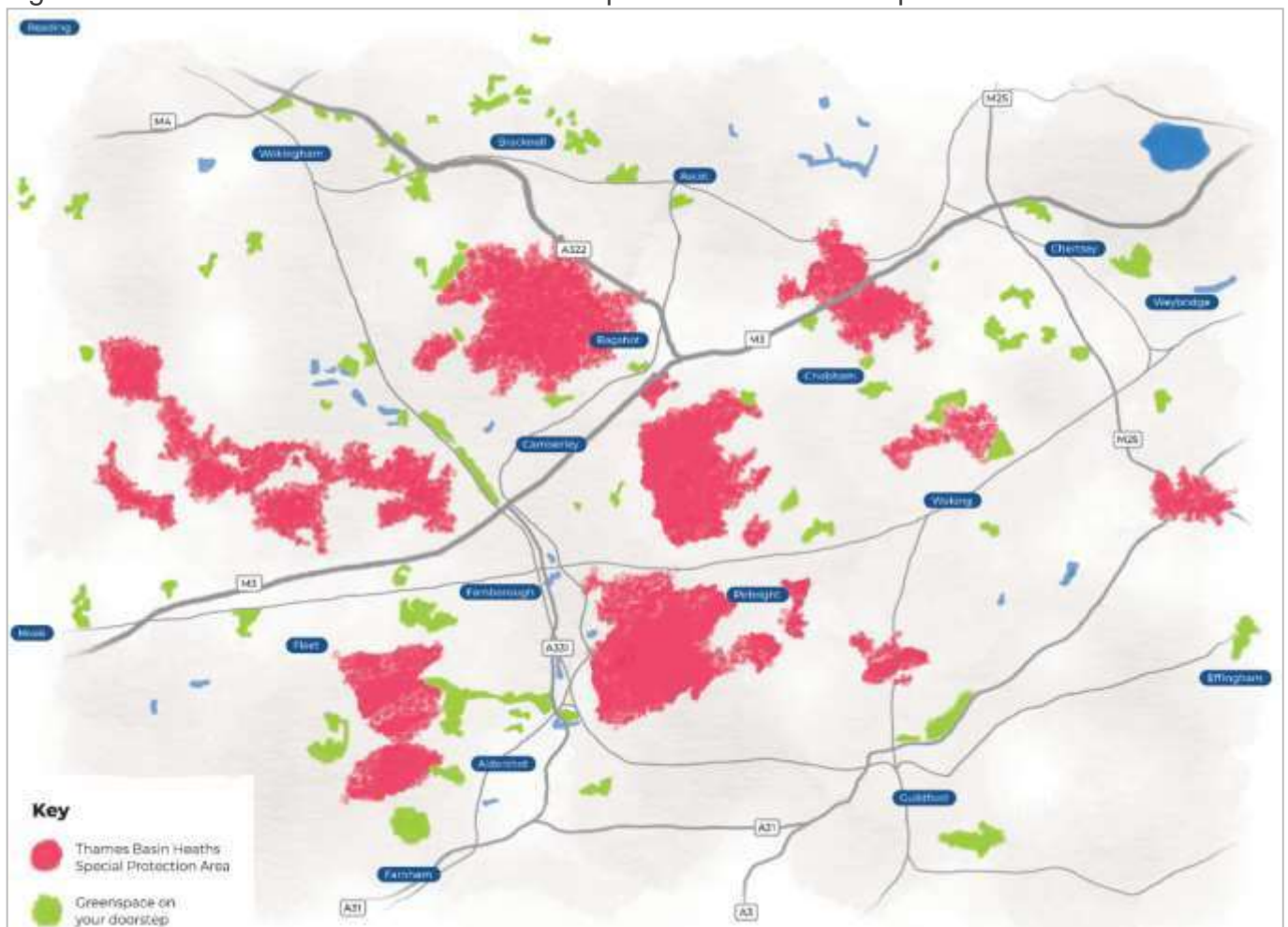
new development. There are over 80 SANGs across the Thames Basin Heaths area. There is also warden team which engages and educates visitors and the public.

