street starting at Grove Road following existing paths (off Old School Close and Fairview Close). This would require resurfacing and lighting improvements along the Old School Close Path and lighting, wayfinding and resurfacing in sections along Fairview Close path.

5 Ash Road Bridge development: Between the Ash Hill Road/Guildford Road roundabout and the Guildford Road/ Foreman Road junction, the Ash Road bridge is designed to include a shared use path. It is anticipated pedestrian levels on the bridge will be low as pedestrians will still be able to use the more direct and convenient alignment along Guildford Road (crossing the railway tracks via a footbridge at Ash Railway Station), and would not have to divert via the new road bridge.

6 Aldershot Road / A323: Due to space constraints, the cycle corridor between Ash Railway Station and A323 / Aldershot Road roundabout (across A331) is proposed as a shared use path. The existing section of shared use path is proposed to be widened. Further proposals include parallel and toucan crossings and junction tightening to support the accessibility of cyclists and pedestrians.

7 Alternative alignments: For both the north and south sections of the cycle corridor, there are two alternative alignments. In the north there is an alternative alignment proposed along Grove Road and Fairview Road. This would be a quiet mixed traffic street and would require resurfacing in sections (as discussed in Item 4). The southern alternative alignment is along Church Lane[3], Southlands Road and Ash Lodge Drive. This would be a quiet mixed traffic street, accompanied by 20mph speed limits and resurfacing and / or widening of Church Lane. Review of lighting also required.[4]

Figure 80. Sections to be widened along Church Lane. Source: Google Street View.

General Items:

- Improvements to the existing path (off Old School Close) to include widening of the path with potential segregation between pedestrians and cyclists. Resurfacing is required in some locations. Added lighting will improve personal safety. Consideration should be given in the next stages of design on drainage along the path to mitigate any potential flooding issues.
- Wayfinding: Review and update area-wide wayfinding system. Consider measures such as wayfinding totems at key locations (e.g., railway stations, High Street/town centre) to help cyclists (as well as pedestrians) navigate the area and illustrate the locations of local destinations and potential walking routes between them.
- Cycle parking: As part of footway and public realm improvements, consider opportunities to integrate secure cycle parking near local destinations, such as Ash Railway Station, Ash Vale Railway Station, and shopping areas.
- Mobility hubs: Consider a network of mobility hubs across the area to encourage uptake of active travel modes and support place-making.

3 Public Right of Way.

4 Enforcement of 20 mph speed limits to be determined during the feasibility stage.

Rural areas

Cycle Corridor 28: Epsom Road East

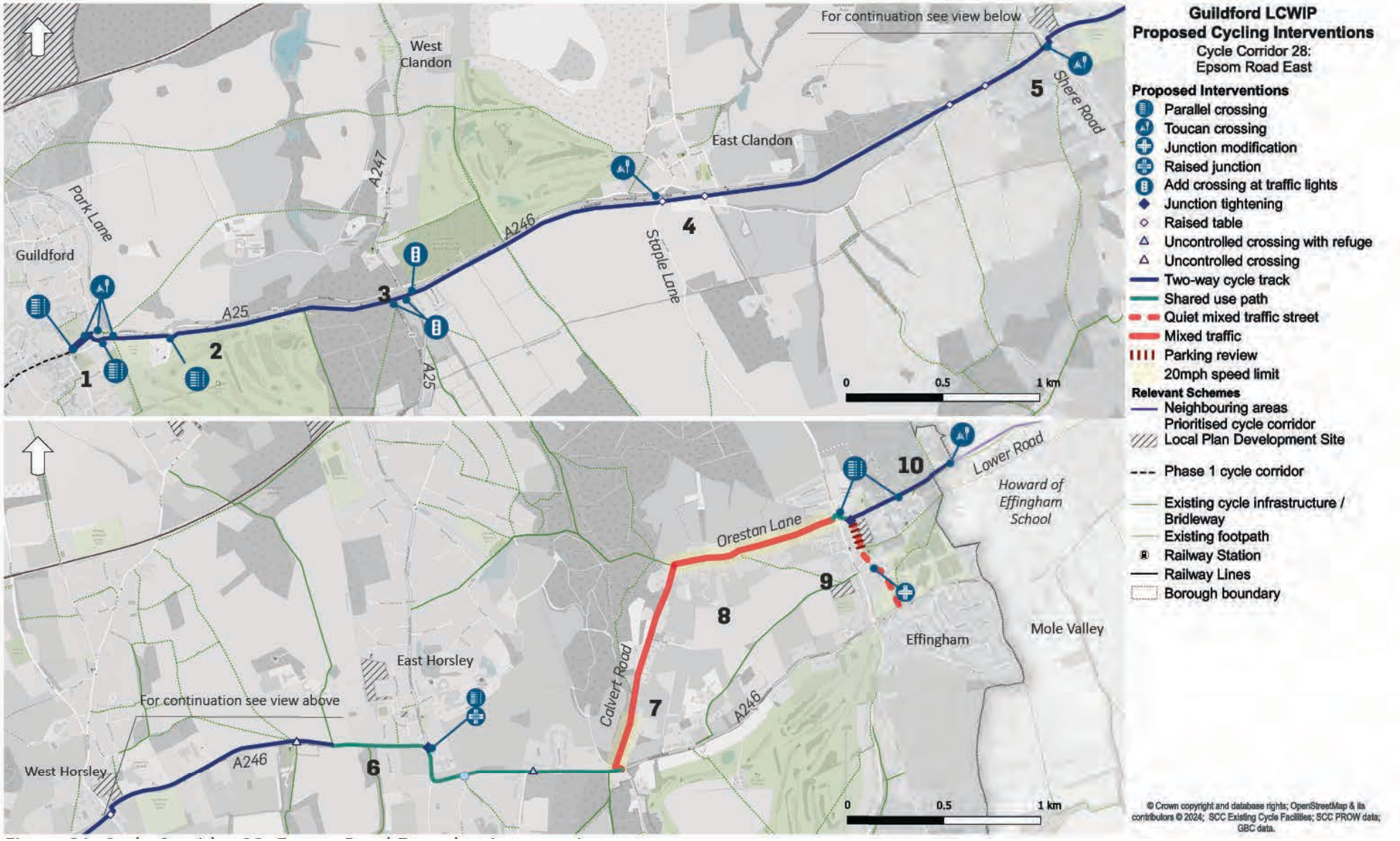


Figure 81. Cycle Corridor 28: Epsom Road East - key interventions

Epsom Road East (# 28)

The route predominantly follows the A25/ A246 corridor, with the easternmost section along Calvert Road and Orestan Lane towards Effingham offering a more quiet environment. From Effingham the route continues along Lower Road to the Mole Valley District boundary. The section along Epsom Road is characterised by high traffic flows and speeds. Posted speed is 50mph with 85% over 40mph, and cycle infrastructure in such an environment requires full segregation.

Proposed Interventions:

1 Park Lane roundabout: Existing shared use path along the west arm to be upgraded to two-way cycle track, with the uncontrolled crossing upgraded to a toucan. Toucan crossings are also proposed for the north and east arms of the roundabout to improve link to the north and future Gosden Hill Farm development, and onward connectivity along the A246. Alternatively, a new two-way cycle track could be introduced along the south side of Epsom Road between Trodds Lane and Park Lane Roundabout.

2 Epsom Road between Park Lane roundabout and Shere Road: The proposal includes a south side two-way cycle track. In this section a parallel crossing is also proposed at the Merrow Park and Ride access.

Figure 82. Park Lane roundabout currently does not offer cycle priority crossings and is difficult to navigate for pedestrians and cyclists.

Figure 83. Existing verge along south side of Epsom Road between Park Lane roundabout and Merrow Park & Ride provides sufficient space to accommodate two-way cycle track.

Figure 84. Staple Lane junction with Epsom Road proposal includes introduction of toucan crossing on the minor road. Source: Google Street View.

Figure 85. Ockham Road junction with Epsom Road proposals include junction tightening, introduction of raised table and parallel crossing.

3 Epsom Road junction with A25 in West Clandon: The proposal includes integrating new cycle crossings into existing signal-controlled junction.

4 Epsom Road junction with Staple Lane in East Clandon: Introduction of toucan crossing to provide access to East Clandon, and raised table on Staple Lane to support onward eastbound route continuity.

5 Epsom Road junction with Shere Road in West Horsley: A signal-controlled crossing to enable cycle corridor transition from the south side of the A246 to the north side, and improve access to West Horsley.

6 East Horsley: Due to anticipated limited space available in this section of the A246, a shared use path is proposed on the north side until the Dirtham Lane/ Calvert Road junction. A raised junction treatment with parallel crossing is proposed at Ockham Road South junction in East Horsley.

7 Calvert Road in Effingham:, The link is assumed to have low traffic speeds and flows. Traffic calming and speed limit reduction to 20mph in the southern section of the road is proposed to support mixed traffic arrangement (the northern section of Calvert Road has posted speed of 20mph).[1]

1 Enforcement of 20 mph speed limits to be determined during the feasibility stage.

Figure 87. Potential modification of the roundabout at the junction of The Street with Lower Road to provide safer environment for cycling.

8 Orestan Lane in Effingham: The link is assumed to have low traffic speeds and flows. Traffic calming and speed limit reduction to 20mph is proposed along this section to support mixed traffic arrangement.[2]

9 Orestan Lane / The Street roundabout: The proposal includes parallel crossing at north arm of the junction and a short section of shared use path on the north side of Lower Road. The Street / Lower Road roundabout junction could be potentially modified to improve cycle movements across the intersection.[3]

2 Enforcement of 20 mph speed limits to be determined during the feasibility stage.

3 Proposals for junction modification will be assessed in the feasibility stage, including consideration of the impact on flows,

Figure 86. Orestan Lane junction with Effingham Common Road uncontrolled crossing with an island to be upgraded to parallel crossing.

Additionally, a quiet mixed traffic street and parking review along Church Street in Effingham is proposed as part of the LCWIP walking network improvements.

10 Lower Road in Effingham: Short section of shared use path near St Lawrence Primary School which will require minimal carriageway space reallocation. Further east the route will transition to a two-way cycle track [4] on the north side which provides connection to Mole Valley

and the type of crossings (signalised or non-signalised) to be proposed.

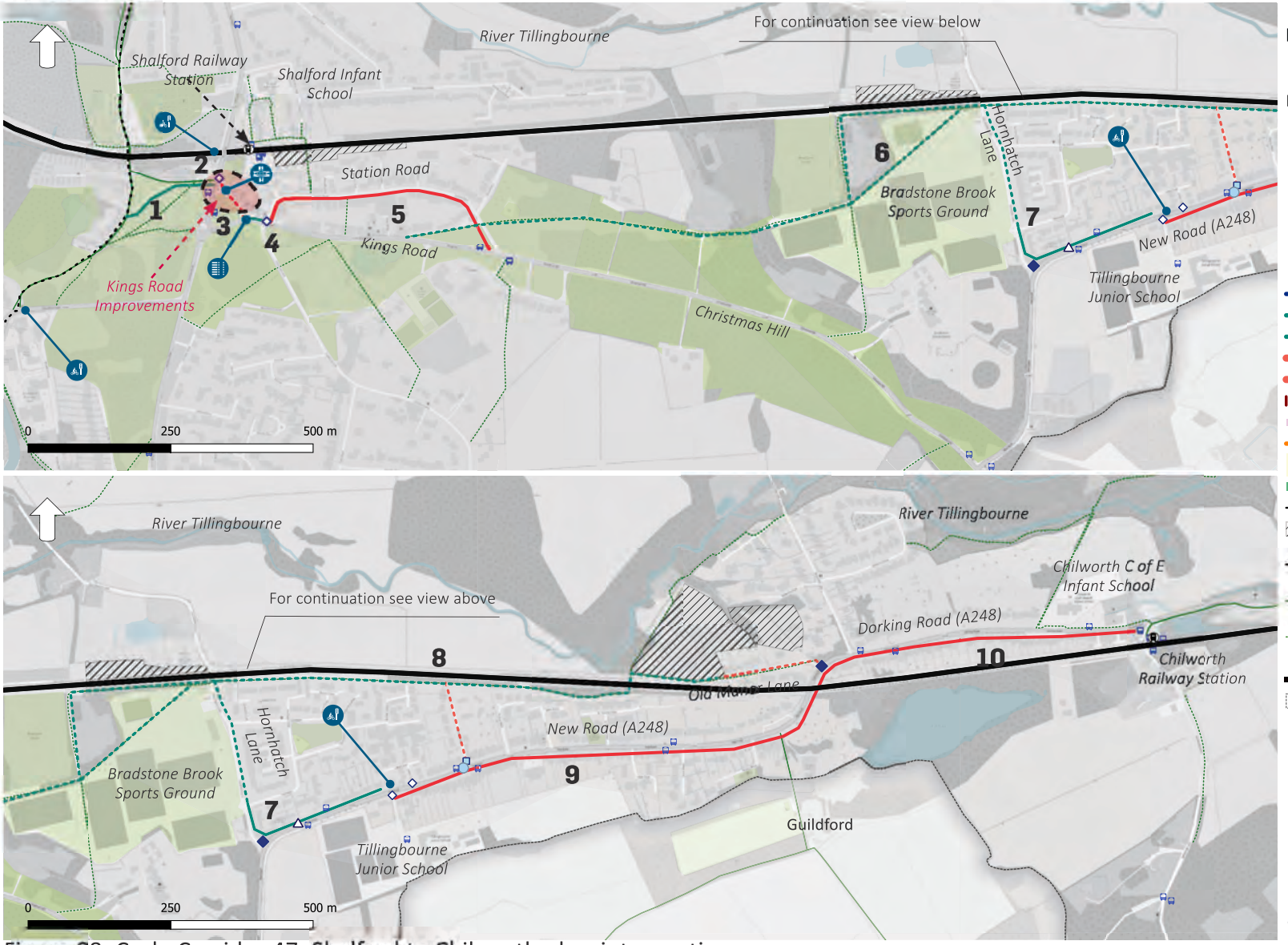
4 Howard of Effingham School Section 278 related works include provision of shared use path on Lower Road. Further consultation with the developer is required in later stages of the scheme to synchronise cycle infrastructure offered in this area.

District (two-way cycle track along Lower Road is proposed as part of Mole Valley LCWIP). A parallel crossing is proposed near Howard of Effingham School, and a toucan crossing at Mole Valley District boundary to provide onward connectivity.

General Items:

- Wayfinding: Review and update area-wide wayfinding system. Consider measures such as wayfinding totems or fingerposts at key locations (e.g., retail areas, local destinations, etc.) to help cyclists and pedestrians to navigate the area and illustrate the locations of local destinations and potential routes between them.
- Cycle parking: As part of footway and public realm improvements, consider opportunities to integrate secure cycle parking near local destinations such as commercial areas, schools, etc.

Cycle Corridor 47: Shalford to Chilworth



Guildford LCWIP
Proposed Cycling Interventions
Cycle Corridor 47:
Shalford to Chilworth

Proposed Interventions

- Parallel crossing
- Toucan crossing
- Raised junction
- Junction tightening
- Raised table
- Uncontrolled crossing
- Access improvements
- Continuous footway
- Two-way cycle track
- Shared use path
- Shared use path - off carriageway
- Quiet mixed traffic street
- Mixed traffic
- Parking review
- Traffic calming
- Footway widening
- 20mph speed limit
- Public realm improvements
- Guildford to Godalming Greenway
- Local Plan Development Site
- Phase 1 cycle corridor
- Existing cycle infrastructure / Bridleway
- Existing footpath
- Railway Station
- Railway Lines
- Borough boundary

Figure 88. Cycle Corridor 47: Shalford to Chilworth - key interventions

Shalford to Chilworth (# 47)

The cycle corridor intersects with Shalford Core Walking Zone, and multiple proposed interventions in Shalford centre are relevant to both walking and cycling improvements. The corridor provides a link between Shalford Infant School and Tillingbourne Junior School in Chilworth, and its westernmost section includes the proposed Guildford to Godalming Greenway. Multiple design interventions included as part of this cycle corridor are relevant and are included in Shalford Core Walking Zone #15 and are described in more detail on page 189.

Proposed Interventions:

1 Broadford Road: A toucan crossing is proposed at the bend of the road. The crossing will accommodate cycle movements along Guildford to Godalming Greenway / NCN Route 22. The crossing will provide connectivity to cycle corridor along Dagley Lane, which is proposed to be resurfaced to provide improved walking and cycling link with potential seating and resting places. The section between Broadford Road and Horsham Road to be delivered as part of the greenway works.

2 Horsham Road / Dagley Lane / Kings Road junction: A toucan crossing is proposed near the junction to enable safe crossing of the main road and provide connection to Shalford Railway Station and the retail area, and to offer onward connectivity towards Chilworth. This potentially can include relocation of existing signal-controlled crossing at the southern end of the railway bridge to a site near Dagley lane / King's Road junction. Proposed toucan crossing in new location can unlock opportunity for the junction re-design and removal of King's Road slip lane immediately to the south of existing water drinking fountain in Shalford Orchard.

3 King's Road: This section is proposed as a quiet mixed traffic street with potentially reduced or limited vehicular access, whilst maintaining access to the railway station and dwellings. Raised junction

Figure 89. Dagley Lane requires resurfacing to provide high quality off-line link for cyclists and pedestrians. It will be delivered as part of Guildford to Godalming Greenway work.

Figure 90. King's Road intersection with Horsham Road offers an opportunity for junction redesign and removal of the short section of carriageway between Kings Road and Horsham Road south of the water drinking fountain.

Figure 91. Raised junction treatment is proposed for King's Road junction with Station Approach.

treatment is proposed at the junction with Station Approach, to slow down traffic and offer additional protection to cyclists in mixed traffic arrangement. Alternatively, the cycle corridor could utilise the northern verge of common land located immediately to the south of King's Road[1].

4 King's Road junction with Station Road: A parallel crossing is proposed at the King's Road priority junction, near Snooty Fox, and a short section of shared use path in front of Boots pharmacy, which will provide onward connectivity and link with the mixed traffic arrangement along Station Road. Additional cycle parking is also proposed in the commercial centre of the village. Further engagement with Shalford Placemaking project is required to ensure synergies between the two workstreams.

5 Station Road: It is proposed to reduce speed limit to 20mph and provide additional traffic calming measures to support mixed traffic arrangement along the road, and slow down traffic especially near the Pound Place junction blind spot.[2] A localised on-street parking review is also proposed to improve pedestrian comfort along the road and permeability of the area.

6 Shalford Common and Bradstone Brook Sports Ground: The proposal includes upgrading existing Public Right of Way to shared use path (bridleway). It will require widening of the existing path and upgrading the surface to support walking and cycling. The main alignment of the path near Bradstone Brook Sports Ground follows the railway line.

1 King's Road area is the site where the walking network interventions interact with cycle proposals and Shalford Placemaking project which was being developed at the same time as Guildford LCWIP. Further engagement is required with the public realm scheme to ensure synergies between the LCWIP and the placemaking proposals.

