

Figure 7. Population with disabilities in Guildford



# Appendix 2a. Summary of aspirational cycle corridors

Table 1. Summary of aspirational cycle corridors

Corridor	Length (km)	Description	Corridor	Length (km)	Description
1. Guildford High and North Streets	1.7	This corridor is a loop around Guildford Town Centre, starting at the Gyratory adjacent to Guildford Railway Station and ending at the junction of North Street and High Street. The corridor incorporates the Gyratory, a route with heavy vehicle traffic before running along North Street and High Street, two major shopping streets in Guildford Town Centre. The corridor also serves The Friary, Tunsgate Quarter and White Lion Walk shopping centres. This corridor connects with corridors 2, 3, 4, 11, 21, 23 and 26 of the aspirational cycle network. The maximum PCT (E-bike scenario) flow is 1455 and 14 cycle collisions have been recorded along this corridor.	3. Stoke Road to Town Centre	1.8	This corridor connects Guildford Town Centre with destinations in the north of Guildford. Starting at North Street in the town centre, the corridor runs north along Chertsey Road and Stoke Road before ending at the junction with Ladymead and Parkway. This corridor also includes a spur along York Road which ends at its junction with London Road. This corridor serves key destinations including Guildford College and Stoke Park. The corridor connects with corridors 1, 4, 7, ten and 11 of the aspirational cycle network. The maximum PCT (E-bike scenario) flow is 1744 and 21 cycle collisions have been recorded along this corridor.
2. Guildford Park to Town Centre	2.9	This corridor connects Guildford Town Centre with destinations in the west of Guildford. Starting at the Gyratory in Guildford Town Centre, the corridor runs along Farnham Road, Guildford Park Road and Ridgemount passing south of Guildford Cathedral and the University of Surrey. The route then crosses the A3 before connecting the Royal Surrey County Hospital, Surrey Research Park and Manor Park Student Village. The corridor connects with corridors 1, 5, 7, 21, 6 of the aspirational cycle network. The maximum PCT (E-bike scenario) flow is 2214 and 8 cycle collisions have been recorded along this corridor.	4. High St A3100	1.9	This corridor connects Guildford Town Centre with London Road Railway Station and destinations in the east of Guildford. The corridor starts at the junction of High Street and North Street in Guildford Town Centre and runs along High Street until its junction with York Road and Waterden Road adjacent to London Road Railway Station. This corridor serves key destinations including the G Live Music Venue, the Royal Grammar School and towards Stoke Park and the Guildford Spectrum Leisure Complex. The corridor connects with corridors 1, 3 and 4 of the aspirational cycle network. The maximum PCT (E-bike scenario) flow is 754 and 1 cycle collisions have been recorded along this corridor.

Corridor	Length (km)	Description
5. Town Centre to University of Surrey	1.1	This corridor runs through the University of Surrey main campus and runs from Yorky's Bridge in the east to the Cathedral Roundabout in the west. As well as serving the university campus, this corridor also provides connections between destinations west of Guildford and those north of the town centre. The corridor connects with corridors 2, 12 and 11 of the aspirational cycle network. The maximum PCT (E-bike scenario) flow is 790 and 0 cycle collisions have been recorded along this corridor.
7. Station Access Quietway	1.8	This corridor runs between Guildford and London Road Railway Stations whilst largely avoiding the town centre. The corridor mainly uses side roads including Bedford Road, Dapdune Road, Markenfield Road and Nightingale Road. The corridor primarily travels through residential areas, but provides connectivity to key destinations including Stoke Park, both railway stations, Guildford High School and employment sites in the vicinity of Guildford Railway Station. The corridor connects with corridors 3 and 11 of the aspirational cycle network. The maximum PCT (E-bike scenario) flow is 1364 and 4 cycle collisions have been recorded along this corridor.

Corridor	Length (km)	Description
8. Westborough and Park Barn to Sports Grounds	3.5	This corridor runs through West Guildford between Farnham Road and Southway. The corridor serves a series of destination in the west of Guildford including the Manor Park Student Village, the Kings College Guildford, Royal Surrey County Hospital, Surrey Research Park and Surrey Sports Park. The route is largely off road at the southern route extent, before running on-road through the Park Barn estate. The corridor connects with corridors 2, 12 and 26 of the aspirational cycle network. The maximum PCT (E-bike scenario) flow is 2327 and 3 cycle collisions have been recorded along this corridor.
9. Rydes Hill Rd-Shepherds Ln-Stoughton Rd	2.4	This corridor runs from west to east through North Guildford along Stoughton Road. The corridor extent is between Worplesdon Road and Woking Road. The route largely runs through a residential area but connects with some key destinations including the Jarvis Medical Centre and educational facilities on Larch Avenue. The corridor connects with corridors 11 and 15 of the aspirational cycle network. The maximum PCT (E-bike scenario) flow are 911 and 4 cycle collisions have been recorded along this corridor.



