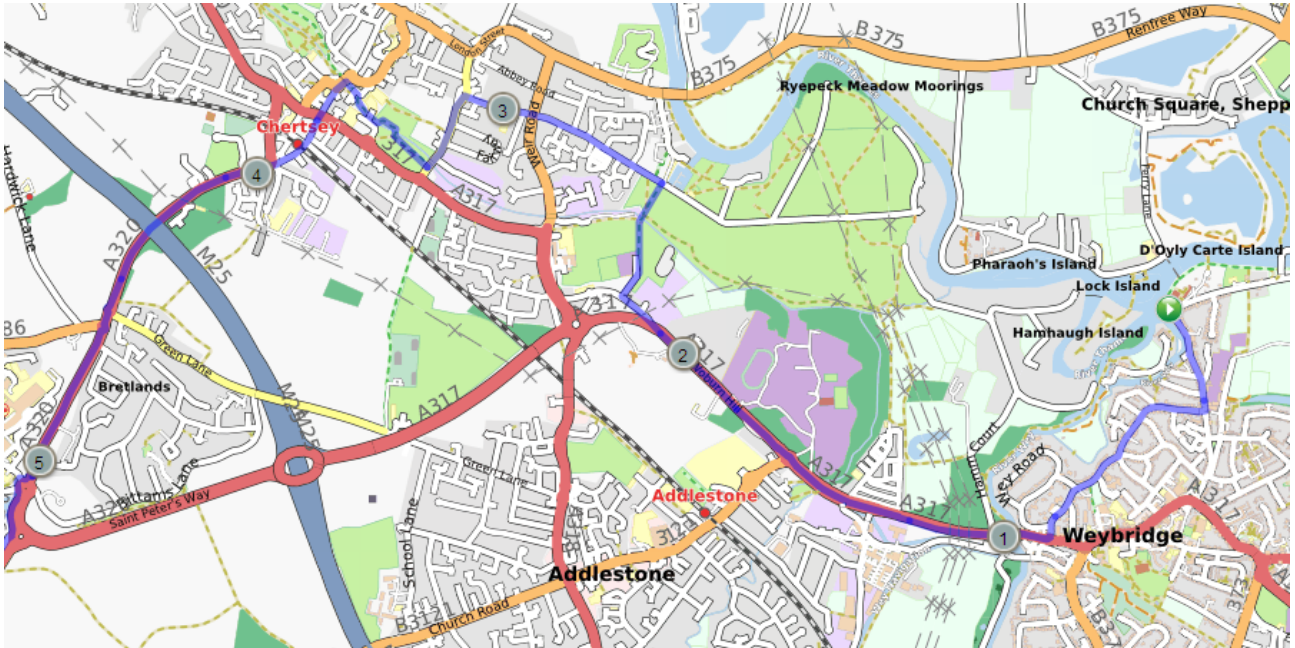


Weybridge to Paris – Day 1 – Friday 29th April

Miles 0 - 10



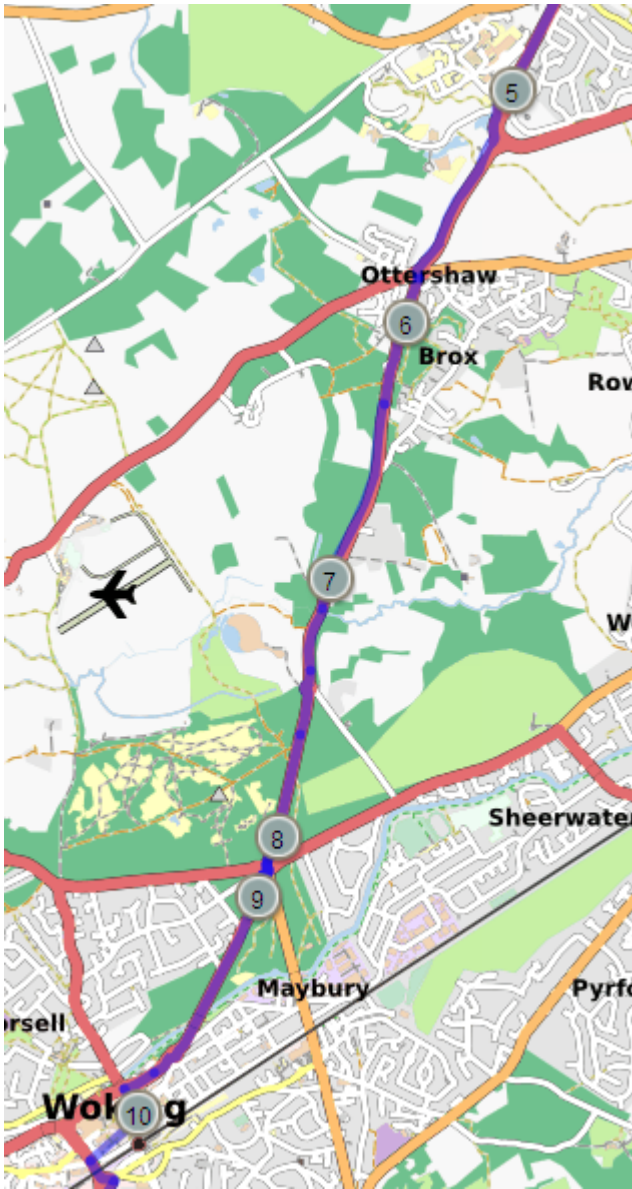
We start at the the river Thames in Weybridge at the confluence of the river Wey and just 11m above sea level. Departure will be from the car park in Thames Street at the end of the towpath. In time honoured tradition we should dip the front wheels of our bikes into the river before setting off.

First we will head along National Cycle Route 4 passing between the Portmore Pillars into Portmore Park Road. We then exit Weybridge, crossing the river Wey, and following a cycle path alongside the A317 we head over Woburn Hill (21m above sea level) to Addlestone Moor where a right turn leads us across a bridge over the river Bourne into Chertsey Meads and then along Mead Lane towards Chertsey.

From Free Prae Road we turn left into a meadow where the path follows the river Bourne right into the centre of the town.

Cycle shop: Birdie Bikes, Guildford Street, Chertsey.

Here we leave route 4 and pick up the start of route 223 heading south towards Woking. Route 223 starts unpromisingly by taking us the wrong way down a one way street using a barely visible contraflow lane. We then pass Chertsey railway station before joining a shared use path alongside the A320 and going under the M25 before passing St Peter's Hospital on the right. Although the A320 is a busy road, most of the route here is away from the road on a separate cycle path.



As we reach Ottershaw we'll encounter some hills. The first is Timber Hill with Christ Church perched on it's crest at an elevation of 37m above sea level. From there we plunge down to Dunsfold Bridge which crosses the river Bourne again.

Next we pass the McLaren Technology Centre to our right before entering Horsall Common. After Six Cross Roads roundabout we go over the Basingstoke Canal and enter the town of Woking.

Cycle Shop: Action Bikes
Cycle Shop: Evans Cycles

At Woking we pass through the pedestrianised town centre and go under the railway line and past Woking station at the 10 mile mark.

A mile later we reach the Woking Leisure Centre which is our second meeting point.



Miles 10 - 20



The next stretch takes us out into the countryside along some good quiet roads. At the village of Jacobs Well we pick up a cycle path alongside Clay Lane before turning right into a country park where our route runs parallel to the A3.

Cycle shop: Cycleworks, London Road, Burpham.

We take a tunnel under the A3 and pass the Guildford Spectrum sports centre and then cross Stoke Park before hitting the London Road into Guildford town centre. Then it's straight down the pedestrianised high street to the end of route 223.