2 Enforcement of 20 mph speed limit is to be determined during the feasibility stage.

Figure 92. Localised parking review is proposed along Station Road to improve quality of mixed traffic arrangement and pedestrian accessibility local destinations.

Figure 93. Existing public footpath through Bradstone Brook Sports Ground can potentially offer alternative alignment to the public right of way alongside the railway line.

Figure 94. Potential to introduce a toucan crossing on New Road near Tillingbourne School access.

7 Hornhatch Lane: Existing footway on the eastern side of the road is proposed to be upgraded to shared use path, and Hornhatch Lane junction with New Road to be tightened.

8 PROW alongside railway line: Investigate whether there is sufficient width to upgrade existing right of way to shared use path (bridleway). It will connect Shalford with Chilworth by bypassing a large section of New Road. This alignment requires the route to cross over the railway line, and details of potential crossing have not been investigated at this stage. In the eastern section the route will continue along Old Manor Lane in a quiet mixed traffic street arrangement until the junction with Dorking Road.

9 New Road: Short section of shared use path is proposed in the western section of the road between Hornhatch Lane junction and Tillingbourne School, with an uncontrolled crossing near the bus stops and a toucan crossing outside the school. This will provide an active travel connection to the school separated from traffic. Traffic calming features are proposed along New Road, with a parking review undertaken in the vicinity of Tillingbourne School to be investigated further in next stage of design. Additionally, a quiet mixed traffic street arrangement is suggested along Chantry Road, which will connect the New Road corridor with the shared use path proposed alongside the railway line.

10 Dorking Road: The link provides a continuation of the corridor's on-line alignment along New Road. Junction tightening is proposed for the intersection with Old Manor Lane to provide a safer link between two proposed cycle corridor alignments. Additionally, traffic calming along the main road is proposed, with localised parking revision, specifically near Chilworth Railway Station westbound bus stop, where the existing uncontrolled crossing is proposed to be upgraded to a priority crossing. Additional cycle parking is proposed outside the railway station.

General Items:

» Wayfinding: Review and update area-wide wayfinding system. Consider measures such as wayfinding totems or fingerposts at key locations (e.g., railway stations, retail areas, local destinations, etc.) to help cyclists and pedestrians to navigate the area and illustrate the locations of local destinations and potential routes between them.

» Cycle parking: As part of footway and public realm improvements, consider opportunities to integrate secure cycle parking near local destinations such as Shalford Railway Station, commercial areas, schools, etc.

Summary of Phase 1 Cycle Corridors

Table 8. Summary of Phase 1 Cycle corridors

Corridor[1]	Public Benefit	Other Benefit / Potential increase in users[2]	Suitability of proposals (LTN 1/20)[3]	Potential Issues
Guildford town urban / suburban area High Street and North Street (#1)	Links the commercial centre of Guildford Town to the railway station and future development sites; and National Cycle Network (Route 223); improves access to the towpaths; incorporates North Street Regeneration Plan proposals.	Aims to improve accessibility of cycling for people of all ages and abilities through provision of segregated facilities where feasible and new and upgraded crossings; enhances the continuity of the cycle network in the centre of Guildford Urban Area. Potential increase in cycling of 732 commuter trips/ day (one-way flows; growth based on PCT E-Bike scenario) and 59 school trips/ day (two-way flows based on PCT go Dutch scenario).	Approx 30% likely fully compliant, 66% partially compliant, and 4% non-compliant with LTN 1/20 guidance. Limited public highway space in the historic town centre and high vehicular flows on the gyratory. Use of towpaths preferred by non-confident cyclists to provide connections to Guildford Railway Station away from vehicular traffic	Cycle facilities through the busy High Street with high pedestrian flows increases the risk of conflicts between pedestrians and cyclists. Potential opposition to some proposals due to impact on on-street parking, restricted vehicle access (to the High Street) and/or reallocation of road space. Constrained public highway space in some areas.

1 For each Phase 1 Cycle Corridor, stakeholders supported the proposals and provided input during the LCWIP process.

2 Potential increase in users is estimated using the Propensity to Cycle Tool (PCT) information for the routes, comparing the existing cycle flow (2011 Census) scenario to the e-bike scenario for commuter flows and go Dutch scenario for school flows. See page 55 for more information on the Propensity to Cycle Tool. At the Borough level, the PCT e-bike scenario estimates a potential increase in mode share for cycling from approximately 2% of commuter trips to 18%, primarily shifted from private vehicle trips (69% to 57%).

3 The summary of LTN 1/20 compliance reflects a very high-level review of potential constraints at this early concept stage. Due to a variety of reasons, such as space constraints along historic streets and limited public highway space, adherence to LTN 1/20 may not always be possible. In such cases, alternative options were suggested. The potential for LTN 1/20 compliance and alternative options would be investigated in more detail in future stages of scheme development.

Corridor[1]	Public Benefit	Other Benefit / Potential increase in users[2]	Suitability of proposals (LTN 1/20)[3]	Potential Issues
Guildford town urban / suburban area Stoke Road to Town Centre & High Street (#3 & #4)	Links the existing facilities on the A25 to the commercial centre and the railway station; enhances cycle accessibility along busy roads.	Aims to improve accessibility of cycling for people of all ages and abilities through provision of segregated facilities where feasible or lower traffic speeds/flows and new and upgraded crossings; enhances the continuity of the cycle network through the town centre. Potential increase in cycling of 987 commuter trips/ day (one-way flows; growth based on PCT E-Bike scenario) and 221 school trips/ day (based on PCT go Dutch scenario).	Approx 52% likely fully compliant, 42% partially compliant, and 6% non-compliant with LTN 1/20 guidance. Limited public highway space along Stoke Road and York Road with high vehicular flows. Modal filter and traffic calming measures are proposed to reduce traffic flows and support compliance with LTN 1/20	Potential opposition to some proposals due to impact to on-street parking and/or measures to reduce traffic flows; extended length of shared facilities along a busy corridor may increase the risk of conflict between pedestrians and cyclists.
Guildford town urban / suburban area Guildford College to Woking (#11)	Improved connectivity between the railway station and the industrial areas; improves access to the residential areas; links the town centre to Woking Borough; extends the existing cycle network.	Aims to improve accessibility of cycling for people of all ages and abilities through provision of segregated facilities where feasible and new and upgraded crossings; seeks to improve personal safety, for example lighting would be proposed for off-road routes and more isolated sections (particularly benefiting women, young people, and older people); enhances the continuity of the cycle network for the county. Potential increase in cycling of 1089 commuter trips/ day (one-way flows; growth based on PCT E-Bike scenario) and 189 school trips/ day (based on PCT go Dutch scenario).	Approx 60% likely fully compliant, 40% partially compliant with LTN 1/20 guidance. Shared facilities are proposed for extended sections due to highway constraints.	Pinch point on the River Wey Bridge on Woking Road results to narrow facilities and reduction of the available space for pedestrians; extended length of shared facilities along a busy corridor may increase the risk of conflict between pedestrians and cyclists; interfaces with Weyside Urban Village Development proposals, coordination is required on a section of the route.

Corridor[1]	Public Benefit	Other Benefit / Potential increase in users[2]	Suitability of proposals (LTN 1/20)[3]	Potential Issues
Guildford town urban / suburban area Eastern Spoke - Epsom Road (#27)	Provides cycling infrastructure continuity along Epsom Road, with connections to Upper High Street and London Road Railway Station in the town centre.	Aims to improve accessibility of cycling for people of all ages and abilities through provision of segregated facilities where feasible and lower traffic speeds along the route (20mph), with new and upgraded crossings, enhances the continuity of the cycle network in the eastern part of Guildford. Potential increase in cycling of 1086 commuter trips/ day (one-way flows; growth based on PCT E-Bike scenario) and 182 school trips/ day (based on PCT go Dutch scenario).	Approx 13% likely fully compliant, 72% partially compliant, and 15% non-compliant with LTN 1/20 guidance. Full segregation cannot be provided in sections with limited public highway space available. Direct link to London Road Railway Station follows a quiet mixed traffic street alignment.	Existing pinch points along the corridor, with limited parts of the route on gradient. Safety issues for cyclists due to high traffic volumes along Epsom Road in the section east of Waterden Road junction (approx. 10k vehicles a day). Cyclists sharing road space with buses where bus and cycle lanes are proposed. Potential opposition to some proposals due to impact on on-street parking.

Corridor	Public Benefit	Other Benefit / Potential increase in users	Suitability of proposals (LTN 1/20)	Potential Issues
Ash and Tongham urban area Ash Street (#18)	Provides cycling infrastructure continuity between Ash Railway Station and the borough boundary, where it links with proposed infrastructure in Rushmoor District.	Aims to improve accessibility of cycling for people of all ages and abilities through provision of shared use path with new and upgraded crossings, quiet mixed traffic areas, and lower traffic speeds along selected sections of the route (20mph). Potential increase in cycling of 261 commuter trips/ day (one-way flows; growth based on PCT E-Bike scenario) and 256 school trips/ day (based on PCT go Dutch scenario).	The corridor is likely partially compliant (94%) or not compliant (6%) with LTN 1/20 guidance. Limited public highway space and high vehicular flows may require extended sections of shared facilities.	Speed limit reduction to 20mph along Kings Avenue, Ash Lodge Drive, Southlands Road, Church Lane corridor will likely require additional traffic calming measures which may not be supported by some stakeholders. Section between Ash Railway Station and Fairview Road depends on third party delivery.

Corridor	Public Benefit	Other Benefit / Potential increase in users	Suitability of proposals (LTN 1/20)	Potential Issues
Rural areas Epsom Road East (#28)	Provides cycling infrastructure continuity along Epsom Road, to link Guildford Town Centre with Mole Valley District in the east.	Aims to improve accessibility of cycling for people of all ages and abilities through provision of segregated facilities where feasible, with new and upgraded crossings and localised improvements to public realm. Potential increase in cycling of 88 commuter trips/ day (one-way flows; growth based on PCT E-Bike scenario) and 581 school trips/ day (based on PCT go Dutch scenario).	Full segregation can be provided along most of the route, and short section of mixed traffic is assumed with low traffic flows, making majority of the route compliant. Approx. 15% of the route is likely partially compliant with LTN 1/20 guidance due to a section of shared use path.	Speed limit reduction to 20mph along Orestan Lane and Calvert Road will likely require additional traffic calming measures which may not be supported by some stakeholders.
Rural areas Shalford to Chilworth (#47)	Links Chilworth and Shalford railway stations and provides connection to Shalford Infant School and Tillingbourne Junior School.	Aims to improve accessibility of cycling for people of all ages and abilities through provision of traffic free facilities where feasible, with new and upgraded crossings, traffic calming and speed limit reduction to increase safety of users, specifically between the two schools in the area. Potential increase in cycling of 332 commuter trips/ day (one-way flows; growth based on PCT E-Bike scenario) and 96 school trips/ day (based on PCT go Dutch scenario).	Approx. 84% of the route option following the railway line PROW alignment is likely partially compliant, and 16% non-compliant with LTN 1/20 guidance. For the New Road option alignment, approx. 64% is partially compliant and 36% non-compliant.	Off-carriageway alignment requires introduction of a level crossing specifically for active travel users, and will require Network Rail permission. Traffic calming measures and localised impact on on-street parking may not be supported by some stakeholders.

7.3. Assessment of Proposals

Following the concept design, the proposed interventions were assessed using the Route Selection Tool (RST) with the same criteria used for the assessment of the existing situation of the corridors.

The RST facilitates a high-level, comprehensive review of existing conditions for people cycling along a route based on the key metrics of directness, gradient, safety, connectivity, and comfort. Lower scores suggest a poorer quality route, which may benefit from infrastructure interventions (i.e., to improve safety or comfort) or selecting an alternative route alignment (i.e., more direct or reduced gradient). The following assumptions were applied in completing the RST assessment:

» Routes were divided into subsections that were under ≤ 1km in length and reflected consistent characteristics in factors that may impact RST output (such as existing facility type, width, traffic speeds or volumes, etc.).
» Where existing traffic speed data was not available, the existing speed limit was utilised.
» Where existing traffic volume data was not available, professional judgement and best practice was used to categorise the route within the RST categories for traffic flows.

A summary of the results for each corridor within the first phase of proposals is presented in the following tables and each assessment is presented in Appendix 4 (separate document).

By undertaking the RST it helps to show which options provide the greatest benefit when compared to a do-nothing scenario. This subsequently identifies which option should be promoted for further development. This will also help to prioritise options too (see “Prioritisation of the Routes” on page 203).

For each route a comparison was made between the existing situation and the potential of the improvements.

Every cycle corridor is improved in terms of comfort, and safety, since the interventions are proposing protected cycle facilities. Gradient and connectivity remain the same as the alignments are retained, as illustrated by the following diagrams.

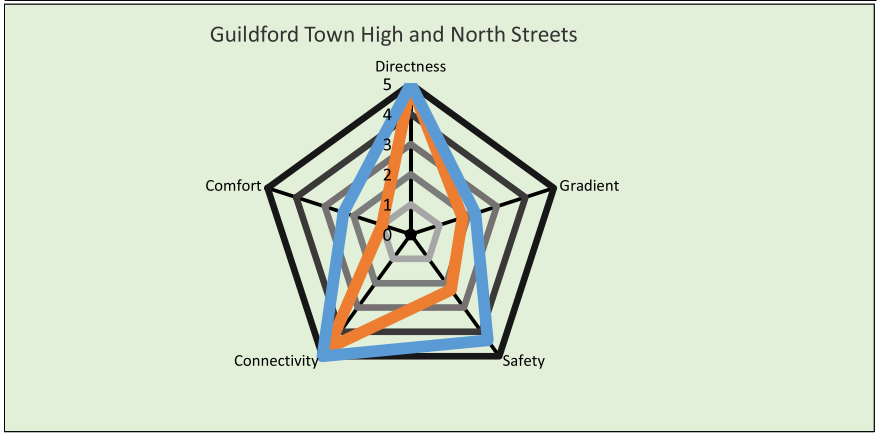
Cycle Corridor 1: Guildford High Street and North Street

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	Guildford Town High and North Streets
Overall Length	1.719km
Name of Assessor(s)	TH
Date of Assessment	01 February 2024

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	1.81	2.25
Safety	2.27	4.35
Connectivity	4.67	5.00
Comfort	1.01	2.35



Number of Existing Critical Junctions/Crossings	31
Number of Potential Critical Junctions/Crossings	13
Description of Improvements	Vehicle access restridctions of High Street between Quarry Street and North Street - no changes to the stone surface Vehicle access restrictions of Woodbridge Road between North Street and Leapale Road (North Street regeneration plan) One-way cycle track on North Street (westbound) & Shared bus and cycle lane along North Street through North Street Regeneration Plan. Two-way cycle track on the eastern end of North Street. Route via Walnut Bridge and Bedford Rd (high ped flows on Onslow Street)

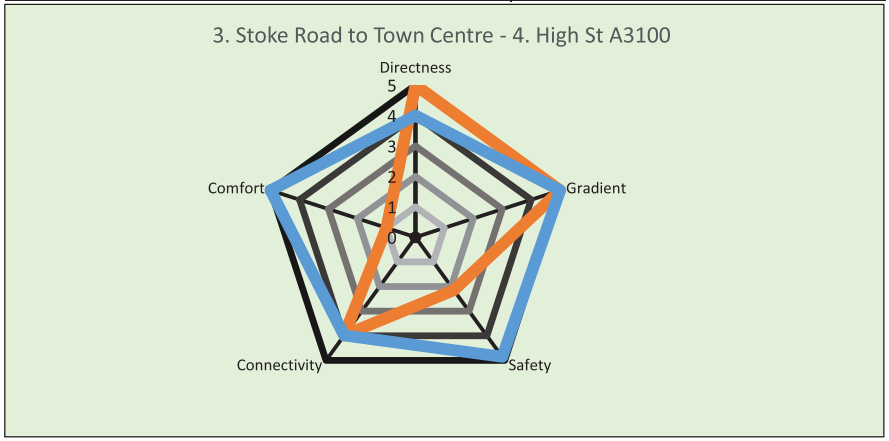
Cycle Corridor 3: Stoke Road to Town centre and Cycle Corridor 4: High St A3100 combined and North Street

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	3. Stoke Road to Town Centre - 4. High St A3100
Overall Length	2.935km
Name of Assessor(s)	TH
Date of Assessment	01 February 2024

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	4.00
Gradient	5.00	5.00
Safety	2.15	4.85
Connectivity	3.98	3.98
Comfort	1.00	5.00



Number of Existing Critical Junctions/Crossings	7
Number of Potential Critical Junctions/Crossings	2
Description of Improvements	Quiet mixed traffic street and modal filters on Haydon Place, Artillery Road and Park Road Two way cycle track along High Street E Shared use path along Stoke Road and York Road

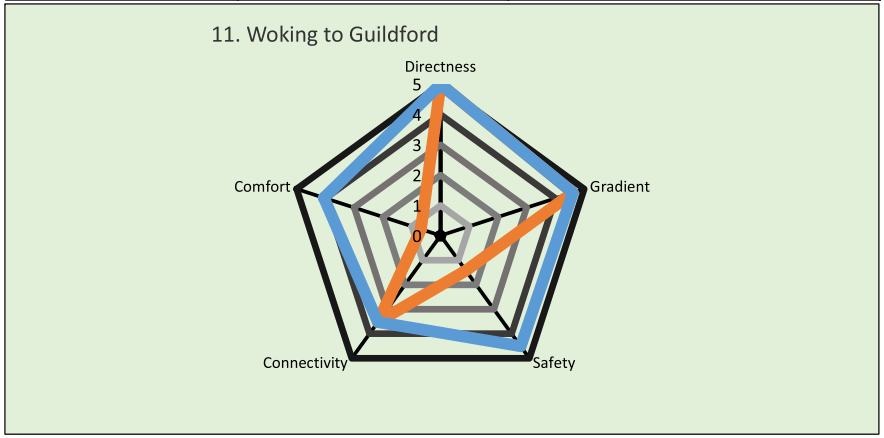
Cycle Corridor 11: Guildford to Woking

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	11. Woking to Guildford
Overall Length	5.296
Name of Assessor(s)	TH
Date of Assessment	30 January 2024

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	4.60	4.60
Safety	1.42	4.51
Connectivity	3.53	3.53
Comfort	0.68	4.05



Number of Existing Critical Junctions/Crossings	18
Number of Potential Critical Junctions/Crossings	1
Description of Improvements	Modal filter on Walnut Tree Cl Shared use path on the A25 - EXISTING Two way cycle track along Woking Road between Ladymead and Stoughton Road Mixed traffic on River Wey Bridge New 20mph speed limit along Woking Road service road E Shared use path along Woking road between Woodlands Avenue and district border