Corridor	Length (km)	Description
10. A3 Bypass route	3.3	This corridor runs from west to east through North Guildford, broadly following the route of the A3. The route runs between the Cathedral Roundabout in the southwest to the Boxgrove Crossroads Roundabout in the east. In the west, the corridor runs immediately adjacent to the A3 before turning off and running alongside Middleton Road, Ladymead and Parkway. Along its 5km route, the corridor connects several key destinations including Cathedral Hill Industrial Estate, Guildford Business Park, Guildford Spectrum Leisure Complex, Ladymead Retail Park and the University of Surrey. The corridor connects with corridors 3, 11, 12 and 13 of the aspirational cycle network. The maximum PCT (E-bike scenario) flow are 1744 and 18 cycle collisions have been recorded along this corridor.
11. Guildford College to Woking	4.8	This corridor runs through the north of Guildford, providing north-south connectivity to the areas of Bellfields, Slyfield and Jacobs Well. The route runs along Woking Road between the Ladymead/Parkway junction and the borough boundary in the north. The corridor connects to key destinations including Guildford College, Weyfield Primary School and Slyfield Industrial Estate. The corridor connects with corridors 3, 9, ten, 22 and 62 of the aspirational cycle network. The maximum PCT (E-bike scenario) flow is 2244 and 3 cycle collisions have been recorded along this corridor.

Corridor	Length (km)	Description
12. Southway	2.3	This corridor runs from north to south in the west of Guildford, connecting destinations otherwise severed by the A3 dual carriageway and the North Downs railway line. A relatively short route (2.3km), the route runs alongside the A3 from the Cathedral Roundabout and over the railway line, before diving under the A3 and along Southway to its end at Aldershot Road. The corridor serves key destinations including the University of Surrey and Wey Valley College. The corridor connects with corridors 2, 5, 8, ten and 13 of the aspirational cycle network. The maximum PCT (E-bike scenario) flow is 764 and 2 cycle collisions have been recorded along this corridor.
13. Western Spoke - Aldershot Rd A322	3.5	This corridor runs in a north-westerly direction from the Guildford to Fairlands. Starting at the junction of Woodbridge Road and Ladymead, the corridor runs along Woodbridge Road, before crossing the A3 and railway line and heading along Woodbridge Hill and Aldershot Road. The corridor serves key destinations including St Joseph's Catholic Primary School and Ladymead Retail Park. The corridor connects with corridors ten, 11, 12, 15 and 16 of the aspirational cycle network. The maximum PCT (E-bike scenario) flow is ten75 and 11 cycle collisions have been recorded along this corridor.

Corridor	Length (km)	Description
15. Worplesdon Road	3.1	This corridor splits from corridor 13 in Woodbridge Hill to provide connectivity along Worplesdon Road to Worplesdon and the Stoughton area of Guildford. The corridor runs on-road for its entire duration and serves key destinations including Stoughton Infant School and Stoughton Recreation Ground. The corridor connects with corridors 15,16 and 62 of the aspirational cycle network. The maximum PCT (E-bike scenario) flow is 717 and 4 cycle collisions have been recorded along this corridor.
16. Worplesdon to Normandy	5.1	A primarily rural route, this corridor runs from Worplesdon, where it meets corridor 15, to Normandy War memorial where it links to corridor 17. The corridor runs entirely on-road, following the A323 Guildford Road/Aldershot Road and Holly Lane. Notable destinations along the corridor primarily consist of the settlements of Fairlands, Normandy and Worplesdon. The maximum PCT (E-bike scenario) flow is 284 and 4 cycle collisions have been recorded along this corridor.
17. Ash to Normandy	2.7	A primarily rural route, this corridor runs from Normandy, where it meets corridor 16, to Ash Station where it links to corridor 18. The corridor runs entirely on-road, following the A323 Guildford Road. Notable destinations along the corridor primarily consist of the settlements of Normandy and Wyke and Wyke Primary Academy. The maximum PCT (E-bike scenario) flow is 265 and 0 cycle collisions have been recorded along this corridor.