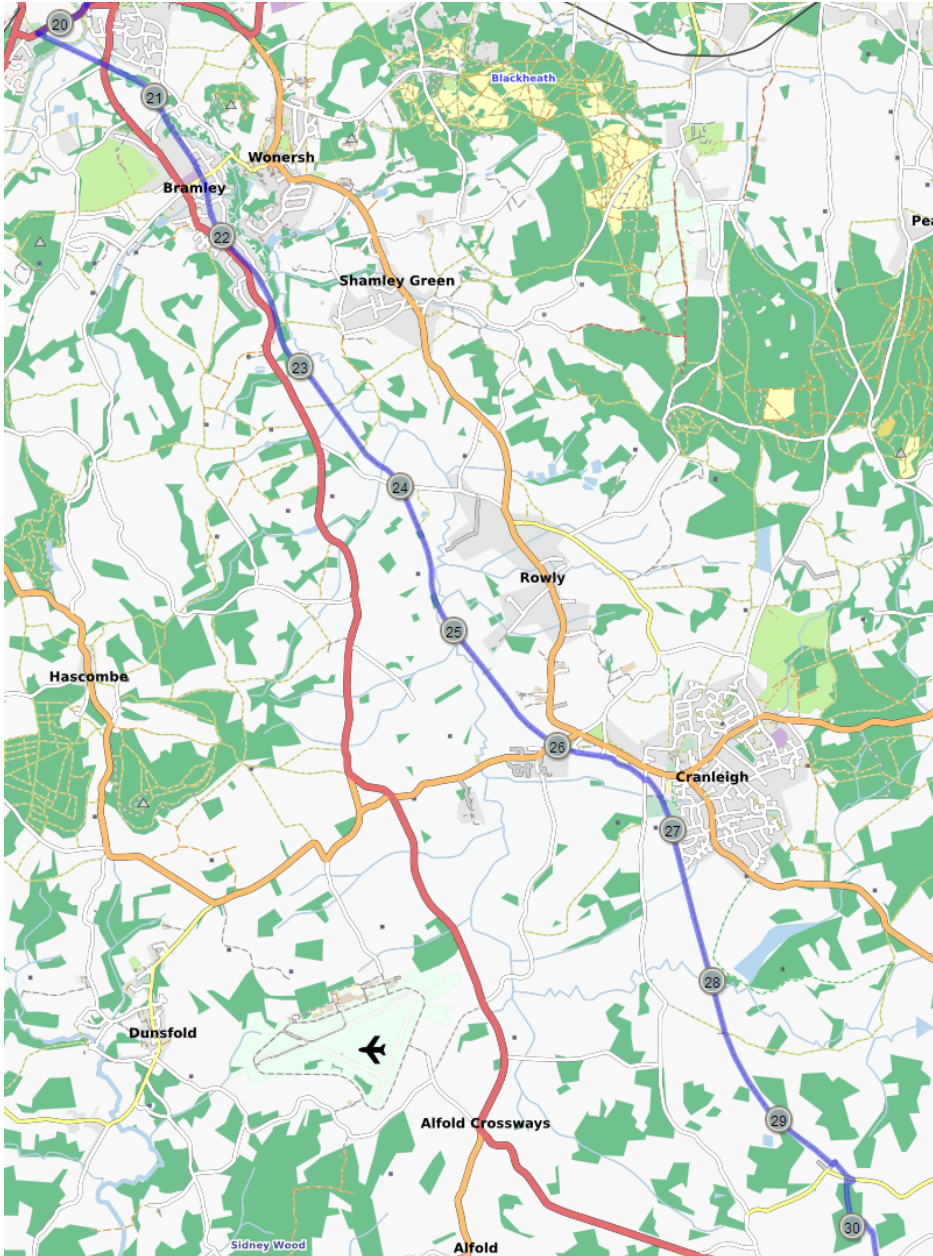
Cycle Shop: Pedal Pushers in Stoke Road.

Cycle shop: Evans Cycles - these are the people who broke my bike :(

Here we take a left turn and pick up route 22 for a while. We are back in the valley formed by the river Wey and the route follows the valley until we cross the river and turn left near Peasmarsh Junction to pick up the start of the disused railway line that becomes the Downs Link at our 20 mile mark.

This part of the route follows the Guildford to Horsham Direct Railway (also known as the Cranleigh Line) which was built in 1865 to link Guildford to Christ's Hospital (which is a school not a hospital) where it connected to the Steyning Line that lead to the coast at Shoreham. It was, of course, closed 101 years later in 1966 by Mr Beeching.