A principle of SANGs is that they should not rely on rights of way to provide access. However, public rights of way can have an important supporting role in spreading recreation pressure:

- Opportunities for people to do longer walks and circular walks could be very beneficial in spreading recreational pressure
- Signage where SANGs and public rights of way meet, along with supporting information, can encourage people to explore walking in the surrounding areas

Conversely, the presence of public rights of way across the most sensitive sites can add to recreational pressure. In addition, some works to public rights of way might need an assessment under the Habitats Regulations if this may have a significant effect on the qualifying species or habitats.

Figure 26: Thames Basin Heaths and Greenspace on Your Doorstep Sites



Heritage

Public rights of way can provide access to heritage assets. They can be an important way for people to view these assets and can provide a means for them to understand and appreciate them. Some of these assets need to be protected and can be damaged by recreational use, if this is too high. Heritage assets also need to be protected during works on public rights of way.

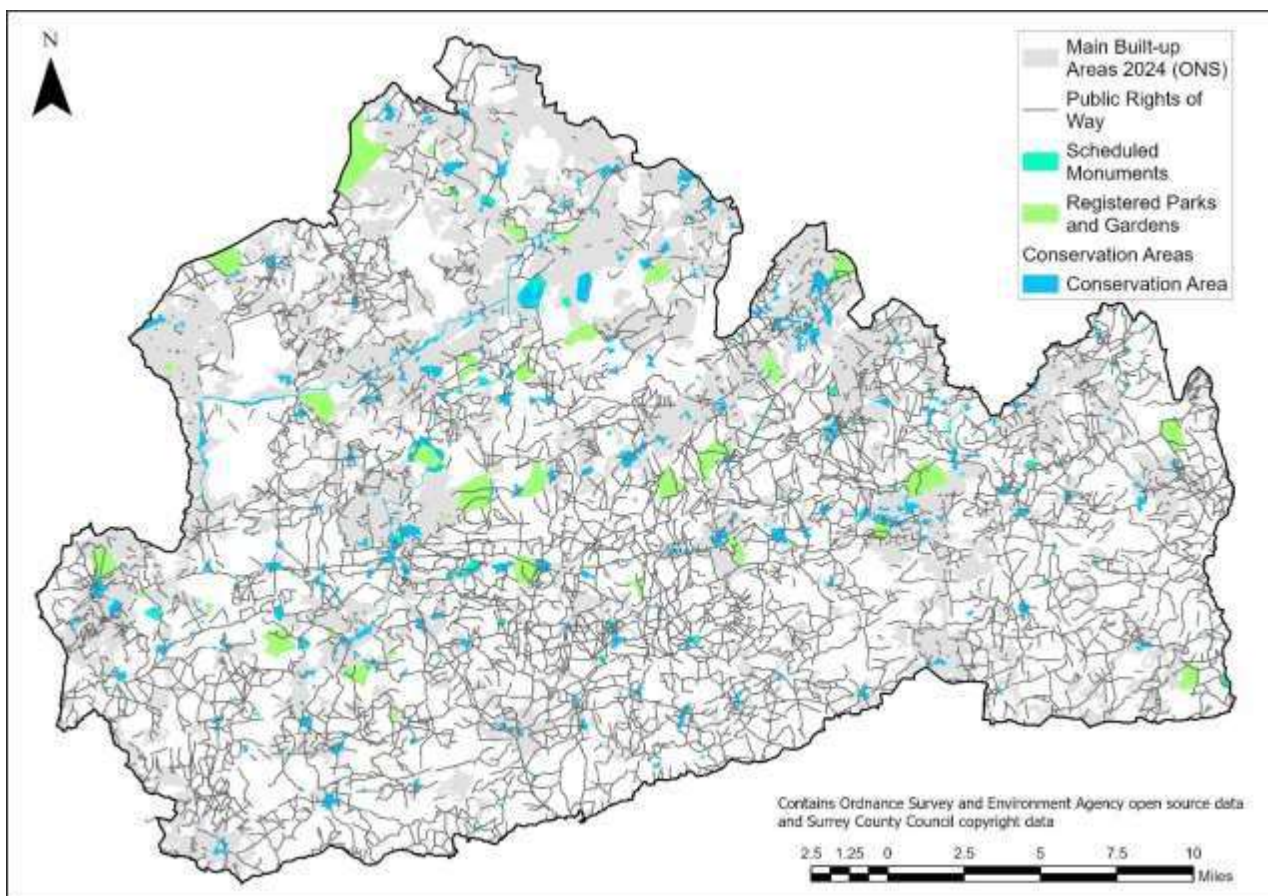
Scheduled Monuments: Scheduled Monuments are nationally important archaeological sites. They can be above or below ground and can include remains as well as structures that are still in-use. Although archaeology and important historic sites are all around us, monuments are added to the Schedule if the Secretary of State considers that they are of national importance and that the protection which comes with scheduling would assist the monument's conservation. There are 10km of public rights of way within Scheduled Monuments.