Corridor	Length (km)	Description
18. Ash Street	3.7	The corridor is a loop around Ash, connecting to Ash Vale and towards Aldershot. The route runs from junction of Vale Road and Lakeside Road along Vale Road, Ash Hill Road, Guildford Road, Ash Church Road, Ash Street and Aldershot Road. The corridor is largely on-road and serves Ash Railway Station and several key destinations including Ash Grange Primary School, Shawfield Primary School and Walsh Junior School. The corridor connects with corridors 17, 19 and 20 of the aspirational cycle network. The maximum PCT (E-bike scenario) flow is 505 and 14 cycle collisions have been recorded along this corridor.
19. Ash - Vale Road	3.2	This corridor is an arc shape around Ash Vale, starting and ending at the boundary with Rushmoor District in Hampshire. Starting at North Camp Railway Station, the corridor runs along Lysons Ave, passing Ash Vale Railway Station and continuing along Vale Road until it meets corridor 18. From there, the corridor runs along Lakeside Road until the district boundary. The route is wholly on-road, with the main destinations being the Railway Stations (Ash Vale and North Camp). Other than the sole connection to corridor 18, the corridor is isolated from the rest of the aspirational cycle network. The maximum PCT (E-bike scenario) flow is 523 and 1 cycle collisions have been recorded along this corridor.

Corridor	Length (km)	Description
20. Ash - Manor Road	4.2	This corridor runs from north to south through Ash and Tongham in the west of Guildford Borough. From the north, the corridor diverges from corridor 18 at the junction of Shawfield Road and Vale Road, running along Shawfield Road until it meets corridor 18 again at the intersection of Aldershot Road/Ash Road. Then, the corridor continues south along Manor Road and The Street through Tongham before descending down Thundery Hill and ending at Seale Lane. The corridor serves multiple key destinations including Ash Manor School, Shawfield Primary School. The corridor connects with corridors 18 and 68 of the aspirational cycle network. The maximum PCT (E-bike scenario) flow is 297 and 5 cycle collisions have been recorded along this corridor.
21. Peasmarsh to Shalford	5.4	This corridor connects Guildford Town Centre to destinations in the south of Guildford. Starting at in Guildford Town Centre, the corridor runs along Millmead, before crossing the river and joining Millbrook. After Guildford Rowing Club, the corridor runs off-road, alongside the A281 Shalford Road before running along Dagley Lane, Broadford Road, through Peasmarsh and to the district boundary of the Borough of Guildford. Due to this corridor's length, it serves several key destinations including Broadford Park, Riverway Industrial Estate and Shalford Railway Station. The corridor connects with corridors 1, 2, 11, 23, 26 and 47 of the aspirational cycle network. The maximum PCT (E-bike scenario) flow is 1455 and 8 cycle collisions have been recorded along this corridor.

Corridor	Length (km)	Description
22. Jacobs Well Rd-Clay Ln	3.2	This corridor runs from west to east through North Guildford along Clay Lane and Jacobs Well Road. The corridor extent is between London Road and Woking Road. The route largely runs through a sparsely populated area but connects with some key destinations including Sutherland Memorial Park, Burpham Foundation Primary School and Slyfield Industrial Estate. The corridor also includes a short spur along Blanchards Hill to the boundary of Woking District. The corridor connects with corridors 11, 30 and 62 of the aspirational cycle network. The maximum PCT (E-bike scenario) flow is ten41 and 2 cycle collisions have been recorded along this corridor.
23. Southern Spoke - Guildford to Godalming	3.4	This corridor broadly follows a similar direction to corridor 21, connecting Peasmarsh and settlements in the Borough of Guildford to Guildford Town Centre. Like corridor 21, this corridor starts/end at the Gyrotory in Guildford Town Centre, but instead runs west of the River Wey following Old Portsmouth Road before merging with corridor 21 in Peasmarsh. The corridor serves multiple key destinations including Artington Park and Ride, Guildway Business Campus, The University of Law - Guildford and the Surrey Police Headquarters. The maximum PCT (E-bike scenario) flow are 1395 and 5 cycle collisions have been recorded along this corridor.