Miles 20 - 30



We cross over the Wey Navigation and go under the A281. We'll quickly reach the disused station platform of Bramley and Womersh, and then after a couple of miles route 22 leaves us to the left. Also on our left at this point and parallel to our course is a remnant of the disused Wey and Arun Junction canal. We continue following the path of the disused railway line which now becomes route 222. A five mile stretch of tree lined railway path then leads us to the town of Cranleigh.

Just before Cranleigh we cross the B2130 Elmbridge Road. About two miles to the left on the A281 is a bike shop, Beyond Mountain Bikes, at Smithbrook Kilns.

Cranleigh is a small town with shops, a supermarket and several pubs and restaurants. We pass just to the back of it's High Street.

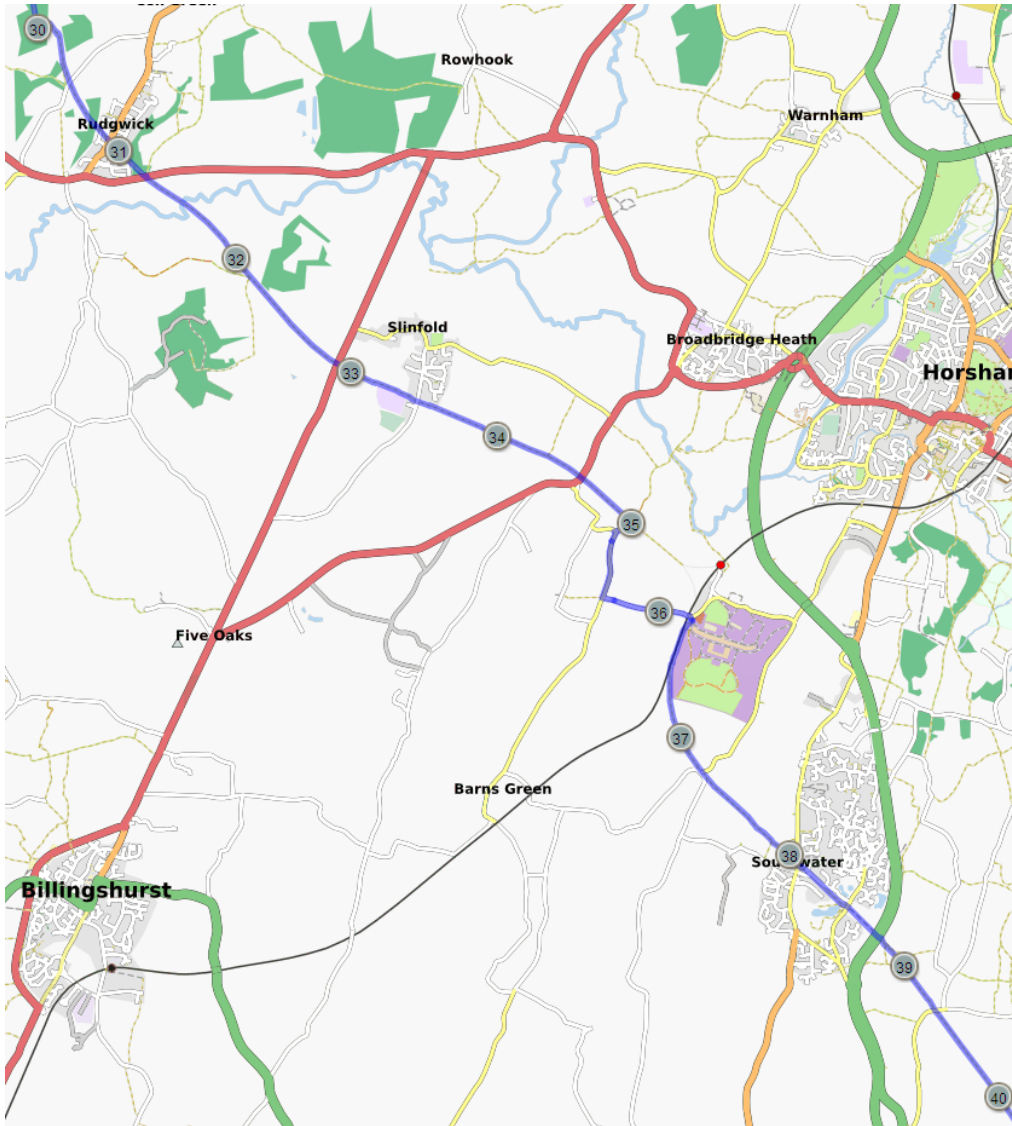
After Cranleigh the path slopes uphill for a while. After a couple of miles at the point where a bridleway crosses is Robert Fortune's