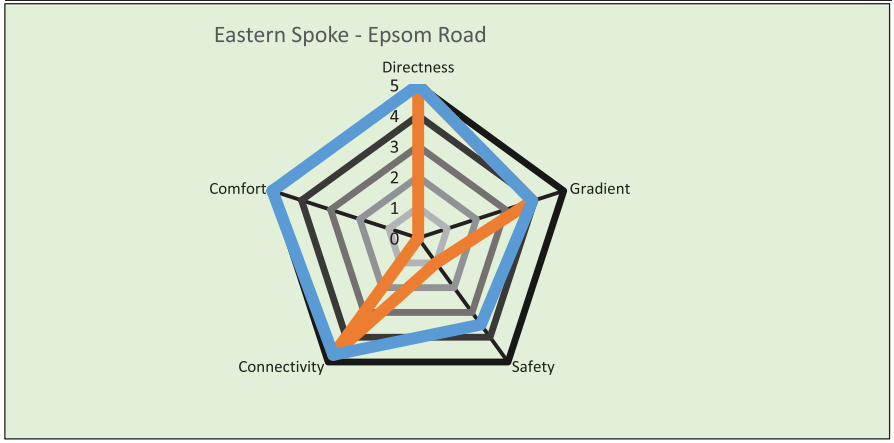
Cycle corridor 27: Eastern Spoke - Epsom Road

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	Eastern Spoke - Epsom Road
Overall Length	2.918 km
Name of Assessor(s)	TH
Date of Assessment	23 October 2023

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	3.92	3.92
Safety	1.00	3.49
Connectivity	4.71	4.71
Comfort	0.00	5.00



Number of Existing Critical Junctions/Crossings	11
Number of Potential Critical Junctions/Crossings	4
Description of Improvements	Signalised crossings Junction tightening and/or junction modification 20 mph speed limits in selected areas Advisory cycle lanes, madatory cycle lanes, stepped track and/or bus and cycle lane at selected locations Removal of guardrail

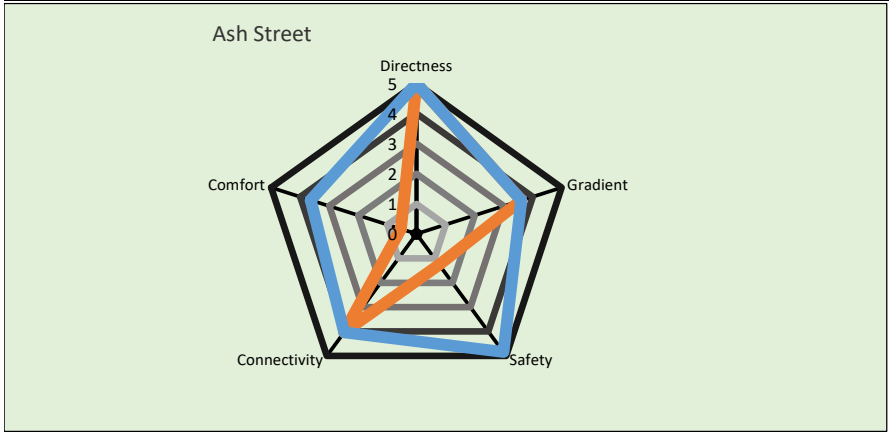
Cycle Corridor 18: Ash Street

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	Ash Street
Overall Length	4.73km
Name of Assessor(s)	TH
Date of Assessment	30 January 2024

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	3.61	3.61
Safety	1.26	4.84
Connectivity	4.04	4.04
Comfort	0.53	3.65



Number of Existing Critical Junctions/Crossings	21
Number of Potential Critical Junctions/Crossings	15
Description of Improvements	SUP option along Ash Gill Road and A323 Mixed traffic on Vale Road on Basingstoke Canal Bridge Junction tightening and modification & Crossings (signalised and non-signalised) Priority working underneath railway line (to provide space for shared use path) 20 mph speed limit in selected areas

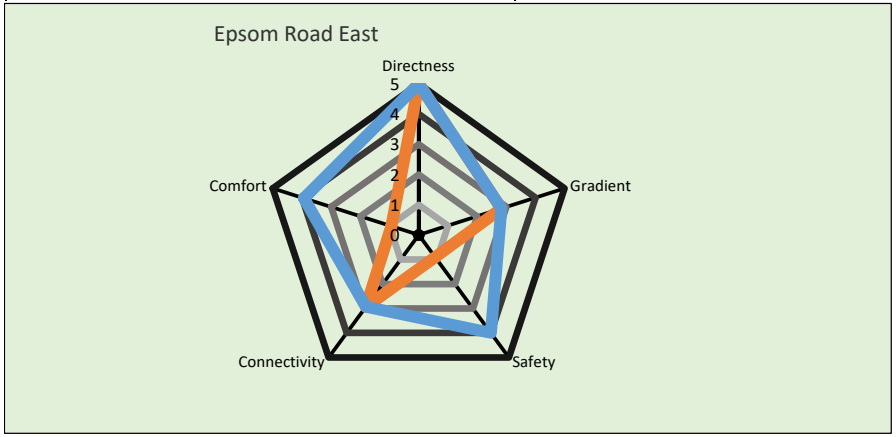
Cycle Corridor 28: Epsom Road East

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	Epsom Road East
Overall Length	10.6km
Name of Assessor(s)	TH
Date of Assessment	30 January 2024

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	2.83	2.83
Safety	0.90	4.00
Connectivity	2.94	2.94
Comfort	0.94	3.93



Number of Existing Critical Junctions/Crossings	24
Number of Potential Critical Junctions/Crossings	9
Description of Improvements	Two-way cycle track along Epsom Road between Merrow Street and West Horsley Place. Shared use path between West Horsley Place and Dirtham Lane Mixed traffic running along Dirtham Lane, Calvert Road and Orestan Lane. New 20mph speed limit along Orestan Lane Two way cycle track along Lower Road between The Street and district boundary

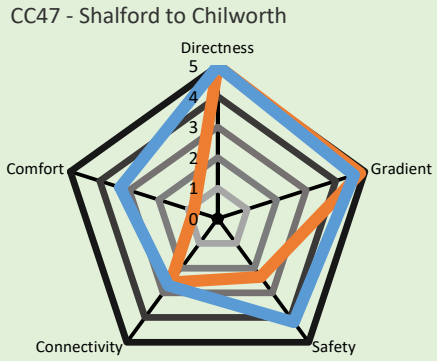
Cycle Corridor 47: Shalford to Chilworth

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	CC47 - Shalford to Chilworth
Overall Length	3.53km
Name of Assessor(s)	TH
Date of Assessment	01 February 2024

	Performance Scores	
Criterion	**Existing**	**Potential**
Directness	5.00	5.00
Gradient	4.83	4.63
Safety	2.36	4.19
Connectivity	2.58	2.71
Comfort	0.81	3.31



Number of Existing Critical Junctions/Crossings	9
Number of Potential Critical Junctions/Crossings	4
Description of Improvements	Public realm improvments along Dagley Lane Traffic calming and speed limit along Station Road New shared use path through Shalford Common and off road paths to Chilworth next to the railway lines (paths without passive surveillance) SUP to Chilworth RS

8. Walking Network Development

8.1. Introduction
8.2. Development of Long List
8.3. Identification of Phase 1 Core Walking Zones

8.1. Introduction

The chapter summarises the identification of the walking network for Guildford Borough. The development of the walking network had two key stages:

» Development of the 'aspirational list', which identified key focal areas of pedestrian activity in the Borough. In total, 39 areas were identified and selected as 'key' areas for further consideration.
» Selection of the 'short list', which prioritised seven areas as 'Phase 1' for further assessment and concept development as part of the LCWIP.

The remaining areas (categorised as Phase 2 and 3) may be further developed in the future, as part of future work streams or as other funding opportunities arise.

8.2. Development of Long List

A walking network of key zones and routes has been defined drawing on the analysis from the existing data. The background information identified local destinations, amenities, population centres and movement patterns in the Borough which foster a higher potential for short utilitarian trips to be made on foot.

Guildford Borough has good potential for an increase in the mode share of walking. Both the high volume of local trips undertaken by motor vehicles and the distribution of key destinations in relation to residential areas would facilitate everyday commuter trips to be made on foot.

A key barrier to walking at present is the inconsistent quality and accessibility of the walking network (there are some areas of high-quality provision neighbouring areas of motor vehicle dominance).

The development of the walking network for the Guildford Borough LCWIP focused on the identification of Core Walking Zones (CWZs), as per the DfT's LCWIP technical guidance. According to LCWIP guidance, an approximate five minute walking distance of 400m can be used as a guide to identify the extent of the CWZs, Figure 95.

The CWZs represent nodes of relatively high pedestrian activity within towns or larger settlements in Guildford Borough, typically consisting of several walking trip generators that are located close together – such as a high street, schools, or employment areas/ business parks. CWZs are intended to enhance the pedestrian environment around these key trip generators rather than longer, linear routes.

The CWZs play a significant role in promoting walking to key trip attractors, supporting the local economy, and achieving the LCWIP objective of encouraging more short, utility trips to be made on foot.

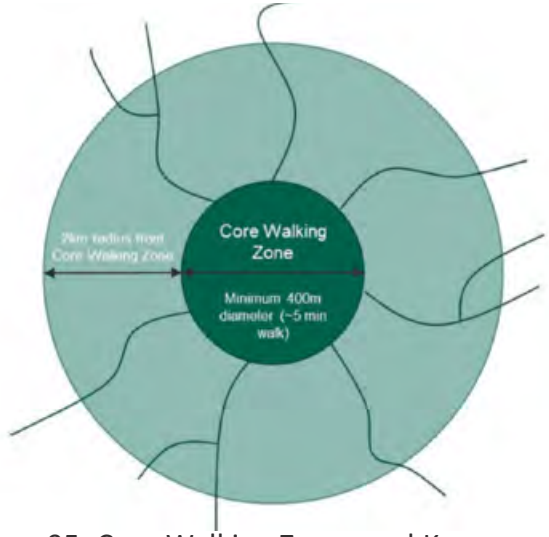


Figure 95. Core Walking Zones and Key Walking Routes (DfT LCWIP Guidance)

8.2.1. Identification of Core Walking Zones

For Guildford Borough, the aspirational list of CWZs was developed utilising three main outputs:

- CWZs were located in the Borough's main town, local and district centres, based on the designations from the Guildford Local Plan. This includes future large development sites, which will contain local centres, as identified in the Guildford Local Plan[1].
- Key data that had been collected in Section 4: Evidence Base (page 49) was analysed to help support the identification and prioritisation of the CWZs across the Borough.
- These were supplemented with additional areas suggested through the stakeholder engagement activities.

The local high street areas are key hubs of pedestrian activity, with clusters of different destinations and which serve multiple journey types (e.g., shopping, dining, employment, personal business, leisure/social, education, etc.).

The local high street areas tend to be located in the centre of the town/village and they are normally easily accessible from all sides of the settlement. They usually are a more compact urban environment and have a higher population and employment density, thus increasing the propensity for utility walking trips. Focus on these areas also helps to support economic vitality and SCC's 20-minute neighbourhood strategy of LTP4.

The University of Surrey (Stag Hill Campus), a key employment and education destination representing an important trip generator, was also included as a CWZ.

The CWZs were then created by drawing 250m isochrones around the key trip attractors within the local centres[2]. This was in keeping with the DfT guidance that a CWZ should be a minimum diameter if 400m (approximately 5-minute walk). The extent of the CWZ covers the main commercial area/high street and main access corridors. Further adjustments were made to ensure the zones selected are covering the key centres and destinations in each location.

The LCWIP seeks to take an approach which is distributed across Guildford Borough, balanced across the urban and rural areas. The identified CWZs were categorised based on the geographic area they are located, due to the different character of local settlements. As Guildford urban area is very dense a high number of CWZs were identified. Another urban area is extending to the west of the Borough, between Ash and Tongham where several local centres have been identified. Villages and small settlements extend throughout the rural area of the Borough with more of a local character and identified CWZs will aim to enhance the pedestrian environment for local connections. Therefore, the CWZs were categorised as follows:

- Guildford Urban Area
- Ash and Tongham Urban Area
- Rural Area
- Potential future CWZs (future development sites).

Figure 96 shows the initial list of CWZs based on Guildford Local Plan retail areas, additional local high streets identified, future local centres and the University of Surrey.

1 Three strategic development sites identified in the Local Plan were added as potential future local centres: former Wisley Airfield, Blackwell Farm, and Gosden Hill Farm

2 Isochrones were not created for the future development sites as the local retail/ commercial areas have not yet been defined. The extent of the development was selected albeit the local centre, and therefore the CWZ, will not extend this far.

8.2.2. Core Walking Zones Refinement

A further analysis of the background data was undertaken in order to identify any gaps/ omissions in the initial draft walking network.

8.2.2.1. Qualitative Heat Map

The analysis process was informed by development of a qualitative 'heat map' of pedestrian opportunities and constraints created by utilising and overlaying the following information data:

- Census data: areas of highest population density, workplace zones, Index of Multiple Deprivation (IMD), developments (completions after 2011).
- Destinations and trip attractors: schools, retail areas, employment areas, green space, medical care.
- Public transport network: railway stations, bus stops,
- Public Rights of Way (PRoW), National Trails.
- Public online comments, e.g. on Surrey LCWIP CommonPlace platform.
- Collisions involving pedestrians.
- PCT information: short car trips (less than 2km) and walking trips.

The qualitative pedestrian opportunities and constraints heat map is shown in Figure 97. The higher intensity colour shows locations with a higher propensity for walking trips and greater potential benefit from infrastructure interventions.

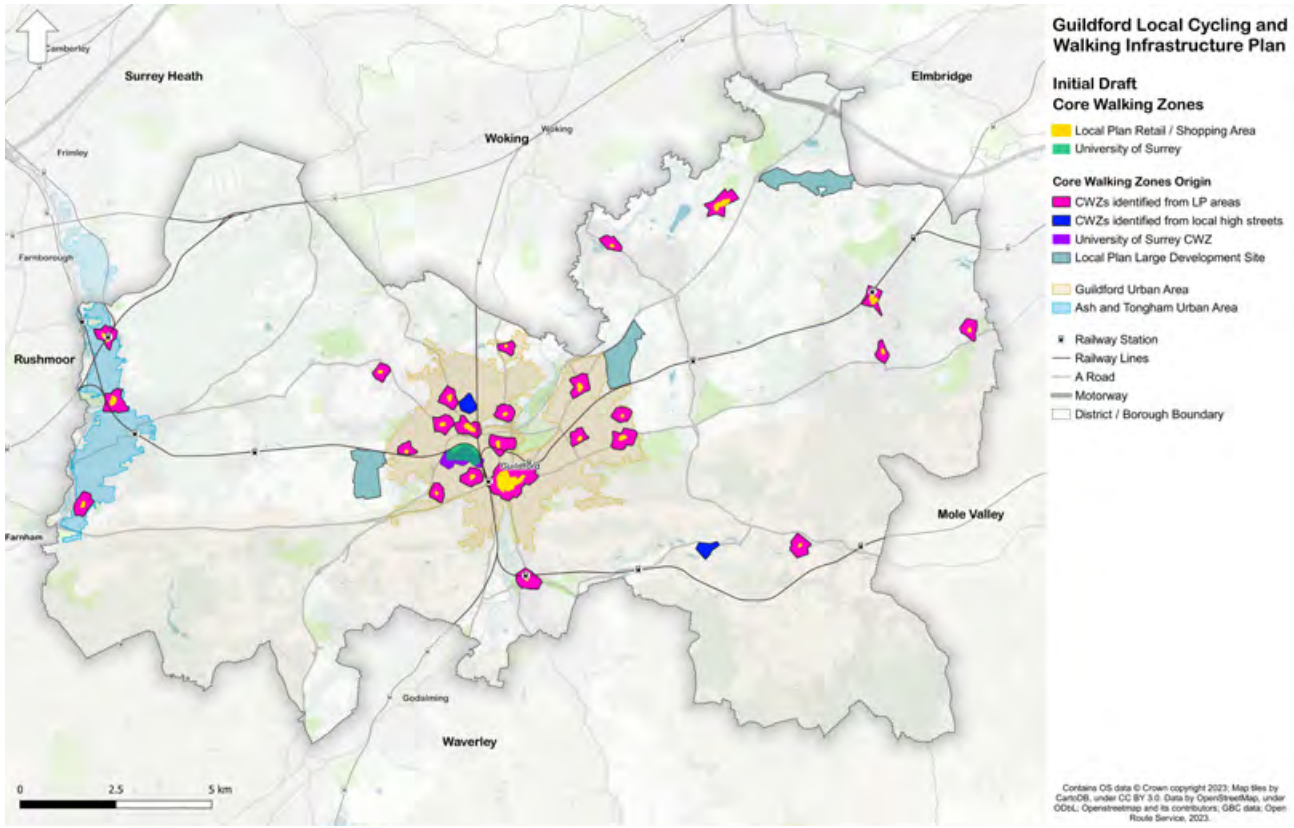


Figure 96. Initial draft Core Walking Zones.

8.2.2.2. Quantitative Heat Map

A quantified walking network heat map on a defined grid (50m by 50m) was produced using the qualitative heatmap. Each grid tile represents the number of different overlapping elements in the area allowing for a quantitative classification of the areas with a higher propensity for walking trips and greater potential benefit from infrastructure interventions.

The initially drafted CWZs were overlaid with the quantified heat map which confirmed that the recommended CWZs broadly aligned with the areas of highest potential benefits across the study area (reflected by the warmer colours in the heat map). Additional CWZs were identified and added, largely located around railway stations and at the centre of villages. Figure 98 shows the quantified walking heatmap overlaid with the initial draft and added CWZs.

In total 39 CWZs are proposed within Guildford Borough. An initial sifting of the zones to Primary (Phase 1 & Phase 2) and Secondary was undertaken to support the prioritisation of the zones for further development.