Corridor	Length (km)	Description
25. West Clandon to Send	7.2	This corridor runs along a largely rural route between Clandon and Send. From the north, the route begins at the district boundary in close proximity to Woking, running on-road along the A247 through Send, Burnt Common and West Clandon until reaching the A246 Epsom Road. Owing to the corridor's length, the corridor serves several key destinations including Clandon Park, Clandon Railway Station, Galileo Drive Employment Site and Send Primary School. The corridor connects with corridors 28 and 30 of the aspirational cycle network. The maximum PCT (E-bike scenario) flow is 301 and 5 cycle collisions have been recorded along this corridor.
26. The Mount	6.7	This corridor connects Guildford Town Centre to destinations in the south and west of Guildford. Starting at the Gyratory in Guildford Town Centre, the corridor runs off-road along The Mount until it reaches Farnham Road and the A3/A31 intersection. Then, the corridor travels on-road along Down Lane before turning off and running off-road through Puttenham Golf Club and ending at Puttenham Heath Road. Due to the corridor's largely rural character, there are few key destinations, with notable examples being Puttenham Golf Club, Watts Gallery and other destinations at the eastern extent of the corridor in Guildford Town Centre. The corridor connects with corridors 1, 2, 8, 11, 21, 23, and 30 of the aspirational cycle network. The maximum PCT (E-bike scenario) flow is 841 and 4 cycle collisions have been recorded along this corridor.

Corridor	Length (km)	Description
27. Eastern Spoke - Epsom Road	2.9	This corridor connects Guildford Town Centre to destinations in the east of Guildford. The corridor diverges from corridor 4 on Guildford High Street, before running on-road along Epsom Road until it meets corridor 28 adjacent to The Horse & Groom public house. The corridor serves several key destinations along its route including Mount Alvernia Hospital, St Peter's Catholic School and St Thomas of Canterbury Primary School. The maximum PCT (E-bike scenario) flow is 2078 and 3 cycle collisions have been recorded along this corridor.
28. Epsom Road East	10.9	This corridor connects Guildford to the eastern areas of the district, running from the corridor 27 to the eastern borough boundary near Effingham. Beginning at the end of corridor 27 adjacent to the Horse & Groom public house in East Guildford, the corridor runs along A25 Epsom Road/Guildford Road through West Clandon, East Clandon, West Horsley, East Horsley and Effingham. Due to its relatively long length, the route serves several key destinations including Clandon Park, Hatchlands Park, Cranmore School and the Howard of Effingham School. The maximum PCT (E-bike scenario) flow is 175 and 5 cycle collisions have been recorded along this corridor.

Corridor	Length (km)	Description
29. East Horsley Link	5.0	This corridor splits from corridor 28 in East Horsley to provide connectivity along Ockham Road and Forest Road to Effingham Junction and towards Cobham. The corridor runs on-road for its entire duration and serves key destinations including Effingham Junction and Horsley railway stations. The maximum PCT (E-bike scenario) flow is ten8 and 2 cycle collisions have been recorded along this corridor.
30. Northeastern Spoke	7.7	This corridor runs from Guildford to the north east, broadly following the route of the A3. The route runs between the Burpham in the southwest to Ripley in the east. From the west, the corridor runs on-road along London Road, including a short section along the A3 dual carriageway, running through Burnt Common where it intersects corridor 25 and ending in Ripley where it meets corridor 61. Along its route, the corridor connects several key destinations including Ripley Primary School and Sutherland Memorial Park. The maximum PCT (E-bike scenario) flow is 1744 and 18 cycle collisions have been recorded along this corridor.

Corridor	Length (km)	Description
47. Shalford to Chilworth	3.7	This corridor splits from corridor 21 at Broadford Park, west of Shalford, to provide connectivity towards Chilworth. From the west, the corridor runs along Broadford Road and Horsham Road to Shalford Railway Station and onwards through Shalford Common to Chilworth Railway Station. Along the corridor, the route serves several key destinations including Chilworth Infant School, Chilworth and Shalford Railway Stations and Tillingbourne Junior School. Other than the connection to corridor 21 at the western extent, this corridor does not interact with any other corridors of the aspirational cycle network. The maximum PCT (E-bike scenario) flow are 596 and 2 cycle collisions have been recorded along this corridor.
61. Ripley to Cobham	6.9	This corridor starts at the end of corridor 61 in Ripley and continues on-road along Portsmouth Road, routing under the A3 Ripley By-Pass and off-road parallel to the A3 Portsmouth Road dual carriageway. The route passes the A3/M25 Wisley Interchange before ending at the district boundary. Other than the connection to corridor 30 at the southern extent, this corridor does not interact with any other corridors of the aspirational cycle network. The maximum PCT (E-bike scenario) flow is 336 and 3 cycle collisions have been recorded along this corridor.