Tea Hut. It's normally only open on weekend and is threatened with closure.

Beyond Cranleigh there's more of the same until we reach what was Baynards Station just before Cox Green Road. The railway passed through a short tunnel at this point, but this is now closed off, so the path breaks and we follow a track over the hill through South Wood to pick up the railway line on the other side. We have been going very gently uphill since Bramley and have now reached the highest point at just under 100m elevation, before our equally gentle descent down to the sea at Shoreham.

Having now completed 30 miles we will quickly arrive in the village of Rudgewick.

Miles 30 - 40



After Rudgwick we cross the river Arun, from which Arundel is named, and then after a couple of miles pass the village of Slinfold to our left. Here we are near the end of this section of almost uninterrupted pathway and the end of the line that was built by the Guildford Direct Railway Company.

At Christ's Hospital there is a section of the old railway line that is in private ownership and so we turn right and take to the roads for a mile before re-joining the railway line at Christ's Hospital School. Look out for students from the school wearing distinctive Blue tudor style uniforms.

Here is the beginning of the Steyning Line also known as the Adur

Valley Line. This was built in 1861, pre-dating the Guildford section by four years.

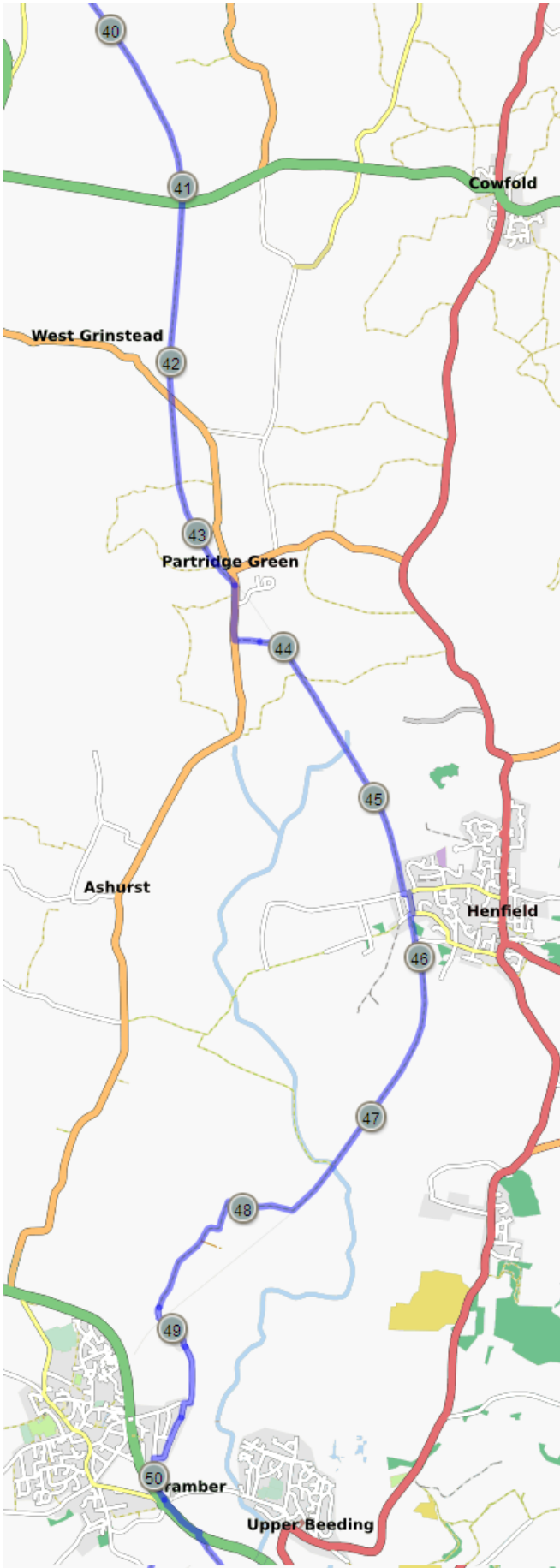
This is the halfway point between Weybridge and Newhaven. Within a mile we come to the hamlet of Two Mile Ash where we will find the Bax Castle pub. Of course it will probably still be too early to stop for lunch. A couple of miles further we reach the small town of Southwater and pass the Lintot Square pub.