Registered Parks and Gardens: This national register includes special designed landscapes of all ages. Many sites started as private grounds, but the Register also includes some parks. There are 35km of public rights of way within Registered Parks and Gardens.

Conservation Areas: There 200 Conservation Areas in Surrey designated by district councils. Many designations relate to historic town and village centres but do include specialist sites such as the Wey Navigation. There are 101km of public rights of way in Conservation Areas.

The [Surrey Historic Environment Record](#), maintained by Surrey County Council, is a comprehensive record of archaeological sites, finds, monuments, historic buildings, parks and gardens within for the county. It can be explored on the web map '[Exploring Surrey's Past](#)'.

Plan 37: Scheduled Monuments, Registered Parks and Gardens, Conservation Areas



Policy Context

Shared Objectives

The Rights of Way Improvement Plan sits within the wider strategic context for Surrey County Council. It is informed by several strategies and supports the delivery of many of them. Table 11 shows the Rights of Way Improvement Plan in relation to other strategies.

Table 11: Shared Objectives - ROWIP and SCC Strategies

Objectives	Surrey Way	Surrey County Council Organisational Strategy	Surrey Community Vision	Surrey Climate Change Strategy	Local Transport Plan 4	Local Cycling and Walking Infrastructure Plan	Vision Zero
No one left behind – equality, diversity and inclusion, delivering services for everyone	✓	✓	✓	✓	✓	✓	✓
Supporting health and mental wellbeing, tackling health inequalities and improving health outcomes	✓	✓	✓		✓	✓	✓
Improving quality of life	✓	✓	✓	✓	✓	✓	✓
Increasing levels of physical activity			✓		✓	✓	
Increasing active travel			✓	✓	✓	✓	✓
Climate change mitigation and adaptation		✓	✓	✓	✓	✓	
Improving Surrey's environment and green and blue infrastructure		✓	✓	✓	✓	✓	
A strong economy, respecting the environment and improving outcomes for all		✓	✓	✓	✓	✓	
Involving and empowering local people	✓	✓	✓	✓	✓	✓	✓
Effective and efficient delivery of council services for all	✓	✓	✓	✓	✓	✓	✓