Corridor	Length (km)	Description
62. Clay Lane and Worplesdon path	2.5	<p>This corridor runs from west to east through North Guildford along Salt Box Road and off-road along a parallel path. The corridor extent is between Worplesdon Road and Woking Road. The route largely runs through a sparsely populated area but connects with some key destinations including Whitmoor Common and the University of Surrey Hazel Farm Halls of Residence. The corridor connects with corridors 11 and 15 of the aspirational cycle network. The maximum PCT (E-bike scenario) flow is 774 and 3 cycle collisions have been recorded along this corridor.</p>
68. Christmas Pie Trail	10.4	<p>This corridor connects Guildford to Tongham and destinations in the Aldershot urban area. Starting at the Surrey Research Park in Guildford, the corridor runs off-road over the North Downs railway line and joins the Christmas Pie Trail. Then, the corridor travels on-road along Flexford Road, Green Lane and Ash Green Lane before travelling into Tongham along a former railway alignment. The corridor then continues to the district boundary at the crossing of the Blackwater River. Due to the corridor's largely rural character, there are few key destinations, with notable examples being Wanborough Railway Station and other destinations at the eastern extent of the corridor in west Guildford. The corridor connects with corridors 2 and 20 of the aspirational cycle network. The maximum PCT (E-bike scenario) flow is 291 and 0 cycle collisions have been recorded along this corridor.</p>



# Appendix 2b: Summary of aspirational CWZs

Table 2. Summary of Aspirational Core Walking Zones - Guildford Urban Area

CWZ	Description <sup>1</sup>	CWZ	Description <sup>1</sup>
1. Guildford	This CWZ covers the area between and including Guildford and London Road railway stations. This corridor includes the High Street, North Street, Sydenham Road and York Road in Guildford town centre. Key destinations within the CWZ or within an 800m buffer (ten minute walk) include Guildford and London Road railway stations, The Royal Grammar School, Friary Bus Station and several shopping centres. The proposed CWZ is in close proximity to the Guildford Park CWZ, the buffers of these CWZ overlap at Guildford Railway Station. The total population within the CWZ or within a ten minute walk for the CWZ (800m) is 14678 and 1568 new dwellings are proposed in the area. 48 pedestrian collisions have been recorded within the CWZ.	3. Woodbridge Hill	This CWZ covers the eastern section of Aldershot Road/Woodbridge Hill and the junction with Worplesdon Road. Key destinations within the CWZ or within an 800m buffer (ten minute walk) include the University of Surrey, Stoughton Infant School and Stoughton Youth & Community Centre. The proposed CWZ is in close proximity to the Aldershot Road CWZ, the buffers of these CWZ overlap near Stoughton Recreation Ground. The total population within the CWZ or within a ten minute walk for the CWZ (800m) is 8110. 1 pedestrian collision has been recorded within the CWZ.
2. Guildford Park	This CWZ covers the area to the west of Guildford Railway Station including Guildford Park Road, Ridgemount and Agraria Road. Key destinations within the CWZ or within an 800m buffer (ten minute walk) include Farnham Road Hospital and Guildford Railway Station. The proposed CWZ is in close proximity to the Guildford CWZ, the buffers of these CWZ overlap at Guildford Railway Station. The total population within the CWZ or within a ten minute walk for the CWZ (800m) is 6223 and 1151 new dwellings are proposed in the area. 5 pedestrian collisions have been recorded within the CWZ.	4. Stoke	This CWZ covers the northern sections of Woodbridge Road and Stoke Road, north of Guildford town centre. Key destinations within the CWZ or within an 800m buffer (ten minute walk) include the Guildford High School, Guildford Park and Stoke Park. The total population within the CWZ or within a ten minute walk for the CWZ (800m) is 6699 and 351 new dwellings are proposed in the area. 4 pedestrian collisions have been recorded within the CWZ.

<sup>1</sup> For all CWZs, pedestrian collision statistics reflect collisions recorded between 2018 - 2023.