Cycle shop: Southwater cycles

Another half mile takes us through the Southwater Country Park, which used to be the old Southwater Brickworks until it closed in 1981. The Southwater Park Cafe serves a nice cup of tea.

Leaving Southwater we pass under the A24 dual carriageway which bypasses the town. Next is the hamlet of Copsale and then we pass a couple of farms and go under the A272 through a drain like tunnel, before reaching the 40 mile point. There are reports that this section can be very muddy if wet.

Miles 40 - 50



The remains of West Grinstead station is at mile 42.

The railway line continues over Need's Bridge until we join the B2135 at Partridge Green having completed 42 miles. The Partridge pub just to our left sells Dark Star beer which is a local Sussex beer brewed a stone's throw away in Star Road. Unless we stop for refreshment at this pub, then we are only on the road for a few hundred yards before turning left and back onto the railway line. However the railway line quickly disappears and turns into a path across a meadow before resuming at Betley bridge which crosses the river Adur. After another mile we reach the small town of Henfield.

Pub: The Railway Tavern

Here we take a detour around a small section of missing railway line and ride along Station Road. Watch out for the cul-de-sac to the right named Beechings which was obviously built on the site of what was once Henfield Station.

Our route runs alongside the A283 for a short distance before we cross the road and rejoin the railway line. But only for a few hundred yards before we turn off left and cross the river Adur again. Now we follow the Adur on our right for a half mile and with the A283 to our left we reach the 50 mile mark.



Miles 50 - 60



We rejoin the railway line and continue between the river and the road for another two miles when we pass under the A27 and into Shoreham on Sea. We finally leave the Downs Link where the Old Toll Bridge crosses the Adur estuary.

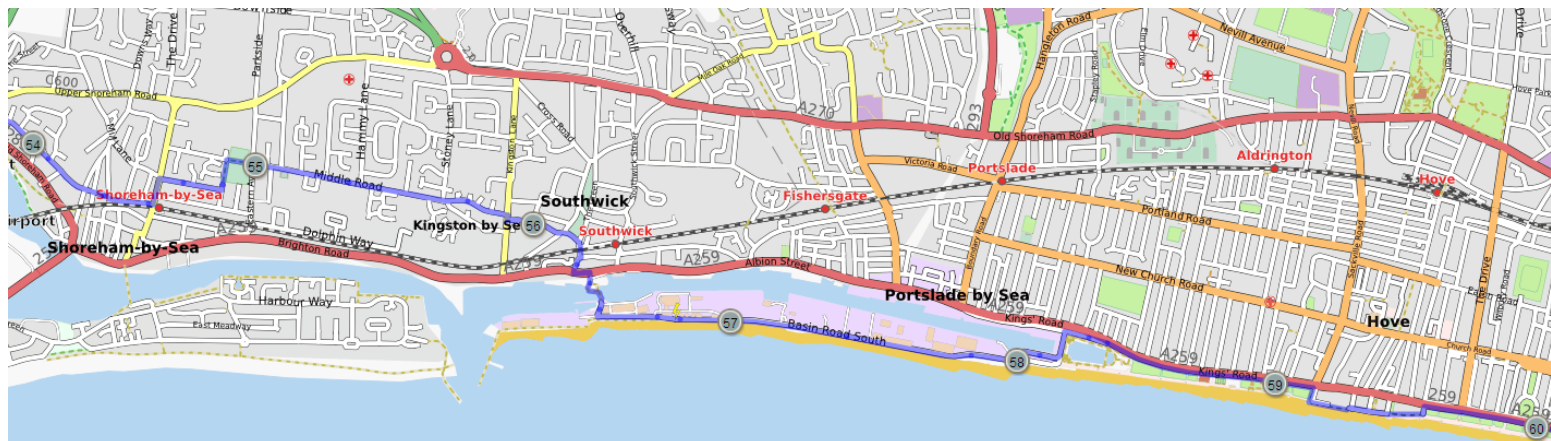
Here we pass through the back streets of Shoreham before arriving at Shoreham on Sea railway station at mile 53. We then pick up Sustrans Route 2 and more backstreets take us through Kingston by Sea, under the railway line near Southwick station and then across the busy A259. We then cross a couple of locks on to a spit of land that is right on the sea front.