Nonetheless, all CWZs are retained as part of the aspirational network for future consideration as opportunities arise. Primary CWZs are further assessed using multi-criteria assessment frameworks to estimate in more detail the demand for improvements in each area, and seven CWZs are developed for

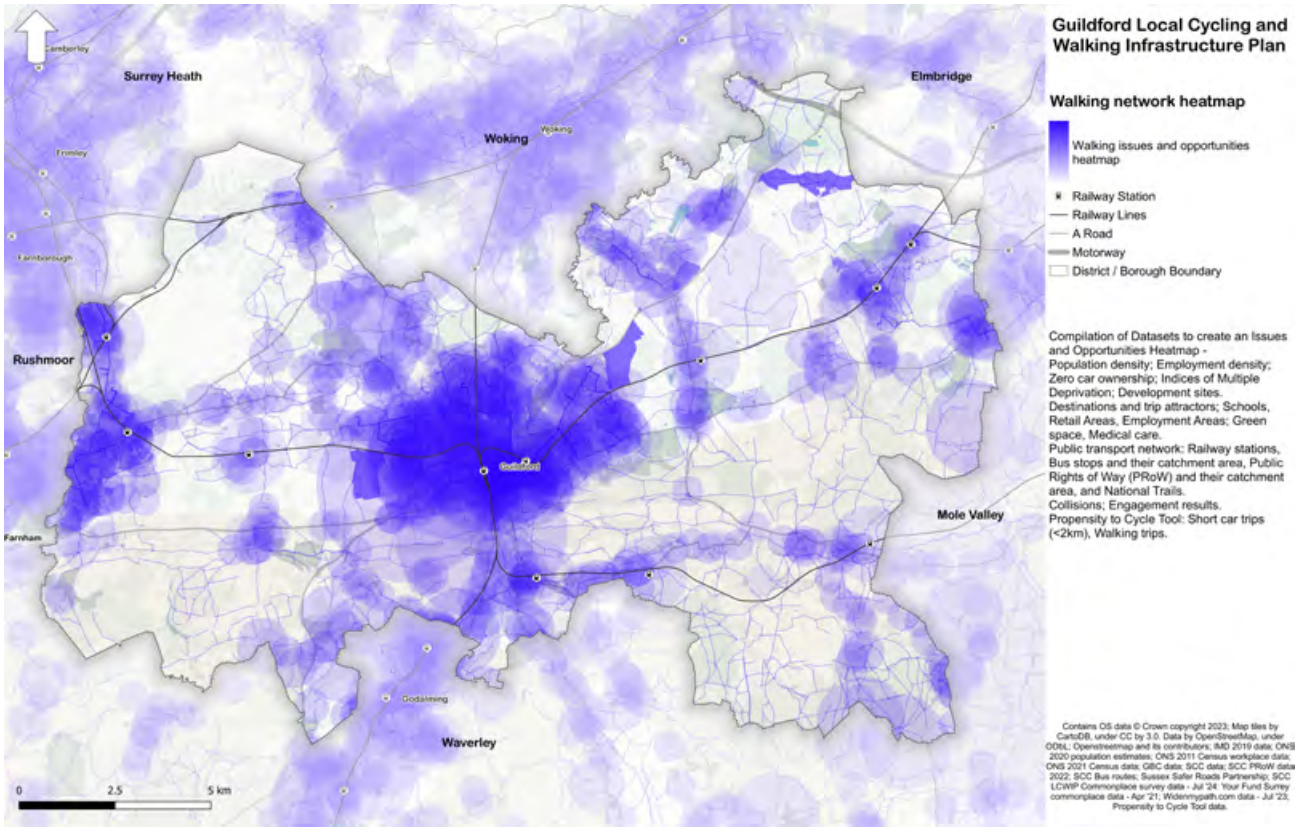


Figure 97. Qualitative walking issues and opportunities heatmap.

potential infrastructure improvements as part of this LCWIP. The remaining CWZs as well as the Secondary CWZs will be developed as opportunities arise.

It was agreed with SCC and GBC that 22 CWZs will be classified as Primary (Phase 1 & Phase 2): 10 CWZs in Guildford urban area, all four CWZs in Ash and Tongham and eight CWZs in the rural area. The sites allocated for development in the Guildford Local Plan are proposed to be categorised as Secondary CWZs (Phase 3) as their masterplanning will develop through the development management process.

The quantified heatmap supported the classification of proposed CWZs based on the average score of the grid tiles in the heatmap within each zone. The score of each tile represents the number of entities denoting higher demand for utility walking trips or pedestrian improvements in the area. The average score helped identify the priorities within the Borough.

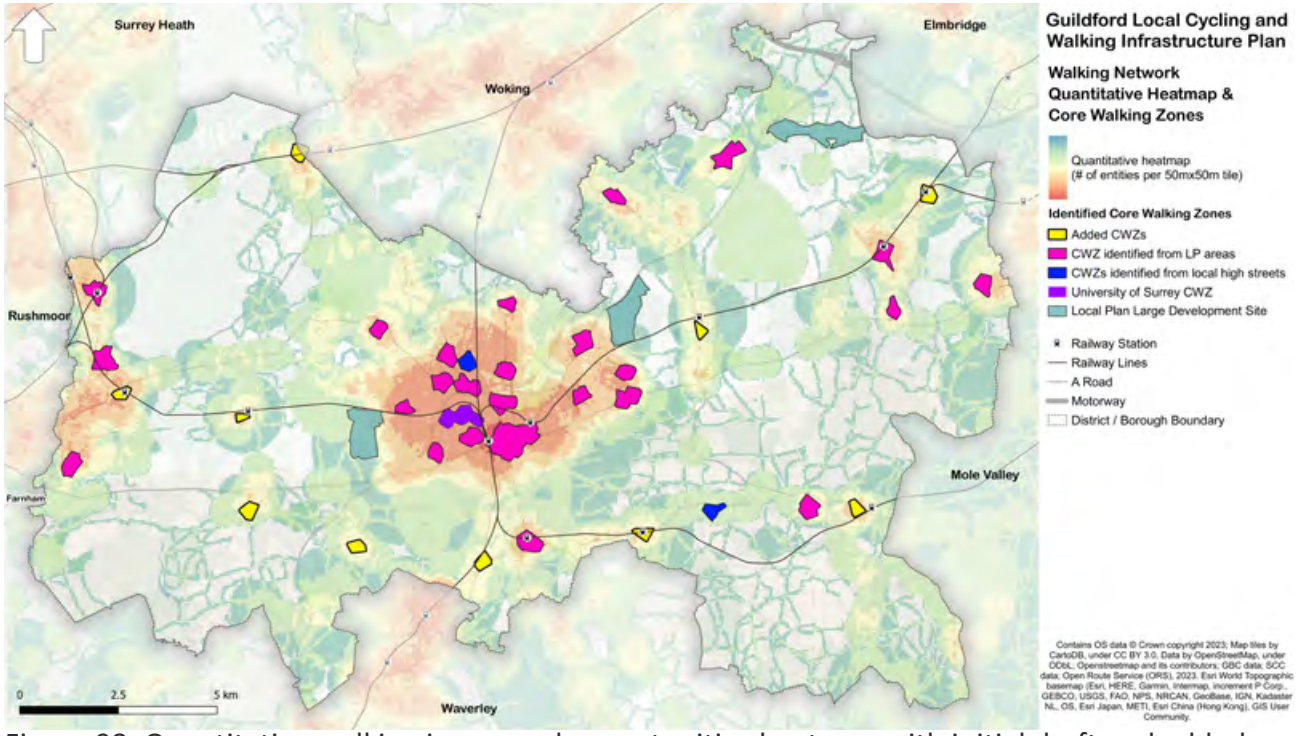


Figure 98. Quantitative walking issues and opportunities heatmap with initial draft and added CWZs.

8.2.3. Final Core Walking Zones list

The 22 CWZs taken forward for further analysis are listed below, in no particular order, and shown in Figure 99.

Guildford urban area

1. Guildford
2. Guildford Park
3. Woodbridge Hill
4. Stoke
5. Worplesdon Road, Stoughton
6. Stoughton Road, Bellfields
7. Park Barn
8. Aldershot Road
9. Grange Road, Stoughton
10. University of Surrey

Ash and Tongham Area

11. Tongham
12. Ash
13. Ash Vale
14. Ash Station

Rural Area

15. Shalford
16. Effingham
17. Send
18. Station Parade, East Horsley
19. Fairlands

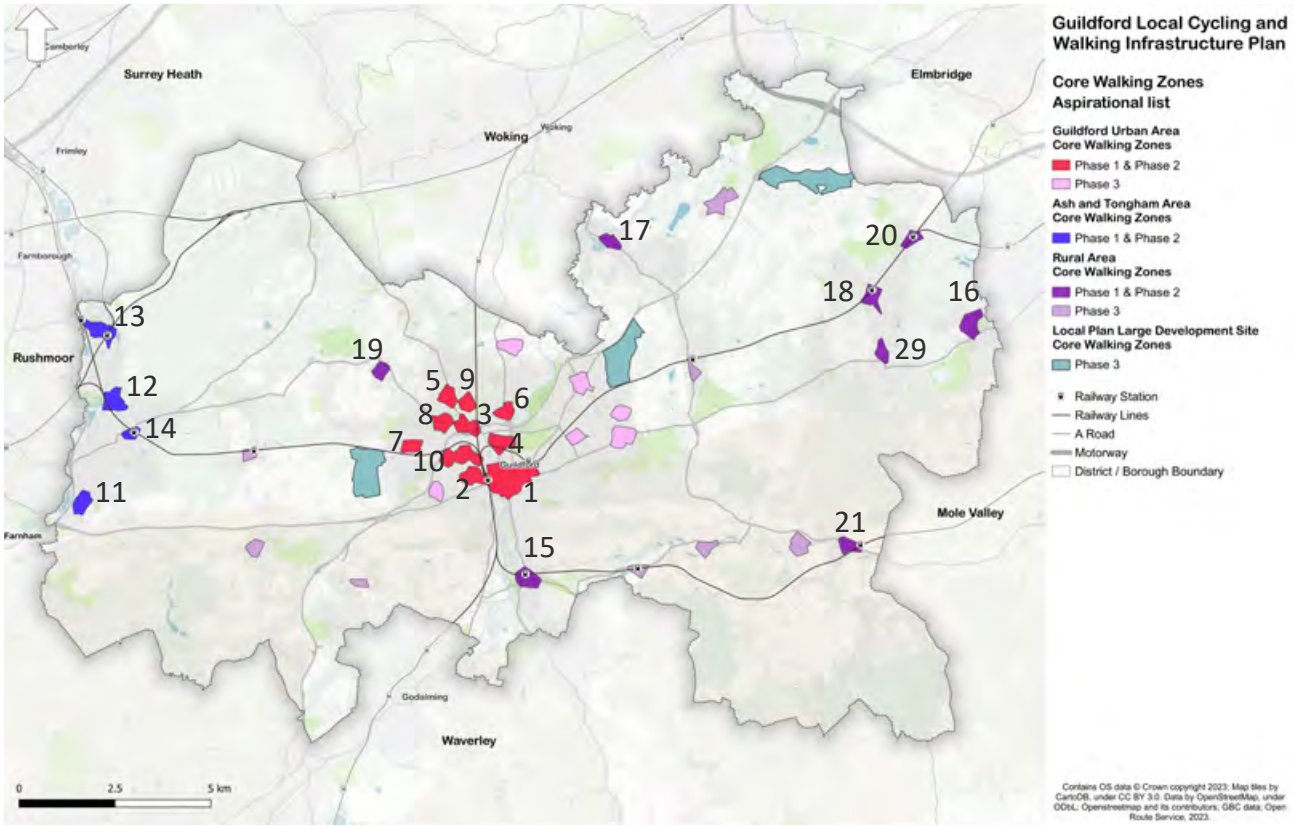


Figure 99. Aspirational list of Core Walking Zones per area.

20. Effingham Junction Station
21. Gomshall (formerly Gomshall Station)
29. Bishopsmead Parade, East Horsley

Table 2 in Appendix 2b (separate document) provides a summary of each of the CWZs, considering key destinations served, population and expected population growth, as well as pedestrian collisions.

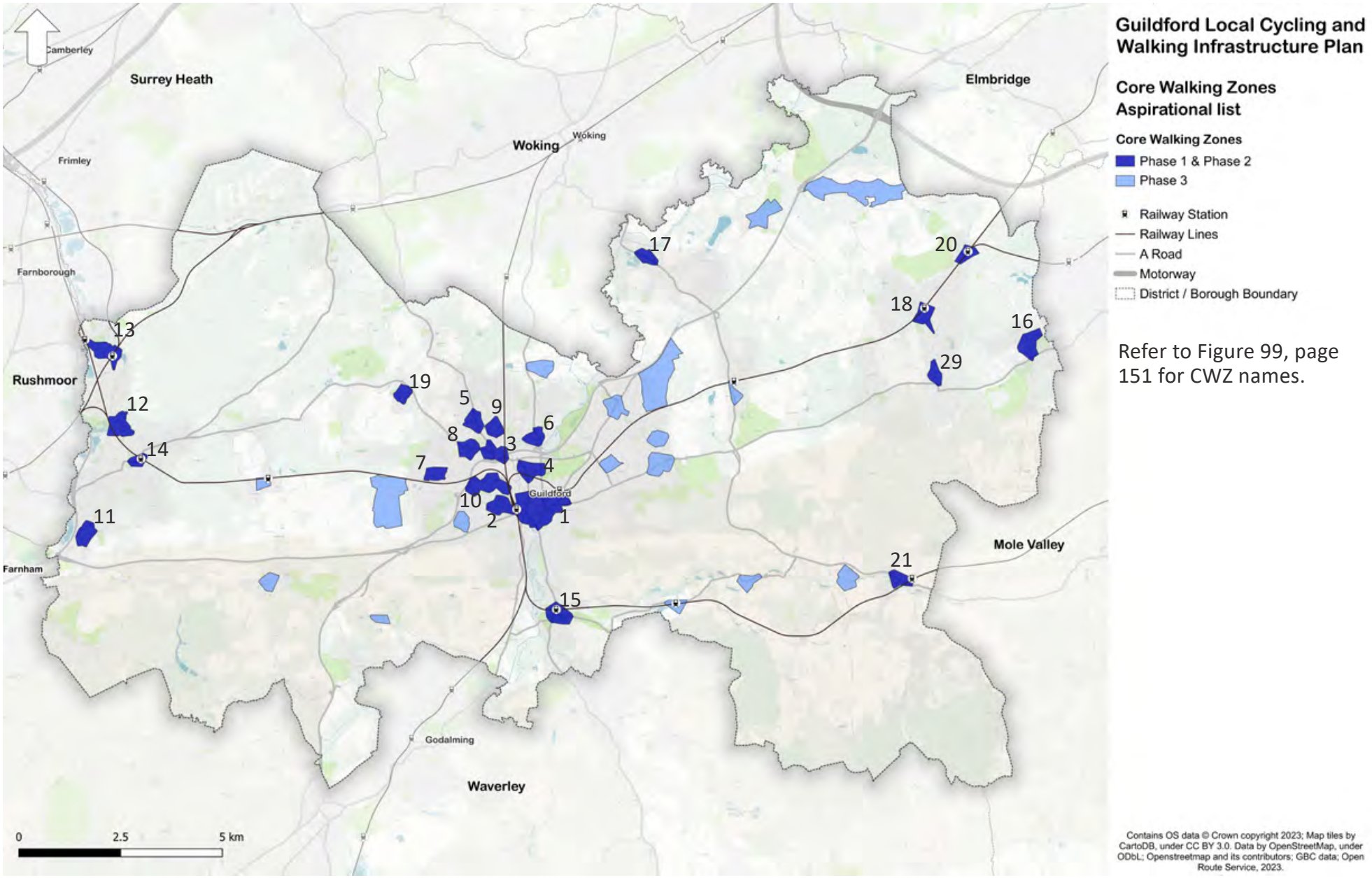


Figure 100. Aspirational list of Core Walking Zones

8.3. Identification of Phase 1 CWZ

Once the aspirational walking network has been identified, an assessment using both qualitative and quantitative criteria was carried out to provide an initial prioritisation of the network proposals and identify a first phase of core walking zones to be developed further as part of the LCWIP.

A multi-criteria assessment framework (MCAF) was developed to identify the Phase 1 ('short list') Core Walking Zones, utilising various data inputs from the evidence base previously gathered. In combination, the MCAF criteria are intended to help identify and prioritise areas with both a higher relative propensity for walking trips and areas with a greater relative potential to benefit from improvements (i.e., areas 'in need' or with lower quality existing pedestrian environment).

The criteria were categorised in five main groupings:

» Access – reflects the number of destinations within a 10-minute walk of the CWZ, in addition to the local high street / commercial area itself, including schools, parks, hospitals, bus stops, and railway stations. A higher number of destinations would indicate a greater propensity for walking trips and therefore a higher score.

» Potential demand – this is based on the resident and workplace populations within a 10-minute walk of the CWZ. Additional criterion will include future demand based on the size of the development areas serving the CWZs. A higher population would indicate greater potential demand and propensity for walking trips and therefore a higher score.

» Existing pedestrian quality – these criteria characterise the existing environment, including speed limit, traffic volumes, and number of collisions involving pedestrians. A 'poorer' environment (e.g., higher vehicular traffic speed, higher flows, and higher number of collisions) was scored higher to prioritise areas that may be 'car-centric' and/or have potential severance and safety issues, which may therefore have a greater opportunity for or benefit from improvements.

» Potential for improvements – these criteria aim to capture the potential for pedestrian improvements in the area. Lower scores are given to areas in relatively good condition, and which therefore may be a lower priority for improvements. Lower scores are also given to areas with significant constraints where improvements may not be feasible or very difficult. Scoring was based on comments from the workshops and a cursory review via StreetView imagery. As the team had not yet been to site, this category has a lower weighting than the others.

» Stakeholder input – these criteria reflect the relative priority of the different CWZs based on public online input (LCWIP Commonplace survey) and LCWIP stakeholder workshop input (via the workshop surveys). Higher scores indicate a higher number of online comments and/or workshop votes.

The MCAF criteria for the selection of the Phase 1 CWZs are listed in Table 9. Each criterion was scored on a scale from 1 (low) to 3 (high). For some criteria a score of 0 was used to indicate the absence of such connection/data to the proposed CWZ. Within each category, the criteria were given a relative weighting of 1 (low) to 3 (high), allowing some criteria to be weighted more heavily (e.g., access to schools weighted more heavily than other 'access' criteria).

The total score for each category was also given a weighting. As with the cycling MCAF, the intent of this weighting was to give a higher significance to factors related to Access and Demand (60% of the total), which utilised more quantitative data and suggests the relative potential usage of each proposed CWZ. A lower weighting was given to the more qualitative criteria. Where applicable, the break-points within each criterion were adjusted to achieve a relatively even scoring distribution.