CWZ	Description <sup>1</sup>	CWZ	Description <sup>1</sup>
5. Worplesdon Road, Stoughton	This CWZ covers sections of Worplesdon Road, Shepherds Lane and Stoughton Road in the Stoughton area of Guildford. Key destinations within the CWZ or within an 800m buffer (ten minute walk) include Rydes Hill Common Nature Reserve, Stoughton Recreation Ground and educational establishments including Northmead Junior School, Stoughton Infant School and Stoughton Pre-School. The total population within the CWZ or within a ten minute walk for the CWZ (800m) is 8525. 1 pedestrian collision has been recorded within the CWZ.	8. Aldershot Road	This CWZ covers the area around the junction of Aldershot Road and Southway in north west Guildford. Key destinations within the CWZ or within an 800m buffer (ten minute walk) include the Rydes Hill Preparatory School, St Joseph's Primary School and Wey Valley College. The total population within the CWZ or within a ten minute walk for the CWZ (800m) is 8820. 3 collisions have been recorded within the CWZ.
6. Stoughton Road, Bellfields	This CWZ covers the area around the junction of Stoughton Road and Woking Road in the north of Guildford. Key destinations within the CWZ or within an 800m buffer (ten minute walk) include Christ's College, Pond Meadow School and Weyfield Primary School. The total population within the CWZ or within a ten minute walk for the CWZ (800m) is 3210. 1 pedestrian collision has been recorded within the CWZ.	9. Grange Road, Stoughton	This CWZ covers the area around the junction of Grange Road and Stoughton Road in the north of Guildford. Key destinations within the CWZ or within an 800m buffer (ten minute walk) include Christ's College, Northmead Junior School and Stoughton Infant School. The proposed CWZ is in close proximity to the Worplesdon Road, Stoughton CWZ, the buffers of these CWZ are closest in the vicinity of Stoughton Infant School. The total population within the CWZ or within a ten minute walk for the CWZ (800m) is 7759. 2 collisions have been recorded within the CWZ.
7. Park Barn	This corridor covers an area to the west of the intersection of Park Barn Drive and Southway in the west of Guildford including Cabell Road and Pond Meadow. Key destinations within the CWZ or within an 800m buffer (ten minute walk) include Guildford Grove Primary School, Kings College Guildford, Royal Surrey County Hospital and Surrey Research Park. The total population within the CWZ or within a ten minute walk for the CWZ (800m) is 8820. 3 pedestrian collisions have been recorded within the CWZ.	10. University of Surrey	This CWZ covers the area around the University of Surrey Stag Hill campus. This zone is bound by the Cathedral Roundabout in the west, the North Downs railway line in the north, 'Yorky's Bridge' in the east and Guildford Cathedral in the south. The primary destination of the CWZ is the University of Surrey, its academic facilities and student accomodation. Other destinations within the CWZ or an 800m buffer (ten minute walk) of the CWZ include Guildford Railway Station, Farnham Road Hospital and Queen Eleanor's C of E Junior School. The proposed CWZ is in close proximity to the Guildford Park CWZ, the buffers of these CWZ are most proximate within the Guildford Park Car Park. The total population within the CWZ or within a ten minute walk for the CWZ (800m) is 9450 and 681 new dwellings are proposed in the area. 1 pedestrian collision has been recorded within the CWZ.



CWZ	Description <sup>1</sup>	CWZ	Description <sup>1</sup>
11. Tongham	This CWZ covers Tongham village centre and the surrounding roads including The Street, Grange Road, Poyle Road and Lambourne Way. Key destinations within the CWZ or within an 800m buffer (ten minute walk) include Ash Manor School, St Pauls C of E Infant School and Tongham Recreational Ground. The total population within the CWZ or within a ten minute walk for the CWZ (800m) is 2434 and 300 new dwellings are proposed in the area. 0 pedestrian collisions have been recorded within the CWZ.	14. Ash Station	This CWZ is centred on Ash Railway Station and extends to both sides of the railway line including along Ash Church Road, Foreman Road and Guildford Road. Key destinations within the CWZ or within an 800m buffer (ten minute walk) include Ash Grange Primary School, Walsh C of E Junior School and Shawfield Primary School. The total population within the CWZ or within a ten minute walk for the CWZ (800m) is 3129 and 290 new dwellings are proposed in the area. No pedestrian collisions have been recorded within the CWZ.
12. Ash	This CWZ covers the area around the junction of Vale Road, Shawfield Road, Ash Hill Road and Wharf Road in Ash. The corridor also includes Winchester Road, College Road and their crossing of the North Downs railway line. Key destinations within the CWZ or within an 800m buffer (ten minute walk) include Shawfield Primary School and Ash Common Recreation Ground. The total population within the CWZ or within a ten minute walk for the CWZ (800m) is 4008. 2 collisions have been recorded within the CWZ.	15. Shalford	This CWZ is centred on Shalford Railway Station and extends to both sides of the railway line including along Horsham Road, King's Road, Station Road, Tillingbourne Road and south of Shalford Common. Key destinations within the CWZ or within an 800m buffer (ten minute walk) include Shalford Infant School, Shalford Railway Station and Shalford Village Hall. The total population within a ten minute walk of the CWZ (800m) is 1661 and 11 new dwellings are proposed in the area. 11 pedestrian collisions have been recorded within the CWZ.
13. Ash Vale	This CWZ covers the area between and including Blackwater and Ash Vale railway stations. This corridor includes Frimley Road, Lysons Avenue, Station Road and Vale Road in Ash Vale. Key destinations within the CWZ or within an 800m buffer (ten minute walk) include Carrington Recreation Ground, Holly Lodge Primary School and industrial sites on Lysons Avenue. The total population within the CWZ or within a ten minute walk for the CWZ (800m) is 2841. 1 pedestrian collision has been recorded within the CWZ.	16. Effingham	This CWZ covers Effingham village centre and the roads leading up to it; Browns Lane, Effingham Common Road, Guildford Road, Lower Road, Orestan Lane and The Street. Key destinations within the CWZ or within an 800m buffer (ten minute walk) include Aurora Poppyfield School, Howard of Effingham School, St Lawrence Primary School and King George V Sports Facilities. The total population within a ten minute walk of the CWZ (800m) is 1226 and 34 new dwellings are proposed in the area. 1 pedestrian collision has been recorded within the CWZ.