We follow the beach for a couple of miles before jinking inland around Hove Lagoon, Tennis courts and bowling greens before joining the Kings Road esplanade as we approach Brighton.

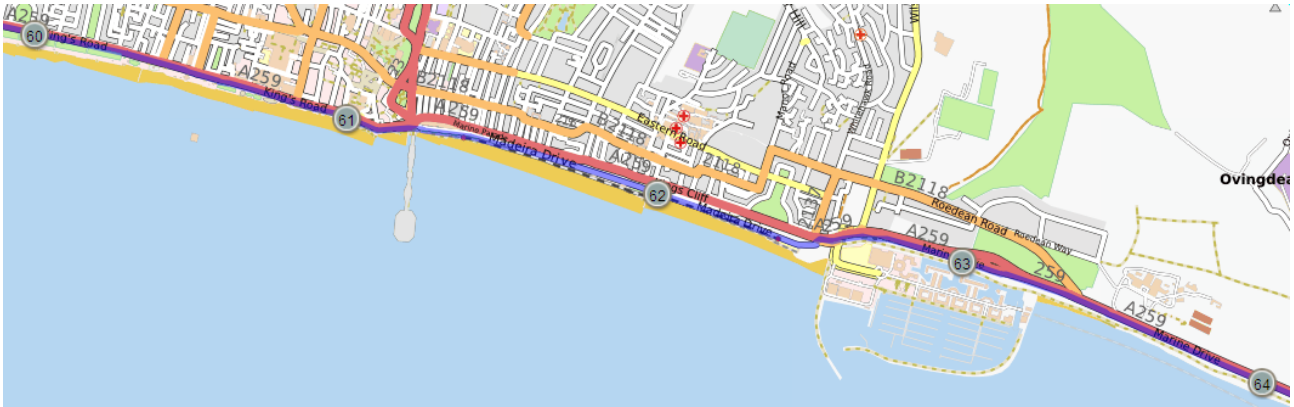
Cycle shop: Littlehampton Dutch Bike Shop, between Sussex Road and Medina Terrace.

Cycle shop: G-Wizz, just after Brunswick Square.

Cycle shop: Evans Cycles, West Street.



Miles 60 – 70



At the end of the Brighton sea front we go under an underpass onto a good quality cycle path and start to go uphill past Brighton Marina. Now we stay close to the A259 as we proceed along the cliff tops for two miles into Rottingdean.

Leaving Rottingdean we start to go uphill again towards Saltdean and Peacehaven passing the art-deco Saltdean Lido on our left. On entering Peacehaven at Telcombe Cliffs we step back from the sea and follow quieter roads through the town.



After the top of the hill we cross the main road, the A259, and join a track that heads down into Newhaven. We reach the harbour and go along the front to the swing bridge over the river Ouse. On the other side of the bridge is the ferry to Dieppe.