Appendix

Table 12: Public Rights of Way by Ward

Ward Name	District	Length (Km)	Density (m/m ²)	Metres per person
Leith Hill	Mole Valley	138.0	3.16	83.22
Okewood	Mole Valley	71.9	2.49	36.36
Alfold, Cranleigh Rural and Ellens Green	Waverley	63.1	2.01	31.69
Elstead and Thursley	Waverley	124.5	2.61	30.38
Tillingbourne	Guildford	159.2	3.60	28.55
Capel, Leigh and Newdigate	Mole Valley	114.5	2.52	27.41
Pilgrims	Guildford	57.3	1.77	22.9
Chiddingfold and Dunsfold	Waverley	92.8	2.10	22.46
Shamley Green and Cranleigh North	Waverley	43.1	2.56	22.03
Ewhurst	Waverley	49.0	2.99	21.39
Lovelace	Guildford	53.7	2.08	20.43
Mickleham, Westhumble and Pixham	Mole Valley	33.6	3.00	17.57
Limpsfield	Tandridge	63.3	3.41	17.35
Frensham, Dockenfield and Tilford	Waverley	72.3	2.16	17.15
Dormansland and Felcourt	Tandridge	67.0	2.17	16.89
Tatsfield and Titsey	Tandridge	31.6	2.36	15.78
Bletchingley and Nutfield	Tandridge	85.7	2.56	14.76
Brockham, Betchworth and Buckland	Mole Valley	63.6	2.85	14.45
Bramley, Busbridge and Hascombe	Waverley	74.4	2.19	14.45
Westcott	Mole Valley	32.2	3.28	14.35
Box Hill and Headley	Mole Valley	26.2	2.55	13.88
Burstow, Horne and Outwood	Tandridge	80.8	2.22	12.63
Windlesham & Chobham	Surrey Heath	84.9	2.74	12.07
Witley and Hambledon	Waverley	50.3	2.66	11.99
Beare Green	Mole Valley	22.5	3.02	11.73
Woldingham	Tandridge	28.8	2.65	11.04
Blackheath and Wonersh	Waverley	18.0	2.74	10.1
Effingham	Guildford	25.6	2.14	9.59
Normandy	Guildford	29.0	1.77	9.37
Charlwood	Mole Valley	25.1	1.72	9.23
Warlingham East and Chelsham & Farleigh	Tandridge	48.1	2.67	8.43
Shalford	Guildford	47.1	2.37	8.36
Chaldon	Tandridge	14.2	3.02	7.68
Lingfield and Crowhurst	Tandridge	32.8	2.21	7.49
Clandon and Horsley	Guildford	67.1	1.99	7.44
Holmwoods	Mole Valley	44.2	3.34	6.99
Godstone	Tandridge	42.9	2.37	6.99
Felbridge	Tandridge	17.1	2.02	6.73
Cranleigh West	Waverley	34.6	2.74	6.28
Lower Kingswood, Tadworth & Walton	Reigate and Banstead	61.3	3.09	6.19
Pirbright	Guildford	28.1	1.48	6.11
Worplesdon	Guildford	49.4	2.75	5.72
Chipstead, Kingswood & Woodmansterne	Reigate and Banstead	50.9	2.63	5.22
Oxted North and Tandridge	Tandridge	29.9	1.69	4.93
Ashted Common	Mole Valley	20.1	4.59	4.78
Send	Guildford	18.9	2.71	4.33
Farnham Castle	Waverley	21.4	2.63	4.33
Hindhead	Waverley	16.5	2.42	3.85