CWZ	Description <sup>1</sup>	CWZ	Description <sup>1</sup>
17. Send	This CWZ covers a section of Send Road in the village of Send and the roads leading up to it including Sandy Lane, Sanger Drive and Tannery Lane. Key destinations within the CWZ or within an 800m buffer (ten minute walk) include the Galileo Drive employment site and Send Primary School. The total population within a ten minute walk of the CWZ (800m) is 1238 and 36 new dwellings are proposed in the area. 2 pedestrian collisions have been recorded within the CWZ.	20. Effingham Junction Station	This CWZ is centred on Effingham Junction Railway Station and extends to both sides of the railway line including along Effingham Common Road, Forest Road and Howard Road. Key destinations within the CWZ or within an 800m buffer (ten minute walk) include Effingham Common, Effingham Junction Railway Station and The Drift Golf Club. The total population within the CWZ or within a ten minute walk for the CWZ (800m) is 586. 2 pedestrian collisions have been recorded within the CWZ.
18. Station Parade, East Horsley	This CWZ covers the area around Station Parade, Ockham Road South and East Horsley Railway Station in East Horsley. Key destinations within the CWZ or within an 800m buffer (ten minute walk) include East Horsley Railway Station, East Horsley Village Hall and Kingston Meadows. The total population within the CWZ or within a ten minute walk for the CWZ (800m) is 1665 and 115 new dwellings are proposed in the area. No pedestrian collisions have been recorded within the CWZ.	21. Gomshall	This CWZ covers a section of Station Road in the village of Gomshall and the roads leading up to it including Colekitchen Lane and Goose Green. Key destinations within a ten minute walk (800m buffer) around the CWZ include Gomshall Railway Station and Gomshall Play Park. The total population within the CWZ or within a ten minute walk for the CWZ (800m) is 590. No pedestrian collisions have been recorded within the CWZ.
19. Fairlands	This CWZ covers the Fairlands area and its local roads; Brocks Drive, Brooke Forest, Fairlands Road, Kiln Meadows and St Michael's Avenue. Key destinations within the CWZ or within an 800m buffer (ten minute walk) include Fairlands Community Centre, Fairlands Practice and Worplesdon Primary School. The total population within the CWZ or within a ten minute walk for the CWZ (800m) is 586. 2 pedestrian collisions have been recorded within the CWZ.	29. Bishopsmead Parade, East Horsley	This CWZ is extending along Ockham Road north of Epsom Road. It is primarily a residential area with the total population within the CWZ or within a ten minute walk for the CWZ (800m) being 602. 1 pedestrian collision has been recorded on Ockham Road north of the CWZ.



# Appendix 3a: Multi-Criteria Assessment Framework (MCAF)- Cycling network

Table 3. MCAF results for the cycling network (Phases 1 and 2)