Table 9. MCAF table for walking aspirational list

Category (weighting)	Criteria [sub-category weighting]	Scoring thresholds (1 = low, 3 = high)
Access (30%)	Key Destinations [2] Number of key destinations, such as parks & hospitals within 10-minute walk from the CWZ	1 = < 4 2 = 4 – 12 3 = > 12
	Schools [3] Number of schools within 10-minute walk from the CWZ	1 = < 2 2 = < 4 3 = ≥ 4
	Bus Stops [2] Number of bus stops within 10-minute walk from the CWZ	1 = < 15 bus stops 2 = < 30 3 = ≥ 30 bus stops
	Railway Stations [2] Number of Stations within 800m of the CWZ	0 = none 1= 1 RS within 10min walk 2= 1 RS within CWZ 3= 2 RS within CWZ
Demand1 (30%)	Local Plan Site Allocations [2] Cumulative number of dwellings for site allocations within 10-minute walk outside the CWZ	0= no development 1 = < 25 2 = < 500 3 = ≥ 500
	Total resident population [2] Number of residents (estimated in mid-2020 – ONS data) within 10-minute walk outside the CWZ	1 = < 3500 2 = 3500 – 7000 3 = ≥ 7000
	Total workplace population [2] Number of residents (based on 2011 Census data) working within 10-minute walk outside the CWZ	1 = < 400 2 = 400 – 2000 3 = ≥ 2000

1 LSOAs and development sites within a 10 minute walk outside the CWZ.

Category (weighting)	Criteria [sub-category weighting]	Scoring thresholds (1 = low, 3 = high)
Existing Pedestrian quality (15 %)	Posted Speed [1] Highest speed limit within the CWZ	1 = 20mph or less 2 = 30 mph 3 = over 30 mph
	Traffic Flows [2] Number of vehicles (AADT) for all links from DfT traffic data) within the CWZ	1 = less than 5,000 vehicles 2 = 5,000 - 10,000 vehicles 3 = more than 10,000 vehicles
	Collisions [3] Number of pedestrian collisions within the CWZ	1 = one collision 2 = less than 2 3 = 2 or more collisions
Potential for Improvements (10%)	Potential to improve to a high and accessible standard, relative to existing condition [1] (Information gathered from the main corridor within the CWZ)	1 = lower potential – pedestrian environment in good condition 2 = medium potential 3 = higher potential – major issues identified
	Significant constraints or dependencies [1] (Information gathered from the main corridor within the CWZ)	1 = significant constraints (e.g. land take, third party works) 2 = constraints typical for a transport improvement 3 = limited constraints
Stakeholder Support (15%)	LCWIP Commonplace platform input [3] Comments and agreements relating to walking within the CWZ.	0= no comment 1 = < 5 2 = 5 - 10 3 = ≥ 10
	Stakeholder support [2] Number of votes from the stakeholder engagement workshop surveys.	0= no vote 1 = < 2 votes 2 = 2 – 5 votes 3 = ≥ 5 votes

8.3.1. Phase 1 Walking Short List

The multicriteria assessment was applied to the Phase 1 and Phase 2 CWZs presented in Figure 100. The resulting scores and outputs of the MCAF are provided in Appendix 3 (separate document).

The number of CWZs to be taken to the next stages of this LCWIP (short listed CWZs) has been agreed as seven, including Guildford Town Centre, two CWZs in the Guildford urban/suburban area, one CWZ in the Ash and Tongham area and three CWZs in rural areas.

Overall, in the aspirational list of CWZs, CWZ 1 (Guildford Town Centre) ranked the highest, scoring 95.2%. The CWZs in Guildford urban area scored the highest in the list of zones due to the high population they serve, and the number of key destinations within the dense urban environment.

Guildford urban/suburban area (3 CWZ)[1]:

» CWZ 1 Guildford Town Centre
» CWZ 2 Guildford Park
» CWZ 8 Aldershot Road

The selected zones cover a large area in Guildford urban area and the walking corridors will provide connections to key destinations in the area (e.g. University, College, Hospital etc.).

Ash and Tongham urban area (1 CWZ)[2]:

» CWZ 12 Ash

Rural areas (3 CWZ):

» CWZ 15 Shalford
» CWZ 16 Effingham
» CWZ 29 Bishopsmead Parade

CWZ 29 was not included in the MCAF. Following discussions with GBC, this CWZ was included in Phase 1 to replace CWZ 18 (Station Parade, East Horsley), due to existing and future local plan growth in the area. Due to CWZ 29's proximity to Horsley Railway Station and Station Parade CWZ (18) proposals for CWZ 18 are being considered within the CWZ.

Figure 101 shows the CWZs according to their classification based on a MCAF.

1 The University of Surrey CWZ ranked second, however, as this is primarily privately-owned land, this will not be progressed as Phase 1, but will be categorised as Phase 2. However, connections to the University will be prioritised as part of the selection of walking corridors for the other prioritised CWZs.

2 For the Ash and Tongham urban area, all four CWZs had similar scores. Despite Ash CWZ not being the highest scoring CWZ, there were key benefits of prioritising the area as a Phase 1 CWZ. Ash CWZ is located within walking distance to both Ash Vale and Ash Railway Stations, has a relatively high existing population and workplace population, and scores relatively high for schools within a ten-minute walk. Ash is a district centre of the area (identified in Guildford Local Plan) and would seem to have more individual trip attractors.

8.3.2. Walking Corridors

Following the identification of Core Walking Zones, further assessment of the available data has been undertaken to identify the key walking corridors as part of the CWZs. The walking routes aim to capture the main 'funnel' / bottle neck routes which provide access to the CWZs. 'Funnels' may be created by severance issues, such as bridges, waterways, or railways, or by the layout of the street network, which channel pedestrian flows (and potentially other modes) to a few network links to access the CWZ.

Routes leading to key or popular destinations, e.g., schools, recreational grounds, retail centres, or denser residential areas, and located outside of the main core, are prioritised. Where necessary they were amended to provide better connections to the centre of a respective CWZ.

The data assessment, presented as the pedestrian issues and opportunities heat and spatial accessibility maps allowed for the identification of the walking corridors indicating the areas in need for improvements. Roads with the highest scores, as a result of the data assessment, were selected to align the walking corridors. The proposed walking corridors are connecting the different CWZs in Guildford urban area due to the dense urban environment, and provide connections to the neighbouring areas in Mole Valley, Waverley and Rushmoor.

The completed plan of Phase 1 Core Walking Zones and their respective walking routes is presented in Figure 102 (page 159). All seven CWZs along with their walking routes were audited using the DfT's Walking Route Assessment Tool (WRAT)3. The assessment provided a baseline for existing conditions and helped identify existing deficiencies and key issues in the area. The CWZs were audited in October 2023 and January 2024 and the results are presented in Appendix 5 (separate document).

3 The WRAT is a framework for providing a high level assessment of a walking route, covering the key parameters of attractiveness, comfort, directness, safety, and coherence.

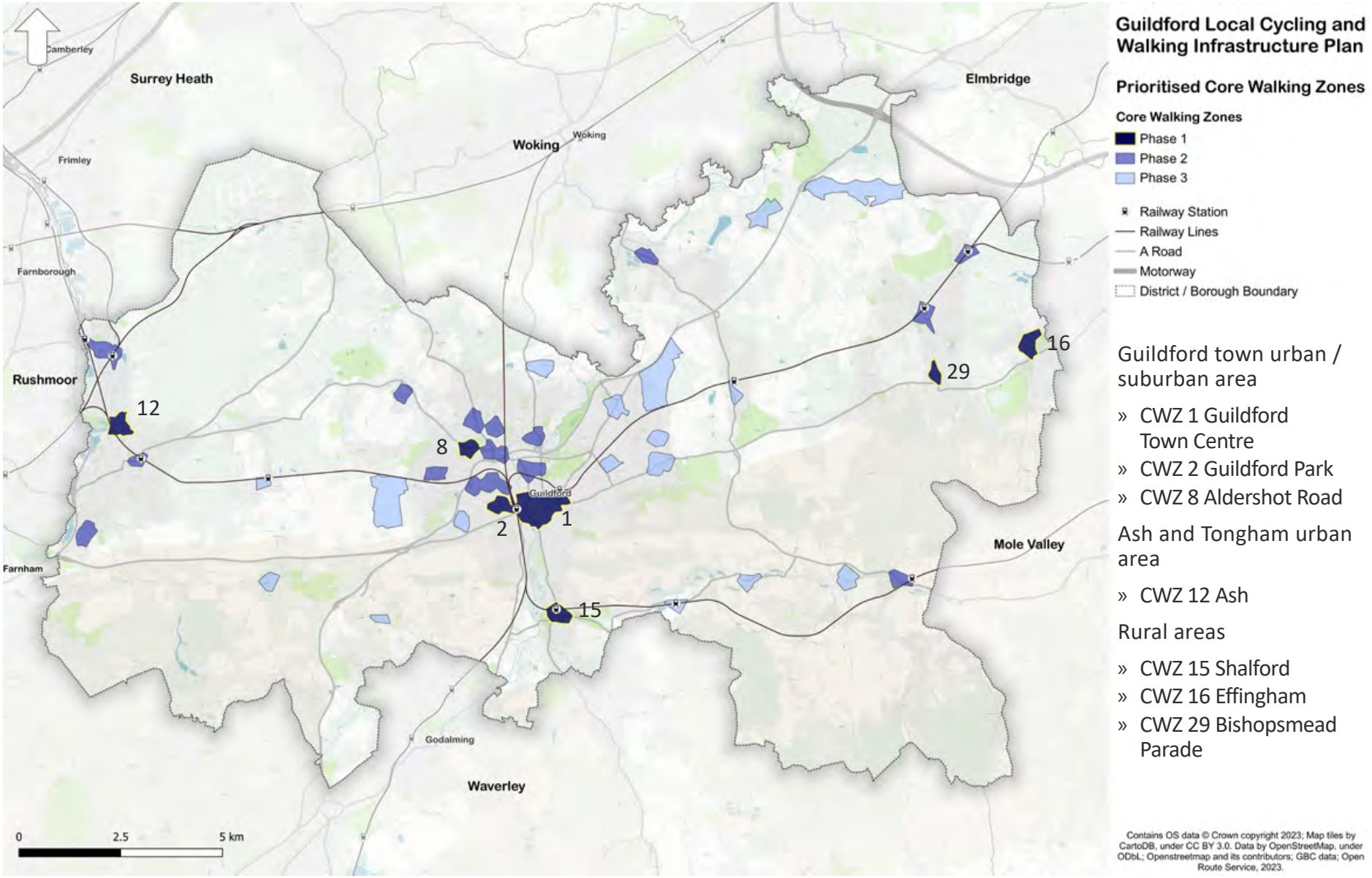


Figure 101. Phase 1 Core Walking Zones.

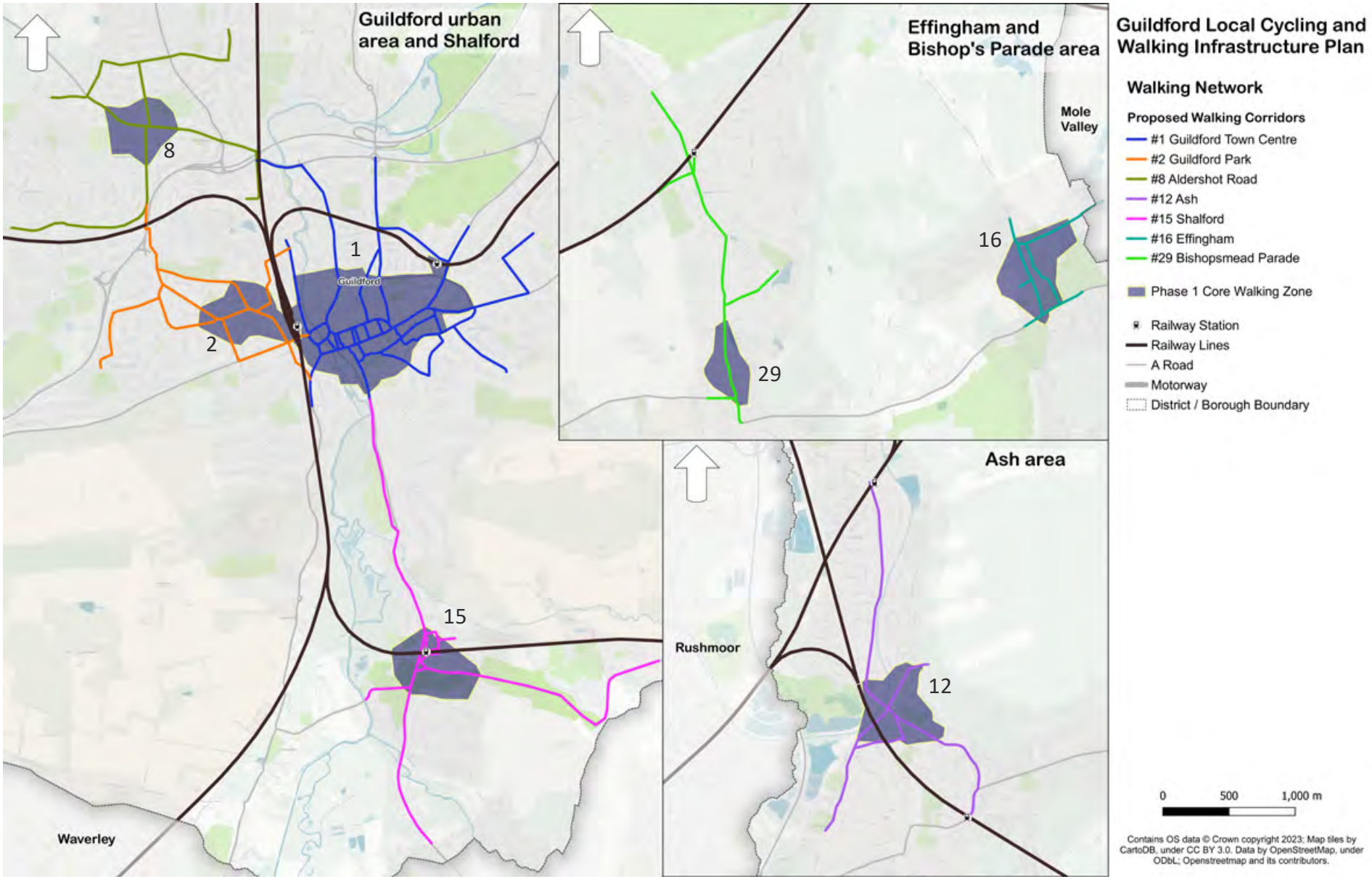
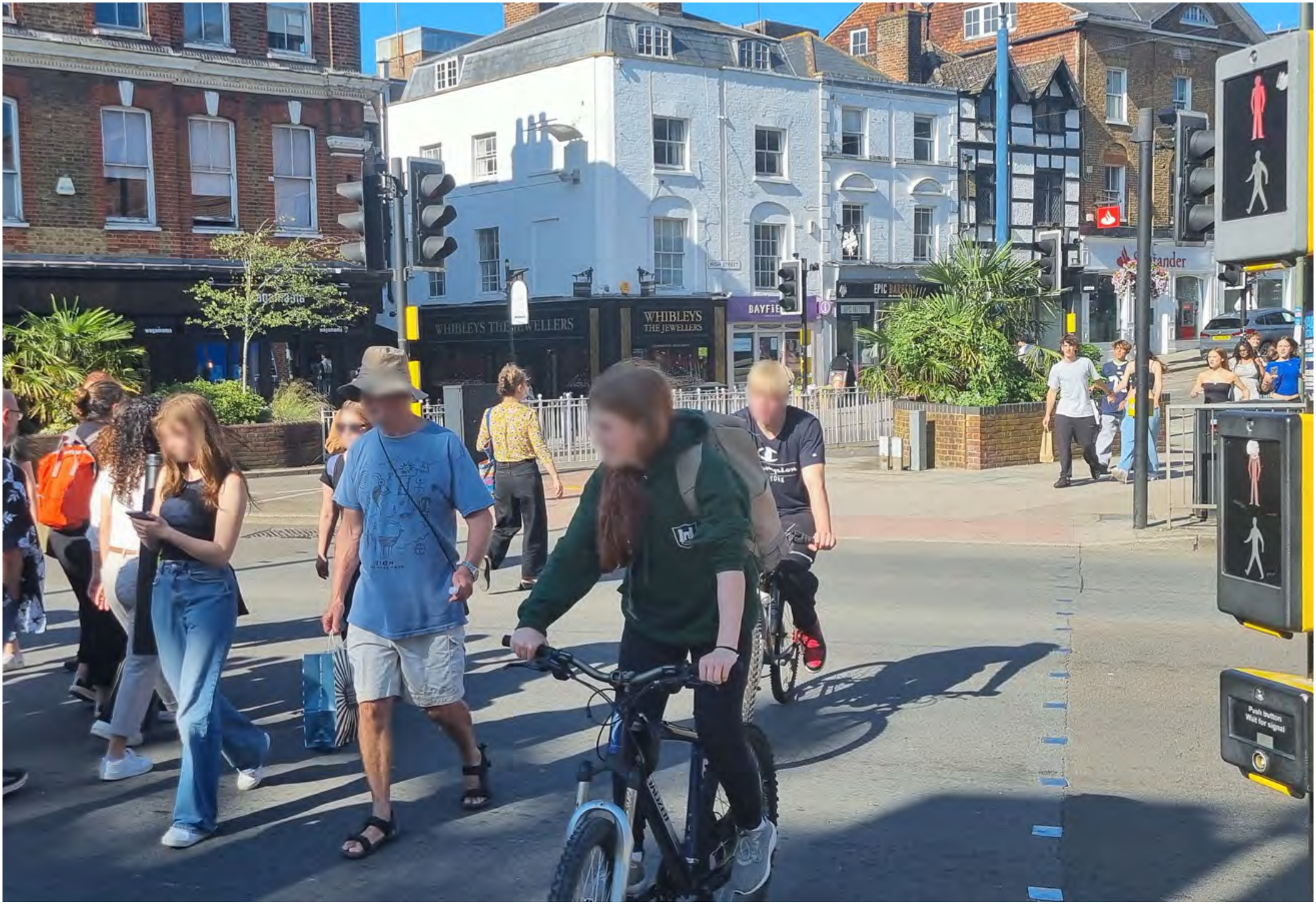


Figure 102. Phase 1 Core Walking Zones – identified walking routes network.


WHIBLEYS
THE JEWELLERS
Santander
Push button
Wait for signal

9. Walking Network Proposals

9.1. Design Tools and Best Practice Examples
9.2. Phase 1 Proposed Walking Improvements
9.3. Assessment of Proposals

9.1. Design Tools and Best Practice Examples

9.1.1. Introduction

Following the identification of the high scoring CWZ, concept proposals were developed. The purpose of this section is to present the design guidelines followed for the high-level infrastructure improvements for walking.

9.1.2. Design Outcomes

Potential improvements for walking were developed following a set of desired core design outcomes (adapted from LTN 1/20) to encourage more people to make local journeys in Guildford Borough by foot. These are applicable not only to the primary walking networks of the LCWIP, but can be applied on projects as opportunities arise to improve conditions for walking or wheeling. Other relevant documents considered were DfT Inclusive Mobility, and TfL Streetscape Guidance.

9.1.2.1. Safety

Specifically targeted infrastructure should improve safety for people walking, as well as improve perceptions of safety, particularly related to interactions with motorised traffic, and in personal safety to encourage more trips by foot.

9.1.2.2. Directness

Walking improvements should seek to accommodate movements along desire lines, provide continuous routes, eliminate unnecessary obstacles, and minimise delay.

9.1.2.3. Comfort

Walking facilities should be fit for purpose, well constructed, and well maintained. It should support a comfortable environment for walking for people of all ages and abilities.

9.1.2.4. Coherence

Infrastructure should be legible, intuitive, inclusive, and routes interconnected. It should be easy to navigate and understandable for all users.

9.1.2.5. Attractiveness

Walking infrastructure should enhance the public realm. It should foster a welcoming environment for people walking that encourages more trips on foot and preserve the historic environment and setting of listed buildings.