Ward Name	District	Length (Km)	Density (m/m ²)	Metres per person
Bisley & West End	Surrey Heath	36.0	1.98	3.48
Farnham Bourne	Waverley	15.4	2.52	3.43
Leatherhead South	Mole Valley	13.8	2.17	3.12
Haslemere East and Grayswood	Waverley	21.2	2.13	3.1
Reigate	Reigate and Banstead	32.7	3.07	2.97
Haslemere Critchmere and Shottermill	Waverley	16.5	2.53	2.69
Bookham South	Mole Valley	14.3	2.12	2.5
Fetcham East	Mole Valley	9.6	2.24	2.5
Milford	Waverley	9.9	1.17	2.44
Ashted Park	Mole Valley	10.7	2.07	2.42
Heathlands	Woking	23.7	1.16	2.42
Bookham North	Mole Valley	14.0	3.25	2.37
Holy Trinity	Guildford	19.6	2.70	2.36
Harestone	Tandridge	10.8	2.34	2.34
Virginia Water	Runnymede	13.8	0.90	2.33
Oxted South	Tandridge	15.3	1.82	2.32
Farnham Moor Park	Waverley	12.4	2.07	2.28
Woodcote	Epsom and Ewell	13.8	1.96	2.25
Stamford	Epsom and Ewell	16.1	3.69	2.16
Fetcham West	Mole Valley	8.9	1.63	2.12
Cranleigh East	Waverley	14.3	2.82	2.1
Banstead Village	Reigate and Banstead	20.6	2.50	2.04
Thorpe	Runnymede	12.1	1.32	2.03
Cobham and Downside	Elmbridge	17.5	1.11	1.98
Horley East & Salfords	Reigate and Banstead	19.9	1.55	1.95
Farnham Wrecclesham and Rowledge	Waverley	10.2	2.16	1.94
Hooley, Merstham & Netherne	Reigate and Banstead	21.5	1.86	1.86
Horley West & Sidlow	Reigate and Banstead	20.5	1.71	1.8
Warlingham West	Tandridge	6.4	2.22	1.72
Bagshot	Surrey Heath	12.9	1.24	1.71
Oxshott and Stoke D'Abernon	Elmbridge	16.4	1.04	1.7
Longcross, Lyne & Chertsey South	Runnymede	6.7	0.53	1.66
Ottershaw	Runnymede	10.9	1.35	1.64
Pyrford	Woking	16.4	2.03	1.6
Farnham Shortheath and Boundstone	Waverley	6.8	4.77	1.57
Dorking South	Mole Valley	11.4	2.83	1.56
Egham Town	Runnymede	10.7	3.72	1.45
Ash South and Tongham	Guildford	13.5	2.17	1.44
Lightwater	Surrey Heath	9.1	2.20	1.39
Ruxley	Epsom and Ewell	8.4	3.50	1.29
Hoe Valley	Woking	12.4	2.58	1.23
Dorking North	Mole Valley	5.4	2.14	1.21
Farnham Upper Hale	Waverley	5.3	1.49	1.21
Nonsuch	Epsom and Ewell	7.2	1.18	1.17
Mytchett & Deepcut	Surrey Heath	8.7	0.86	1.17
Englefield Green West	Runnymede	7.9	1.07	1.17
Shepperton Town	Spelthorne	7.8	1.45	1.14
Staines	Spelthorne	10.5	1.41	1.14
Horley Central & South	Reigate and Banstead	11.8	2.29	1.14
Woodham & Rowtown	Runnymede	6.7	1.80	1.11
Godalming Charterhouse	Waverley	4.9	2.20	1.1
Stanwell North	Spelthorne	9.5	1.24	1.09
Farnham Weybourne and Badshot Lea	Waverley	5.2	1.38	1.09

Ward Name	District	Length (Km)	Density (m/m ²)	Metres per person
Horsell	Woking	10.6	1.06	1.04
Weybridge Riverside	Elmbridge	8.6	2.09	1.04
Leatherhead North	Mole Valley	8.0	1.29	1.01
Queens Park	Tandridge	3.9	2.79	1.01
Chertsey Riverside	Runnymede	5.8	1.54	0.96
Merrow	Guildford	7.6	1.72	0.95
Esher	Elmbridge	8.7	0.86	0.94
Old Dean	Surrey Heath	5.2	1.52	0.94
Knaphill	Woking	9.5	2.02	0.87
Godalming Central and Ockford	Waverley	4.1	1.63	0.77
Earlswood & Whitebushes	Reigate and Banstead	7.9	1.66	0.75
Ewell	Epsom and Ewell	4.4	2.83	0.73
Hinchley Wood and Weston Green	Elmbridge	6.3	1.36	0.73
Nork	Reigate and Banstead	6.8	1.62	0.72
Farnham Firgrove	Waverley	3.4	2.34	0.71
Godalming Holloway	Waverley	3.2	1.60	0.71
Redhill East	Reigate and Banstead	6.6	1.84	0.7
Riverside and Laleham	Spelthorne	4.6	2.12	0.69
Claygate	Elmbridge	5.0	1.06	0.69
Meadvale & St John's	Reigate and Banstead	6.2	2.60	0.69
Friary and St Nicolas	Guildford	7.1	2.08	0.67
Stoke	Guildford	4.1	1.44	0.64
South Park & Woodhatch	Reigate and Banstead	5.8	0.89	0.62
Redhill West & Wray Common	Reigate and Banstead	6.5	1.15	0.59
Halliford and Sunbury West	Spelthorne	3.7	1.06	0.58
Addlestone South	Runnymede	3.6	1.40	0.57
Laleham and Shepperton Green	Spelthorne	4.7	0.44	0.56
Walton South	Elmbridge	5.1	1.57	0.55
Molesey East	Elmbridge	4.5	1.41	0.51
College	Epsom and Ewell	2.9	0.93	0.5
Christchurch	Guildford	3.0	1.14	0.49
St John's	Woking	4.8	1.87	0.49
Ashted Village	Mole Valley	3.0	1.49	0.48
Westway	Tandridge	2.3	2.71	0.47
Byfleet and West Byfleet	Woking	5.6	1.13	0.47
Walton North	Elmbridge	4.3	0.82	0.47
Chertsey St Ann's	Runnymede	3.2	0.91	0.46
New Haw	Runnymede	3.1	0.89	0.43
Egham Hythe	Runnymede	3.0	1.57	0.42
Onslow	Guildford	4.6	1.26	0.41
Ash Wharf	Guildford	2.4	0.74	0.4
Molesey West	Elmbridge	3.7	1.54	0.4
Heatherside	Surrey Heath	2.7	1.03	0.36
Town	Epsom and Ewell	3.0	2.22	0.35
Valley	Tandridge	1.6	1.26	0.35
Thames Ditton	Elmbridge	3.1	1.17	0.33
Englefield Green East	Runnymede	1.8	0.94	0.33
Godalming Binscombe	Waverley	1.3	1.10	0.31
Godalming Farncombe and Catteshall	Waverley	1.6	0.91	0.31
Mount Hermon	Woking	3.4	0.90	0.31
Ewell Court	Epsom and Ewell	1.6	1.12	0.3
Farnham Hale and Heath End	Waverley	1.2	0.93	0.27
Hersham Village	Elmbridge	2.4	0.67	0.27

Ward Name	District	Length (Km)	Density (m/m ²)	Metres per person
Weybridge St George's Hill	Elmbridge	2.4	0.19	0.27
Stoughton	Guildford	2.5	1.69	0.26
Tattenham Corner & Preston	Reigate and Banstead	2.8	1.13	0.26
West Ewell	Epsom and Ewell	1.6	1.32	0.25
Court	Epsom and Ewell	1.8	0.84	0.23
Auriol	Epsom and Ewell	0.9	0.99	0.22
Long Ditton	Elmbridge	1.6	0.69	0.21
Frimley Green	Surrey Heath	1.5	0.58	0.21
Westborough	Guildford	2.0	1.18	0.2
Sunbury East	Spelthorne	1.5	0.41	0.19
Walton Central	Elmbridge	1.6	0.77	0.18
Ash Vale	Guildford	1.0	0.27	0.17
Portley	Tandridge	0.7	0.55	0.15
Oatlands and Burwood Park	Elmbridge	1.2	0.34	0.15
Addlestone North	Runnymede	0.8	0.50	0.12
St Pauls	Surrey Heath	0.5	0.23	0.1
Watchetts	Surrey Heath	0.6	0.26	0.1
Whyteleafe	Tandridge	0.4	0.21	0.09
Stoneleigh	Epsom and Ewell	0.4	0.38	0.08
Ashford Town	Spelthorne	0.6	0.37	0.07
Parkside	Surrey Heath	0.4	0.20	0.07
Town	Surrey Heath	0.4	0.14	0.07
Goldsworth Park	Woking	0.5	0.28	0.05
Frimley	Surrey Heath	0.2	0.12	0.05
Cuddington	Epsom and Ewell	0.2	0.18	0.04
St Michaels	Surrey Heath	0.3	0.16	0.04
Canalside	Woking	0.3	0.14	0.03
Ashford Common	Spelthorne	0.2	0.11	0.02
Staines South	Spelthorne	0.1	0.04	0.01
Sunbury Common	Spelthorne	0.1	0.03	0.01
Burpham	Guildford	0.0	0.00	0
Ashford East	Spelthorne	0.0	0.00	0
Ashford North and Stanwell South	Spelthorne	0.0	0.00	0