9.1.2.6. Adaptability

Walking improvements should be developed to accommodate all types of users, and potential growth in the numbers of people walking. The provided facilities should be accessed and used by as many people as possible, regardless of age, gender and disability. The design should keep the diversity and uniqueness of each individual in mind.

9.1.2.7. Context Sensitive Design

Improvements should complement and enhance the character of the urban and rural environment. The high-level concepts developed in the LCWIP should be suitable for the setting, and design guidance should be selected to fit the local context and space constraints. Particular attention will be paid to the treatment of heritage assets and historical buildings.

9.1.2.8. Inclusive Design

Walking facilities should provide equal access for people with disabilities and ensure that streets meet the requirements for all users.

9.1.2.9. Gradient

Not as critical as for cyclists, but the walking network should provide routes with gentle gradients that make walking trips and wheeling easier for people of all ages and abilities. When topography of the area is challenging, the facilities provided should be wide and have features to encourage people to choose walking and make them feel welcome.

9.1.3. Guiding Principles

To support the desired design outcomes, the walking improvements follow several general principles, which can be applied throughout the Borough of Guildford. Examples of design elements that support these principles are shown on the following pages.

Desire lines - People tend to follow the shortest path to a destination, and are likely to bypass, or not use, facilities that require a notable deviation to the length of their journey. Therefore, improvements should seek to accommodate and enhance movements along preferred desire lines as closely as possible.

Access to key destinations - Safe walking routes are essential to encourage active travel to key trip attractors: schools and important public areas, such as green spaces, commercial areas, business parks, public buildings, etc.

Footway width - The minimum unobstructed footway width for people walking should generally be 2.0m, which facilitates two people in wheelchairs passing each other comfortably. Additional width should be considered in areas with higher pedestrian activity (Inclusive Mobility / Manual for Streets).

Lower traffic speeds - High vehicle speeds can reduce the attractiveness of a route for people walking and make them feel unsafe. Vehicle speeds of 20mph or lower are preferred. Design elements such as vertical deflection (e.g., speed cushions, raised tables/ raised junctions) or horizontal deflection (e.g., kerb build-outs, tight kerb radii, priority chicanes) may be used, as appropriate, to support the desired vehicle speeds and create a self-enforcing low speed environment. However, lower speed limits may have a negative impact, particularly relating to the slowing of roads and idling traffic, and therefore require careful management.

Pedestrian crossings - Appropriate crossings facilities should be provided along pedestrian desire lines to maintain the continuity of a walking route, improve safety, and reduce severance. The type of facility will depend on the local context where crossing is located. At a minimum, crossings should have appropriate tactile paving and dropped kerbs. Additional provisions for uncontrolled crossings could include raised tables, or reduced kerb radii to shorten crossing distance and reduce vehicle speed. At locations requiring greater priority for people walking (e.g., locations with higher traffic volumes and/or speeds, or higher pedestrian flows) zebra or signal-controlled crossings may be suitable. Additionally, appropriate waiting time at signal-controlled crossings is required to avoid lengthy delays to pedestrian movement.

Pedestrian priority - Design measures should seek to enhance pedestrian priority, improving the continuity, directness, and coherence of the primary walking network. Design tools such as side road entry treatments (raised tables, continuous footways), raised carriageway, or use of different materials to highlight pedestrian crossings or delineate space for different users may be considered. In some locations set back crossing facilities at side road might be preferred.

Place function of the street - Streets have both a place and movement function, and interventions should seek to balance these purposes appropriately. As the CWZs are focused around high street areas, they are likely to have a relatively high place function. Walking-related interventions should consider measures that enhance the place function and thereby encourage pedestrian activity in the area, such as expanding the public realm, providing places to rest and plantings, and/or reallocating carriageway space to other uses.

Healthy Streets - Improvements should consider a Healthy Streets approach, drawing on guidance such as TfL's Healthy Streets and Active Travel England's (ATE) design standards. Such approaches put people at the centre of how streets and public spaces are designed, managed, and used.

Wayfinding - Good sight lines and visibility of destinations and walking routes are important elements that affect ease of navigation, how many people walking use the route, and perceived personal security. Wayfinding signage should be used to aid navigation and encourage use of the designated routes. Appropriate signage can improve confidence in using the route and encourage more walking trips, particularly for those unfamiliar

with the area. A consistent wayfinding system should be applied on walking routes throughout the study area.

Context sensitive design - Improvements should complement and enhance the character of urban and rural environments. The high-level proposals for infrastructure improvements developed in the LCWIP should be suitable for the setting, and design guidance should be adapted to fit the local context and space constraints. Particular attention should be paid to the treatment of heritage assets.

Inclusive design - Walking facilities should provide equal access for people with disabilities and ensure that streets meet the requirements for all users, regardless of age, gender and ability.

Adaptability - Improvements should be developed to accommodate all types of users, and potential growth in the numbers of people walking.

Avoid potential conflict with cyclists - Pedestrians should be physically separated from cyclists and should not share space. As previously discussed in cycle interventions (page 91), shared routes may be used at areas where pedestrian and / cyclist flows are low if there are no other alternatives.

Design Standards - As proposed walking improvements are advanced, design stages should utilise the latest best practice design guidance and standards available at the time, such as:

- Streetscape Guidance (TfL).
- Manual for Streets.
- Inclusive Mobility (DfT).
- Local Transport Note 1/20 Cycle Infrastructure Design (DfT).

Uncontrolled Crossing

Provide tactile paving and dropped kerbs at side roads and crossing points following the desire lines where the visibility is good and traffic speeds and flows are appropriate to facilitate pedestrian crossings. A refuge island can be provided if the carriageway width allows, enabling a crossing to be made in stages.

Zebra or Parallel Crossing

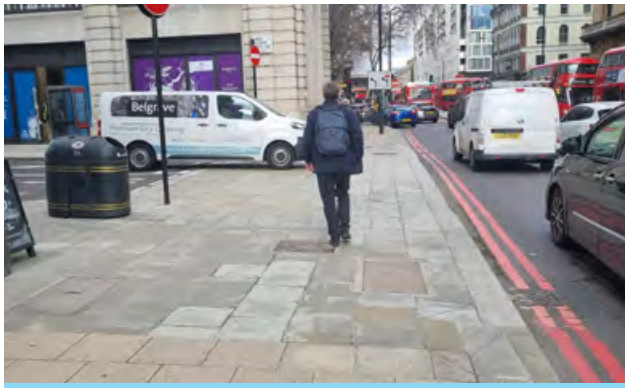
Provide priority for people walking, wheeling and cycling at a crossing location, minimising the delay for non-motorised users and improving the directness of the corridor.

Signalised Crossing

Provides a controlled crossing for people walking and wheeling, improving user comfort and safety, reducing delay for non-motorised users at busy streets where there are limited gaps in traffic, and connecting off-carriageway facilities.

Wayfinding System

Improves the coherence of the walking network, making it easier for people to navigate through the area and encouraging more trips to be taken on foot. A consistent system should be applied town/area-wide.



Raised Table (Side Road Entry Treatment)

Reinforces the Highway Code 2022 update by enhancing priority for people walking and wheeling and making the side road crossing easier and more convenient by maintaining the continuity of the corridor at footway level. It indicates pedestrian activity, encourages lower traffic speeds, and more driver attention. Variations also referred to as a continuous footway, blended crossing or Copenhagen crossing, as shown above.

Raised Junction

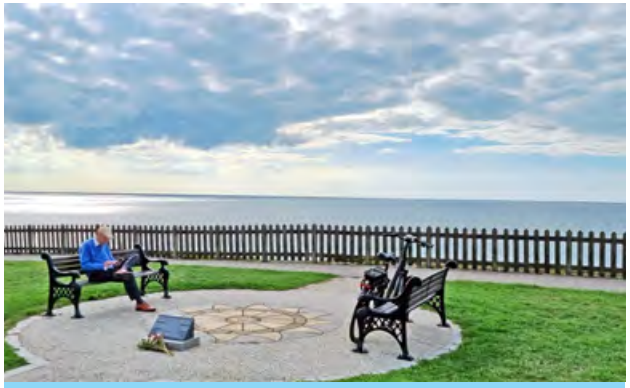
Similar to the raised table, a raised junction reinforces the updated Highway Code (2022) by enhancing priority for the most vulnerable road users, encourages motorists to reduce speeds at a junction, and also provides uncontrolled crossing facilities at all arms of a junction. Proposal to also consider tightening the junction.

Modal Filter

Supports a safer, more attractive environment for walking, wheeling and cycling by reducing motor vehicle traffic and permitting more direct, convenient access by foot or by cycle. Modal filters may be configured to permit access by certain vehicles (e.g., emergency vehicles, buses, blue badge holders).

Lower Traffic Speeds

Improves safety for all road users and fosters a more comfortable environment for cycling and walking. Should be supported by traffic calming measures, as needed, to make the speed limit self-enforcing. An area-wide policy could also be considered rather than changes on a street by street basis.



Places to Rest

A component of 'Healthy Streets' principles, more specific and localised public realm improvements providing a pedestrian friendly environment with places to sit and rest, shelter opportunities, planters and planting offering shade and enhanced public realm.

School Street

Implements timed vehicle access restrictions during school arrival/dismissal times to encourage more pupils to walk and cycle to school and improve the safety, comfort, and attractiveness of these modes. School streets may be configured to permit access by certain vehicles.

Review On-street Parking

Ensures footway width is maintained to accommodate wheelchair users, mobility scooters, or prams. Supports a more attractive, accessible and safer walking and wheeling environment; allows safer and easier informal crossings; and improves visibility.

Raised Loading/Parking Pad

Reallocates carriageway space to the footway, providing a wider, more comfortable pedestrian environment. The pads may be used for servicing or parking as needed, but allow a more flexible use of space to better accommodate pedestrians and narrow the carriageway.

Public Realm improvements

Redesign of a street to create a more vibrant and attractive environment. Key aspects include footway widening, and resurfaced footways with high quality and durable materials, street trees, and raising the carriageway to the footway level. Parking spaces can be provided on the footway level using distinct materials to delineate different users.

9.2. Phase 1 Proposed Walking Improvements

This chapter presents potential design measures to enhance the walking environment in the CWZs and along their respective corridors identified in Phase 1. The proposed measures are high level and identify high-level proposed interventions for consideration in the next design stage. They seek to address issues and deficiencies identified during the site audits, incorporate comments and issues noted during early stakeholder engagement, and incorporate proposals from previous studies and other on-going studies within Guildford. They aim to be aspirational, ambitious, and reflect long-term time scales of the LCWIP, seeking to support a step-change in active travel and incorporate recent best practice guidance.

For walking, this includes a range of strategies from relatively minor improvements (e.g., introduce dropped kerbs and tactile paving) to more aspirational interventions, such as new crossings, footway widening, public realm enhancement and/or reconfiguration of the public highway. All proposed measures would be subject to varying levels of future additional analysis, feasibility assessment, and design.

Proposals for school streets would need to be implemented carefully alongside consultation with residents. There are technical considerations such as the implementation of enforcement cameras. School Streets, where suggested, would need to be determined at the next stage in coordination with SCC.

This stage of the LCWIP is described as concept development; all the proposed interventions are subject to further assessment during feasibility planning and design, such as topographic survey, traffic modelling, vehicle swept path analysis, utility survey, traffic survey, availability of land, further stakeholder input, etc., as applicable. Next stages of the scheme would develop the concepts in greater detail, during which further observations, data, and information would be obtained to continually refine and improve the initial proposals. This would include confirmation of land ownership boundaries and additional surveys (e.g., speed, kerbside activity, environmental surveys), as necessary.

Stakeholder consultation would also continue to be undertaken to inform the proposals. Further development of the LCWIP proposals should also be coordinated with other relevant workstreams in the Borough. Representatives of particularly vulnerable groups of people will be further engaged in the design process so that the interventions proposed cater for their needs in the most appropriate way.

The proposed improvements are presented by CWZ on the following pages. While these proposals focus on the Phase 1 CWZs and their respective walking corridors, they also provide examples of the types of interventions that can be implemented Borough-wide as needs or opportunities arise.

It is noted that some of the desirable locations for active travel improvements can be privately owned and are not within SCC's publicly maintained roads. As such, collaborative working with the respective owners will be required to explore opportunities to improve conditions for active travel.

Additionally, consideration will need to be given during the subsequent development phases to review and co-ordinate future opportunities for integration with other active travel interventions, including those identified within the long-list network and those which may be progressed in addition to the LCWIP proposals.

9.2.1. Core Walking Zones (CWZ)

The proposed interventions for the CWZs are presented according to their geographical location, as follows (Figure 103):

Guildford town urban / suburban area: 3 CWZ

» CWZ 1: Guildford Town Centre
» CWZ 2: Guildford Park
» CWZ 8: Aldershot Road

Ash and Tongham urban area: 1 CWZ

» CWZ 12: Ash

Rural areas: 3 CWZ

» CWZ 15: Shalford
» CWZ 16: Effingham
» CWZ 29: Bishopsmead Parade

Design proposals are presented separately for each Core Walking Zone. However there are a number of interventions that are applicable to all or most walking zones and their corresponding corridors (wide-area measures) and are summarised below:

» Wayfinding: Review and update area-wide wayfinding system. Consider measures such as wayfinding totems at key locations (e.g., railway stations, High Street/town centre) to help pedestrians navigate the area and illustrate the locations of local destinations and potential walking routes between them.
» Accessibility: Install improved dropped kerbs and tactile paving at side road crossings/ junctions where they are currently missing.
» Planting, seating, and shelter: As part of footway and public realm improvements, consider opportunities for additional planting, street trees, seating, and/or shelter to improve the accessibility of walking to a wider range of the population.

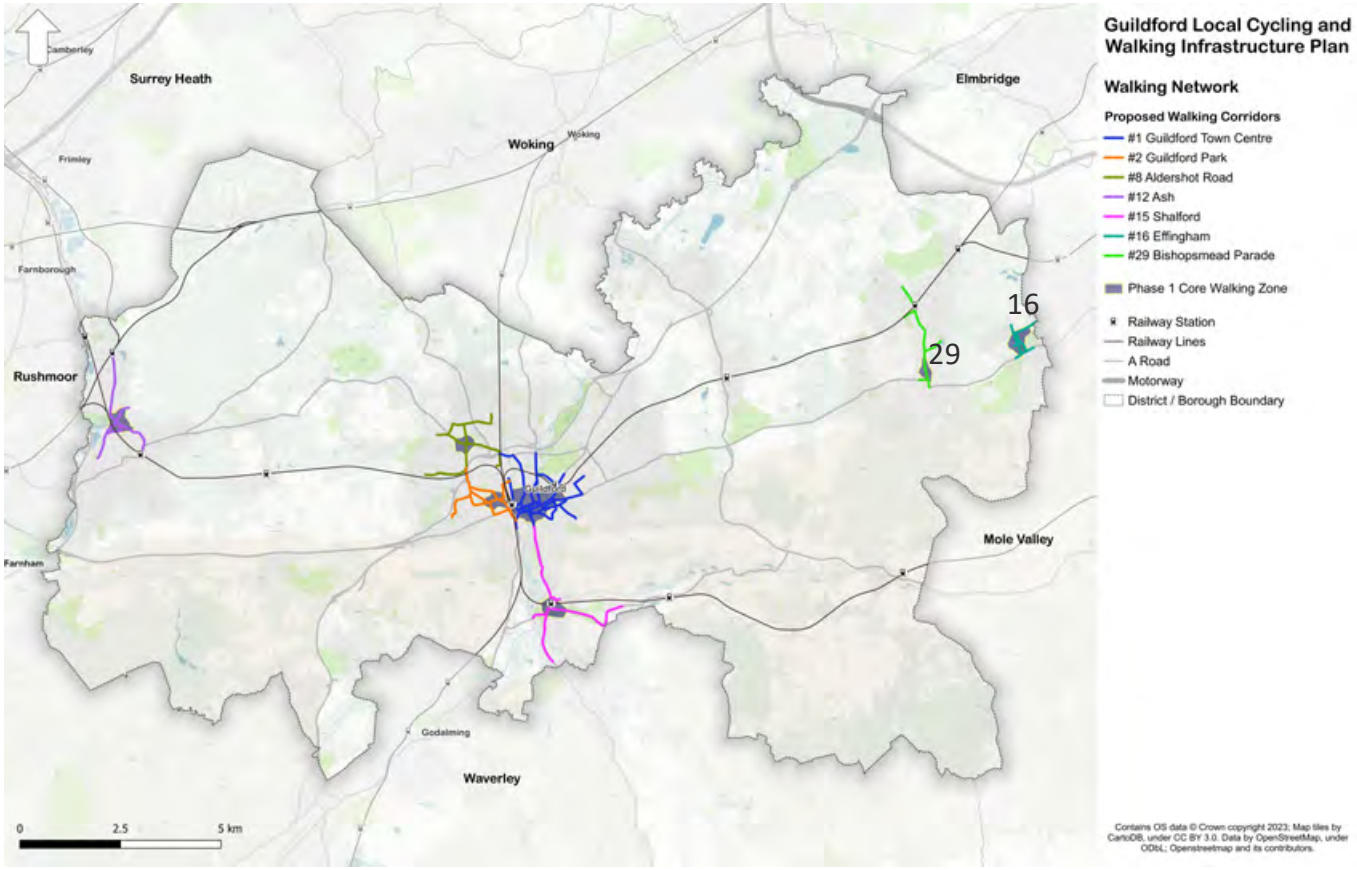


Figure 103. Phase 1 Core Walking Zones and identified walking corridors network

» Mobility hubs: Consider a network of mobility hubs across the CWZ to encourage uptake of active travel modes and support place-making.
» A separate freight study may be required for servicing in the town centre to investigate the opportunities to manage the HGV flows in the area and improve road safety. Consideration for a freight hub in the outskirts of the town and servicing to be provided with LGVs and cargo bikes. Further limitation of the hours when freight movements are permitted in the town centre may be investigated to reduce vehicular flows during peak hours. Such measures have been also identified in parallel workstreams, including the Guildford Town Centre Air Quality Action Plan.

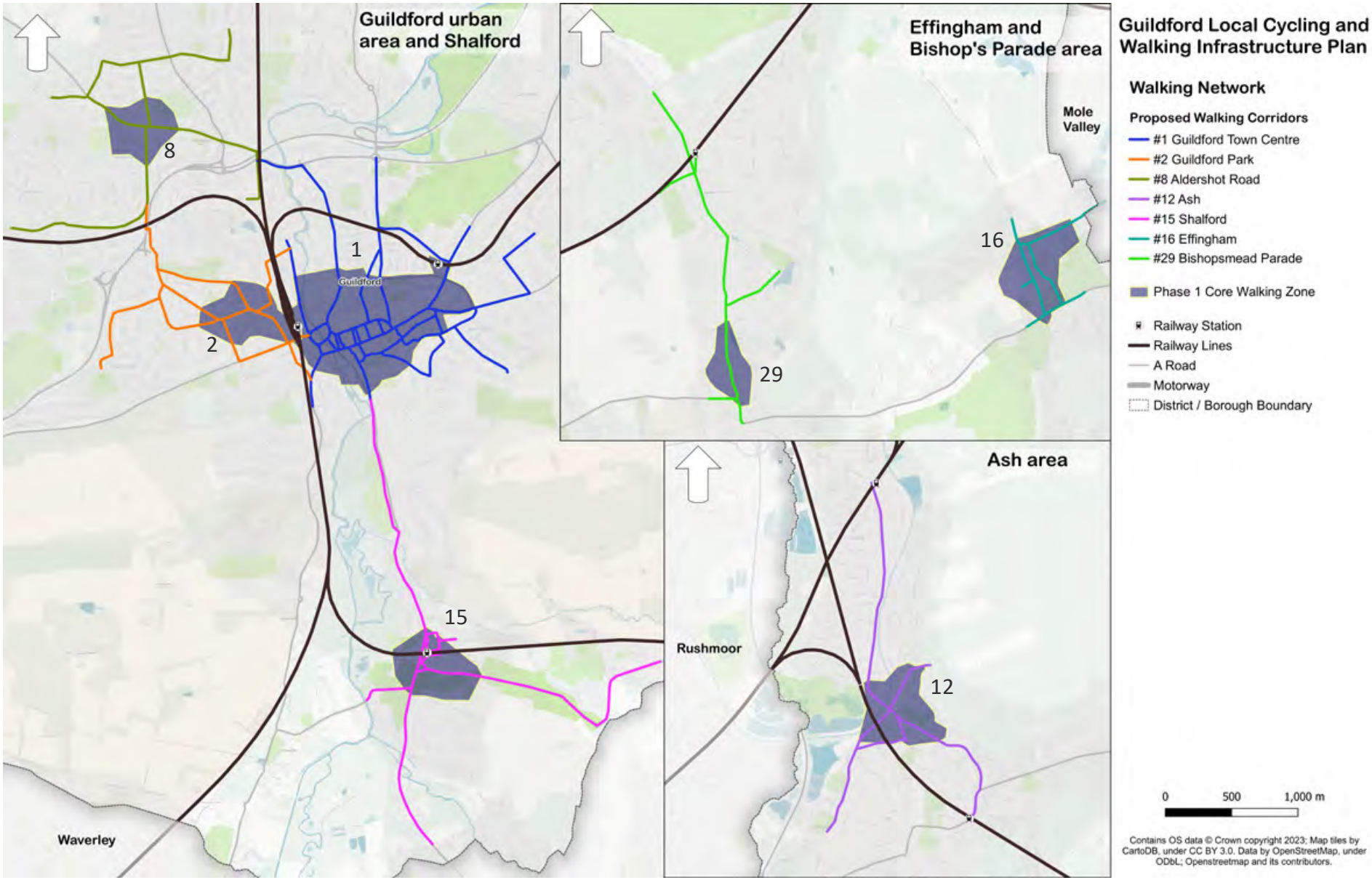


Figure 104. Phase 1 Core Walking Zones – identified walking routes network

Guildford town urban / suburban area

Core Walking Zone 1: Guildford Town Centre

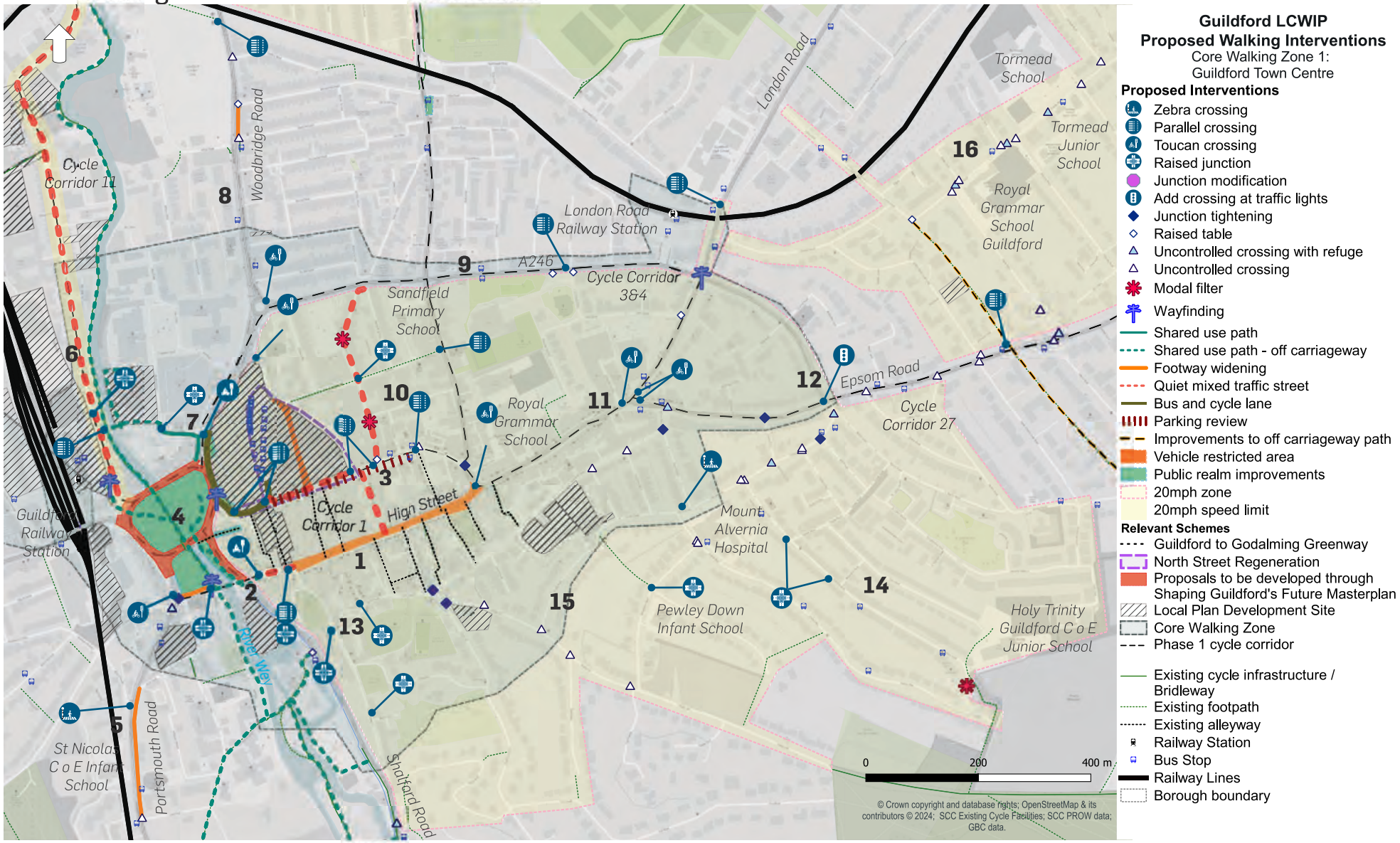


Figure 105. Core Walking Zone 1: Guildford Town Centre - key interventions

Guildford Town Centre (# 1)

Guildford Town Centre Core Walking Zone extends around the retail centre of Guildford Town and the two railway stations (Guildford and London Road). The proposed interventions aim to improve access to the centre of the town, schools to the south and east and improve access to the residential areas and the University of Surrey (west of the railway lines). The proposed interventions complement proposals for the North Street Regeneration and Shaping Guildford's Future Masterplan.

Proposed Interventions:

1 High Street between North Street and Quarry Street: Pedestrian and Cycle Zone (vehicle restricted area) by restricting vehicular access at all times. Freight movements to be permitted during specific times of the day and market days. Cyclists to be permitted bi-directionally1. A quiet mixed traffic street is shown on the map through the High Street (VRA) to highlight the continuation of the cycle network through the town centre. Improvements to the North Street / High Street junction to include wider pedestrian and cycle crossing and tightening of the approaches to reduce the crossing distance. Additional pedestrian and cycle crossing is proposed at the western end of the High Street at the junction with Quarry Street. Additional elements proposed for this section also include: parklets with planting to increase the green infrastructure along the High Street, shelters to protect from the weather and cycle parking.

2 High Street between Quarry Street and Portsmouth Road: Improvements to include widening of the footways on the approach to the gyratory by reducing the carriageway width and reviewing parking needs[2]. Introduce a priority crossing on the approach to Friary Street at the key desire line to allow access to the vehicle restricted area north of the High Street. At the section west of Town Bridge improvements include footway widening on the north side of the road by reallocating space from the carriageway. Proposal will allow junction tightening at Park Street/ High Street junction for opportunity to relocate the existing signal-controlled crossing at Park Street with a toucan crossing closer to the desire line.

3 North Street: Improvements to align with the proposals set out in the North Street Regeneration plan between Onslow Street and Leapale Road. Proposals include footway widening, access restrictions and public realm improvements. East of Leapale road, review on street parking and retain space for market stalls on the footway. Improvements to the footway levels to be reviewed in the next stages of design. Introduce priority crossings at the key desire lines for pedestrians and cyclists.

Figure 106. Guildford High Street. Wide space is provided for vehicular use when access is permitted for motorised traffic. Opportunity for public realm improvements including parklets and sitting areas.

Figure 107. Guildford High Street (east of Portsmouth Road): Wide carriageway and narrow footways. Proposal to enhance the public realm at the location with widened footways and improvements in the car park to the right of this figure.

1 Cyclists will be required to give priority to pedestrians.

2 Disabled parking to be retained

4 Town Centre Gyratory[3]: Changes to the gyratory to be part of Shaping Guildford's Future Masterplan. The proposed interventions for walking and cycling as part of the LCWIP will complement the proposals for the Masterplan. Recommendations for the gyratory to include improved provision for cyclists and pedestrians by providing segregated cycle facilities, widened footways and improved crossings. Additional public realm improvements are recommended along the Town Wharf for opportunity to widen the existing paths and improve personal safety. Public realm improvements are also proposed at Portsmouth Road car park, to improve the pedestrian and cycle environment. The proposal will require reduction of the space for parking and widening of the paths, added planting, seating areas and shelters.

5 Portsmouth Road: Footway widening on the east side at the section where there is no footway on the west side. Introduce a zebra crossing at the southern end of the western footway to allow safe transition between the two sides of the road.

6 Walnut Tree Close: Building on previous interventions, designate as a quiet mixed traffic street. Reduce speed limit to 20mph and introduce traffic calming measures including horizontal deflection - buildouts to reduce vehicular speeds, introduce uncontrolled crossings with reduced crossing distance, and manage on street parking. Introduce a priority crossing on the approach to Walnut Bridge and tighten the approaches to the railway station car park to improve access for pedestrians[4]. Investigate options to improve access to the towpaths from Walnut Bridge[5].

7 Onslow Street - Bedford Road: Localised footway widening is proposed to accommodate a wide shared use path on both sides of Onslow Street[6] to allow improved access to the signalised crossings at Onslow Street / Bridge Street junction[7], and provide a connection to

3 Following the Shaping Guildford's Future Masterplan further improvements may be implemented to enhance pedestrian and cyclists provision.

4 In the next stages of the design discussions with Guildford Station Redevelopment team to incorporate the proposals from the LCWIP for improved north-south pedestrian movements along Waltnut Tree Close.

5 High level aspiration to provide access to River Wey towpaths via Walnut Bridge via new accessible ramps.

6 Potential widening of existing footways is required to be investigated further in future stages of design.

7 Pedestrian flows are estimated high at the location. Segregation would be preferred to ensure comfort for both pedestrians and cyclists on the approach to the crossings.

Figure 108. Woodbridge Road: High traffic flows, and narrow footways. Opportunities for localised footway widening, improve side road crossings and new crossing south of the railway lines to access Walnut Tree Close.

Figure 109. Upper High Street: Wide carriageway space may be reallocated for widened pedestrian facilities and new cycle facilities.

York Road. Additionally, footway widening to accommodate a wide shared use path is proposed on the south side of Bedford Road, by removing one of the traffic lanes on Bedford Road and tightening of the bellmouth at the entry to the section from Onslow Street. This will deliver consistent typology of facilities in the area. A new signalised crossing on Onslow Street at the exit of Bedford Road is recommended as an aspirational proposal to enhance the connectivity and directness of the facilities.[8] Proposals to include public realm improvements and footway widening where feasible on the east side of Onslow Street to improve the pedestrian environment along the entrance to the Friary shopping centre.[9]

Proposed interventions to be reviewed in the next stages of the design along with the Shaping Guildford's Future Masterplan. The available space may be limited on the approach to the gyratory, and the proposed interventions will investigate reduction of the traffic lanes' width and/or the central island to reallocate space for the shared use path. Potential level issues at the island to be reviewed.

8 The proposed aspirational crossing is required to be investigated in conjunction with the proposals for the gyratory. The impact of the crossing on vehicle flows and southbound buses would require assessment in the feasibility stage.

9 Proposed interventions are additional recommendations for the eastern end of

Figure 110. Upgrade existing crossing on Harvey Road to a zebra crossing to improve access to the town centre and the hospital. Source: Google Street View.

Introduce a priority crossing at the exit of the bus station and investigate options to tighten the side road to reduce the crossing distance for pedestrians.

8 Woodbridge Road: Localised footway widening with additional improvements at the side roads with new uncontrolled crossings. Introduce a priority crossing south of the railway lines to improve access to the footpath to Walnut Tree Close and additional crossings at major junctions and Woodbridge Road / Onslow Street / York Road roundabout.

9 York Road: Side road treatments (raised tables, continuous footways) to

North Street Regeneration Plan area, to enhance network connectivity and should be reviewed in the next stages of the development of North Street Regeneration Plan

improve the pedestrian environment and introduce a priority crossing west of Denmark Road to link to London Road Railway Station.

10 Haydon Place: Introduce a quiet mixed traffic street to link between North Street and York Road. Introduce modal filters south of Martyr Road and north of The Bars to restrict any through movements. Introduce additional traffic calming measures to reduce vehicular speeds.

11 Upper High Street - London Road: Introduce priority crossings at Upper High Street / Epsom Road junction, and on the approach to Nightingale Road to give priority to pedestrians on the approach to the shops and London Road railway station.

12 Epsom Road: New priority crossing on the approach to Cross Lanes path and new crossing at Epsom Road / Waterden Road signalised junction. Additional traffic calming measures to include side road treatments with uncontrolled crossings and tightening of the junctions to reduce the crossing distance.

13 Quarry Street - Castle Street - Sydenham Road: Quiet mixed traffic street through the residential area to provide access to the High Street. Additional traffic calming features, such as raised junctions and improved crossings proposed to enhance the pedestrian environment and reduce vehicular speeds.

14 Residential area south of Harvey Road: Introduce a modal filter/bus gate at Addison Road to restrict through traffic on the approach to Holy Trinity School. Additional traffic calming measures to include raised junctions and improved crossings to enhance the pedestrian environment and reduce vehicular speeds. Introduce a zebra crossing at Harvey Road to provide a link to the Town Centre.

15 Introduce a 20mph zone for the Town Centre with additional improvements for the crossings at the junctions and further traffic calming measures to be reviewed in the next stages of the design following speed surveys.

16 Residential area north of Epsom Road: Crossing improvements to support access to Tormead and RGS schools. Improvements to the Cross Lanes path, including widening, and added lighting from Epsom Road. Introduce a 20mph zone with supporting traffic calming measures.

General Items:

- Wayfinding: Review and update area-wide wayfinding system. Consider measures such as wayfinding totems at key locations (e.g., railway stations, High Street/town centre) to help pedestrians navigate the area and illustrate the locations of local destinations and potential walking routes between them.
- Accessibility: Install improved dropped kerbs and tactile paving at side road crossings/ junctions where they are currently missing.
- Planting, seating, and shelter: As part of footway and public realm improvements, consider opportunities for additional planting, street trees, seating, and/or shelter to improve the accessibility of walking to a wider range of the population.
- Cycle parking: As part of footway and public realm improvements, consider opportunities to integrate secure cycle parking near local destinations, such as Guildford Railway Station and the High Street.
- Mobility hubs: Consider a network of mobility hubs across the CWZ to encourage uptake of active travel modes and support place-making.
- A separate freight study may be required for servicing in the town centre to investigate the opportunities to manage the HGV flows in the area, improve road safety and improve cycling in Guildford Town Centre. Consideration for a freight hub in the outskirts of the town and servicing to be provided with LGVs and cargo bikes. Further limitation of the hours when freight movements are permitted in the town centre may be investigated to reduce vehicular flows during peak hours. Such measures have been also identified in parallel workstreams, including the Guildford Town Centre Air Quality Action Plan.
- Footway width: Existing footway widths along the identified walking corridors to be reviewed in the feasibility design stage when more accurate measurement information will be available in so far as all footways meet accessibility standards.

Core Walking Zone 2: Guildford Park

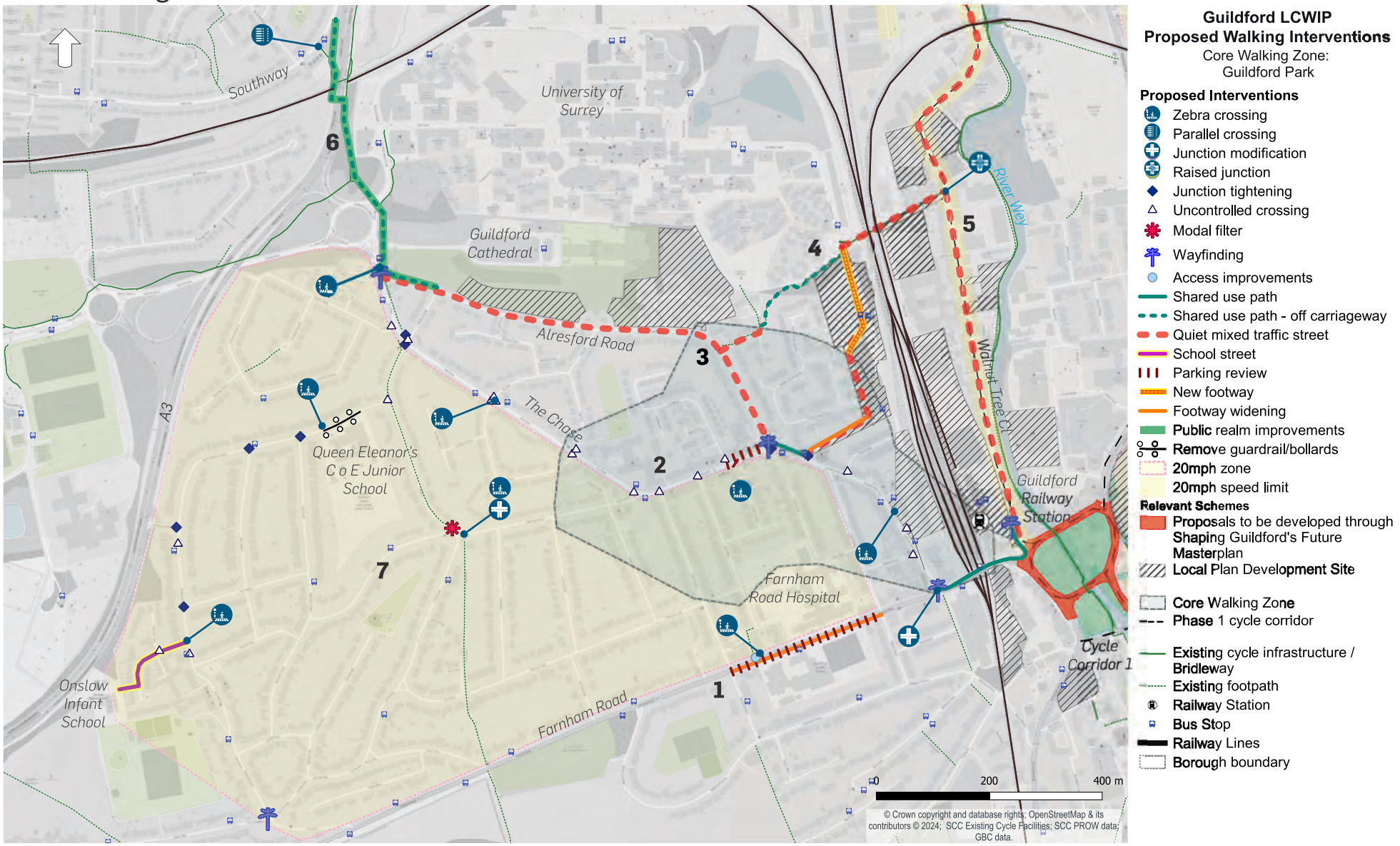


Figure 111. Core Walking Zone 2: Guildford Park - key interventions

Guildford Park (#2)

Guildford Park Core Walking Zone extends along Guildford Park Road west of Guildford Railway Station and south of University of Surrey. The proposed interventions aim to improve pedestrian access to the residential area and schools, Farnham Road Hospital, Guildford Cathedral, the University of Surrey and Guildford Railway Station, as well as connections to the town centre.

The proposed interventions will complement the existing infrastructure and future proposals for the Sustainable Movement Corridor that aims to provide an active travel connection between Blackwell Farm Development Site, Royal Surrey County Hospital, University of Surrey (through campus), to Guildford Town centre (via Walnut Tree Close) and onwards.

Proposed Interventions:

1 Farnham Road: Improve connectivity across the railway tracks by widening the northern footway on the railway bridge and introducing a shared use path[1]. Convert Farnham Road / Guildford Park Road roundabout to a signalised junction for opportunity to widen the footways at the junction and introduce a priority crossing for pedestrians and cyclists.[2] Review on-street parking needs around the hospital for opportunity to widen the footway on the approach to the hospital and Guildford County School and introduce a zebra crossing.

2 Guildford Park Road - The Chase[3]: It is a key corridor through the CWZ with a number of interventions. Improve access to the railway station bridge by introducing a zebra crossing. Investigate footway widening at the section between Ridgemount and Guildford Park Road to introduce a short section of shared use path to improve the connection between the route to the University and the route to Yorky's Bridge. Tighten Guildford Park Road / Ridgemount junction and introduce a zebra crossing. Review on-street parking needs along the shops west of Ridgemount and investigate potential to relocate parking to the side roads. Introduce a zebra crossing east of the Oval to improve access to the bus stops. Tighten The Chase / Benbrick Road / St John's Road junction to complement the implementation of a new zebra crossing (as part of a separate scheme)[4]. Improve side roads along the road by introducing uncontrolled crossings.

3 Alresford Road - Ridgemount: Quiet mixed traffic street. Reduce speed limit to 20mph and introduce traffic calming measures including horizontal deflection.

4 Yorky's Bridge: Improved pedestrian facilities at the approach to the bridge along Guildford Park Road with a new footway through the current Guildford Park Road Car Park[5]. Improve the existing off-carriageway path to Scholar's Walk. Resurface and widen the path, add lighting and improve access to the path. East of the railway, improvements to include managing of on-street parking and a raised junction on Walnut Tree Close with uncontrolled crossings.

5 Walnut Tree Close: Building on existing measures, designate as a quiet mixed traffic street. Reduce speed limit to 20mph and introduce traffic calming

1 Pedestrian flows are estimated high at the location. Segregation would be preferred to ensure comfort for both pedestrians and cyclists on the approach to the crossings. Proposed interventions to be reviewed in the next stages of the design along with the Shaping Guildford's Future Masterplan.

2 Proposals for junction modification and/or removal of roundabouts will be assessed in the feasibility stage, including consideration of the impact on flows, and the type of crossings (signalised or non-signalised) to be proposed.

3 There are spatial constraints as there is an ambition to improve bus priority along the corridor.

4 No changes to the recent implementation of the zebra crossing proposed as part of junction modification.

5 Guildford Park Road Car Park is an allocated site in the Guildford Borough Local Plan: Strategy and Sites. The site allocation policy includes a requirement to incorporate the route of the Sustainable Movement Corridor, and to maintain a route through for buses.

Figure 112. Opportunity to widen footways along Farnham Road (along the school and the hospital) by reallocating space from the carriageway (parking). Source: Google Street View.

Figure 113. West entrance to Guildford Railway Station. Existing crossing to be upgraded to zebra to improve safety for the access to the station.

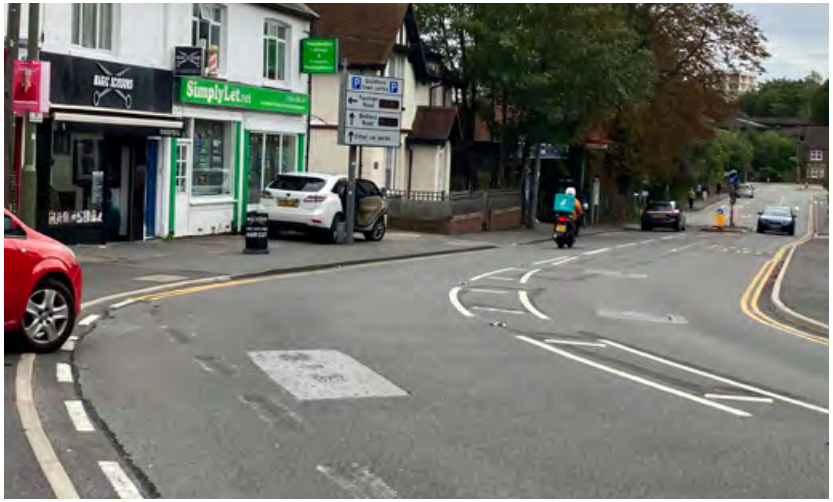


Figure 114. Parking on the footway along the local shops was observed. Measures to restrict parking on the footway to allow for unobstructed pedestrian environment to be investigated.

Figure 115. Quietway along Alresford Road. Existing traffic calming measures to be retained and enhanced.

measures including horizontal deflection - buildouts to reduce vehicular speeds, introduce uncontrolled crossings with reduced crossing distance, and manage on street parking.[6] Introduce a priority crossing on the approach to Walnut Bridge and tighten the approaches to the railway station car park to improve access for pedestrians.

6 A3 underpass: Public realm improvements for personal safety, including enhanced lighting, better vegetation management repainting of the subway, an improved CCTV system, and review of desire lines at the northern entrance. Through vegetation maintenance management, the ramp leading to the footbridge may be widened. Introduce a priority crossing on Southway at the exit of the off-carriageway path to improve access.

7 Residential area east of The Chase: Introduce a 20mph zone with additional improvements for the pedestrian crossings, tightening of the junctions and further traffic calming measures.[7] Propose a modal filter at Elmside / Old Palace Road to restrict through movements and modify the junction of Curling Vale by tightening and removing the slip road and introducing a zebra crossing. Propose a school street to improve safety and encourage active travel modes for daily trips to Onslow Infant School[8] and introduce a zebra crossing on Wilderness Road to access the school. Upgrade existing uncontrolled crossing at Queen Eleanor's School to a zebra crossing and remove the bollards to increase the effective width of the footway.

General Items:

» Wayfinding: Review and update area-wide wayfinding system. Consider measures such as wayfinding totems at key locations (e.g., railway station, university and on the approach to Christmas Pie Trail) to help pedestrians navigate the area and illustrate the locations of local destinations and potential walking routes between them.

» Accessibility: Install improved dropped kerbs and tactile paving at side road crossings/ junctions where they are currently missing.

» Planting, seating, and shelter: As part of footway and public realm improvements, consider opportunities for additional planting, street trees, seating, and/or shelter to improve the accessibility of walking to a wider range of the population.

» Cycle parking: As part of footway and public realm improvements, consider opportunities to integrate secure cycle parking near local destinations, such as Guildford Railway Station and retail areas.

» Mobility hubs: Consider a network of mobility hubs across the CWZ to encourage uptake of active travel modes and support place-making.

» Footway width: Existing footway widths along the identified walking corridors to be reviewed in the feasibility design stage when more accurate measurement information will be available in so far as all footways meet accessibility standards.

6 Enforcement of 20 mph speed limits is to be determined in the feasibility stage.

7 To be reviewed in the next stages of design following speed surveys.

8 Access for residents to be permitted. All school street proposals would need to be assessed and determined at the next stage in coordination with SCC.

Core Walking Zone 8: Aldershot Road

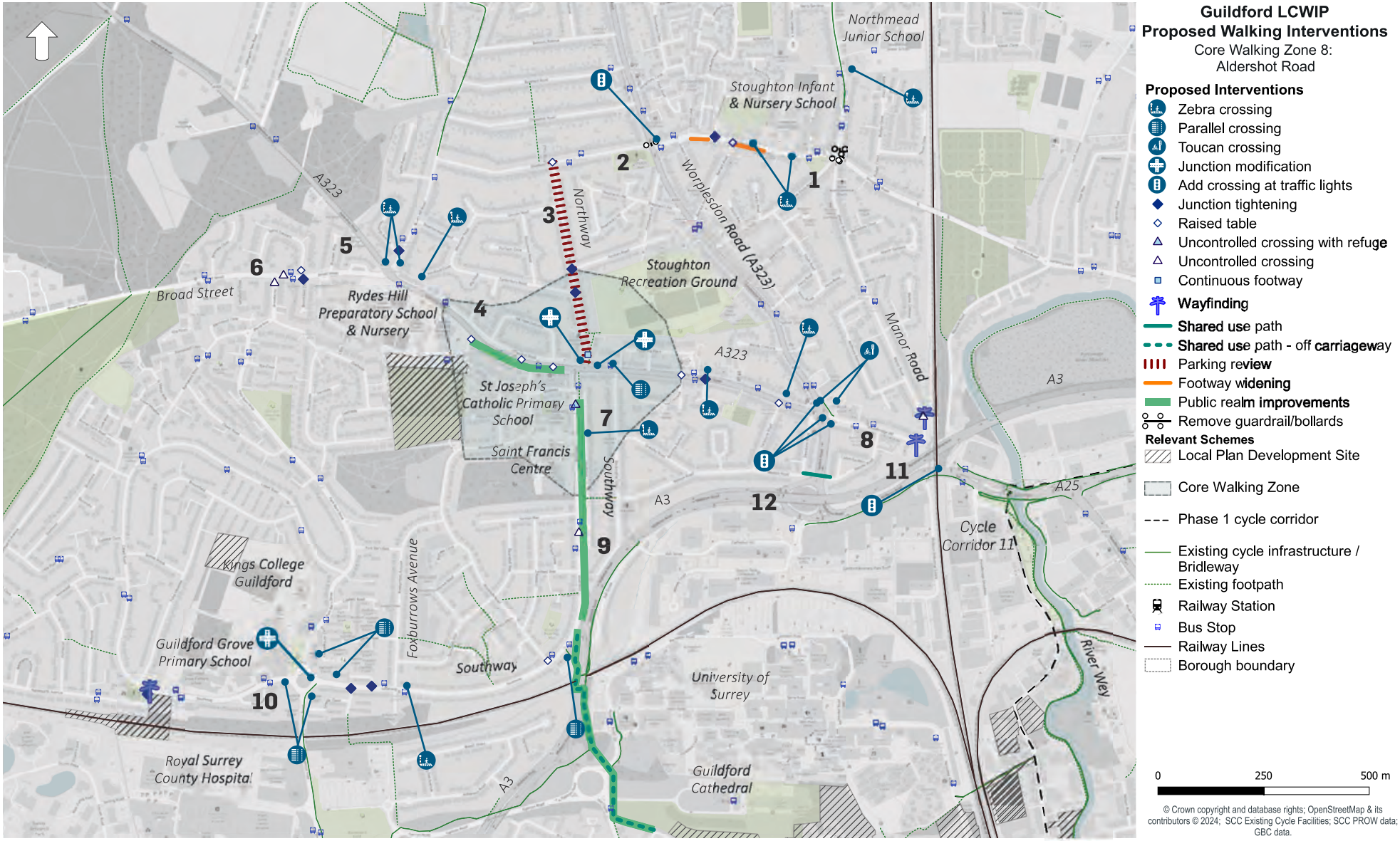


Figure 116. Core Walking Zone 2 Aldershot Road - key interventions

Aldershot Road (# 8)

Aldershot Road Core Walking Zone covers the area at the intersection of Aldershot Road with Southway and Northway, with wider walking corridors extending towards the two railway lines to the east and south.

The Core Walking Zone includes an area-wide provision of dropped kerbs and tactile paving to improve overall accessibility, as well as continuous footway and raised junction treatment in selected locations.

Proposed Interventions:

1 Stoughton Road between Manor Road and Worplesdon Road: Guardrail removal is proposed at the junction with Manor Road. Outside Stoughton Infant School a new zebra crossing is proposed, and an upgrade of existing uncontrolled crossing with traffic island east of Barrack Road junction to zebra. The proposal also includes localised footway widening along the southern side of Stoughton Road.

2 Stoughton Road junction with Worplesdon Road: Minor junction amendments are proposed which include the introduction of a pedestrian phase to the existing traffic signals on the east and south arms, and the removal of guardrail from the north arm pedestrian island.

3 Northway: Review of existing parking is proposed along Northway to remove footway parking and maximise available footway space for pedestrians. The proposal also includes the tightening of Fentum Road and Canterbury Road side junctions.

Figure 117. Existing guardrail at Stoughton Road junction with Manor Road. Source: Google Street View.

Figure 118. Worplesdon Road junction with Stoughton Road currently does not include signal-controlled pedestrian crossings on two arms. Source: Google Street View.

Figure 119. Double mini-roundabout provision at the intersection of Aldershot Road with Southway and Northway. Source: Google Street View.

4 Aldershot Road: A new zebra crossing is proposed in the vicinity of St Mary's Church and Rydes Hill Preparatory School to improve access to nearby schools and bus stops.

5 Ryde's Hill Road roundabout: At the junction with Aldershot Road it is proposed to provide priority crossings on all four arms to improve connectivity and safety for pedestrians while crossing the road.

6 Broad Street: The proposal includes improvements to existing crossings along the link, as well as Broomfield Close junction tightening, continuous footway arrangement on Dorrit Crescent,

Figure 120. Aldershot Road parade of shop offers opportunity for public realm improvements. Source: Google Street View.

Figure 121. Green verge on the eastern side of Southway can create possibility for provision of a linear park. Source: Google Street View.

Figure 122. Southway Roundabout review can provide tighter junction arrangement with improved walking and cycling facilities. Source: Google Street View.

and uncontrolled crossing point at the junction with Broadacres.

7 Aldershot Road/Southway/Northway intersection: Public realm improvements are proposed in front of the shops and along the service road. Additionally, replacing the Northway mini roundabout with a priority junction to include a signal-controlled crossing on the east arm is proposed. A review of Southway roundabout is also considered to potentially change the junction layout to offer a single lane approach which would allow better footway provision and improvement to crossing points.[1]

8 Aldershot Road between Northway and Worplesdon Road: A priority crossing is proposed near the junction with The Crescent, and a zebra crossing is proposed in the vicinity of Parkhurst Road. At the junction with Worplesdon Road, it is proposed to add a pedestrian phase to existing traffic signals on the south and east arms to accommodate pedestrian movements across the junction, and upgrade the north and west arm crossings to toucans. A review of waiting time at the junction is also recommended to minimise delays for pedestrians and cyclists waiting to cross.

9 Southway: Public realm improvements are proposed along the eastern section of the road with a zebra crossing proposed near the St Francis Centre. This creates an opportunity for a linear park which could extend towards the Cathedral Roundabout in the south. In the western section parallel crossings are proposed at Southway Roundabout. Aspirational proposal for the roundabout includes junction design review (potential roundabout removal) to reduce carriageway dominance of the area and provide wider footways.[2] A parallel crossing is proposed near Woodside Road junction, and a zebra crossing near Foxburrows Avenue. For the A3 underpass public realm improvements are proposed

1 Proposals for junction modification and/or removal of roundabouts will be assessed in the feasibility stage, including consideration of the impact on flows, and the type of crossings (signalised or non-signalised) to be proposed.

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for personal safety, including enhanced lighting, better vegetation management repainting of the subway, an improved CCTV system, and review of desire lines at the northern entrance. Through vegetation maintenance management, the ramp leading to the footbridge may be widened.

10 Applegarth Avenue: A signal controlled crossing near Applegarth Avenue is proposed and wayfinding information to the Christmas Pie Trail.

11 Woodbridge Hill/Midleton Industrial Estate Road: Wayfinding is proposed on the approach to the footbridge on the north side, and pedestrian phase to be added to existing signal controlled junction of Midleton Industrial Estate with Midleton Road A25.

12 Weston Road footbridge: The existing bridge is not suitable for cycling due to a low parapet. In order to allow cycling, the parapet has to be raised. An aspirational proposal for this location includes widening the existing bridge or provision of a new structure which can accommodate pedestrian and cycle movements.

General Items:

» Wayfinding: Review and update area-wide wayfinding system. Consider measures such as wayfinding totems and fingerposts at key locations (e.g., railway station, university and on the approach to Christmas Pie Trail) to help pedestrians navigate the area and illustrate the locations of local destinations and potential walking routes between them.

Figure 123. Existing signalised junction of Midleton Industrial Estate Road with A25 does not offer signal-controlled pedestrian crossing.

» Accessibility: Install improved dropped kerbs and tactile paving at side road crossings/ junctions where they are currently missing.

» Planting, seating, and shelter: As part of footway and public realm improvements, consider opportunities for additional planting, street trees, seating, and/or shelter to improve the accessibility of walking to a wider range of the population.

» Cycle parking: As part of footway and public realm improvements, consider opportunities to integrate secure cycle parking near local destinations, such as employment areas, schools and retail areas.

» Mobility hubs: Consider a network of mobility hubs across the CWZ to encourage uptake of active travel modes and support place-making.

» Footway width: Existing footway widths along the identified walking corridors to be reviewed in the feasibility design stage when more accurate measurement information will be available in so far as all footways meet accessibility standards.