ID	Rating Rules →	Weight	Max Score	1	2	3	4	5	7	8	9	10	11	12	13	15	16	17	18	19	
Name/Description				Guildford High and North Streets	Guildford Park to Town Centre	Stoke Road to Town Centre	High St A3100	Town Centre to University of Surrey	Station Access Quietway	Westborough and Park Barn to Sports Grounds	Rydes Hill Rd-Shepherds Ln-Stoughton Rd	A3 Bypass route	Guildford College to Woking	Southway	Western Spoke - Aldershot Rd A322	Worplesdon Road	Worplesdon to Normandy	Ash to Normandy	Ash Street	Ash - Vale Road	
(km)				1.72	2.90	1.79	1.89	1.12	1.81	3.52	2.44	3.32	4.81	2.32	3.51	3.07	5.13	2.71	3.66	3.21	
Access	CWZs Served by Corridor (within 400m)	1: < 2 2: < 4 3: ≥ 4	2	3	2	3	3	1	2	3	3	3	3	3	3	3	1	1	2	2	
	Rail Station Access (within 400m)	Station Nos. Score: 0: No Station 2: 1 RS within 400m 3: 2 RS within 400m	3	3	2	3	0	2	3	0	0	0	2	0	0	0	0	0	2	2	3
	Number of Schools (within 400m)	1: < 1 2: < 2.5 3: ≥ 2.5	3	3	3	2	3	2	1	3	2	2	2	3	1	2	1	2	1	3	1
	Weighted Score %		30%	100%	79%	75%	100%	33%	54%	100%	50%	50%	50%	88%	38%	50%	38%	33%	46%	79%	67%
Demand	Development Sites (No of Dwellings within 400m)	1: < 25 2: < 500 3: ≥ 500	2	3	3	3	3	3	3	2	0	0	3	2	0	0	0	0	2	3	0
	School PCT (Go Dutch, Number of daily School Trips)	1: < 100 2: < 250 3: ≥ 250	2	3	1	1	2	1	1	3	2	3	2	3	3	2	2	1	1	3	2
	PCT Tool (eBike, Number of Daily Commuters)	1: < 600 2: < 1200 3: ≥ 1200	2	3	3	3	3	2	2	3	3	2	3	3	2	2	2	1	1	1	1
	Weighted Score %		30%	100%	78%	78%	89%	67%	67%	78%	89%	44%	67%	89%	78%	56%	44%	22%	44%	78%	33%
Cycle Network	Contributes to Improved Cycling Network (Number of Links to Other Segments of Proposed LCWIP Network)	1: < 0.75 2: < 1.5 3: ≥ 1.5	1	3	3	3	3	3	3	2	2	3	3	2	2	3	1	1	2	1	
	Contributes to Improved Cycling Network (Existing Cycle Facilities i.e., Cycle Tracks, Bridleways & Greenways)	1: < 0.05 2: < 0 3: ≥ 0	1	3	3	1	2	3	2	2	2	3	1	2	2	3	3	2	3	2	3
	Pedal Cycle Collision History (Cycle Collisions per KM)	1: < 1 2: < 2 3: ≥ 2	3	3	3	3	3	2	0	3	2	3	3	3	2	3	3	2	0	3	2
	Weighted Score %		15%	100%	100%	87%	93%	80%	33%	93%	67%	93%	87%	93%	67%	93%	100%	60%	27%	87%	67%
Deliverability	Ease of Implementation	1: Likely Major Constraints, such as Limited Public Highway, Bridges, Steep Gradient 2: Significant Constraints, Narrow Country Lanes with no Significant Traffic Flows 3: Use of Footpaths, Bridleways & Sections of Country Lanes with No Traffic	1	3	1	2	1	2	1	2	1	2	3	2	3	2	3	2	2	1	2
	Weighted Score %		5%	100%	33%	67%	33%	67%	33%	67%	33%	67%	100%	67%	100%	67%	100%	67%	67%	33%	67%
Stakeholder Input	Comments (Comments & Agreements per KM)	1: < 5 2: < 50 3: ≥ 50	2	3	3	3	2	1	3	1	2	3	3	2	3	1	1	1	1	1	1
	Stakeholder Feedback - Workshop (number of Stakeholder Votes)	1: < 5 2: < 9 3: ≥ 9	2	3	3	2	3	1	1	0	0	1	2	2	1	1	1	1	1	1	1
	Weighted Score %		20%	100%	100%	83%	100%	50%	33%	50%	17%	50%	83%	83%	50%	67%	33%	33%	33%	33%	33%
	Weighted Route Score %		-	100%	84%	79%	92%	55%	50%	81%	57%	56%	70%	87%	60%	62%	51%	36%	41%	68%	50%
Rank		-	-	3	7	1	18	27	5	16	17	8	2	14	12	25	30	28	9	36	
Network Priority		-	-	High	High	High	Med	Low	High	Med	Med	High	High	Med	Med	Low	Low	Low	High	Low	



ID	Rating Rules →	Wei	Max Score	20	21	22	23	25	26	27	28	29	30	47	61	62	68	
Name/Description				Ash - Manor Road	Peasmarsh to Shalford	Jacobs Well Rd- Clay Ln	Southern Spoke - Guildford to Godalming	West Clandon to Send	The Mount	Eastern Spoke - Epsom Road	Epsom Road East	East Horsley Link	Northeastern Spoke	Shalford to Chilworth	Ripley to Cobham	Clay Lane and Worplesdon path	Christmas Pie Trail	
(km)				4.22	5.40	3.18	3.39	7.18	6.71	2.92	10.90	4.97	7.67	3.70	6.86	2.48	10.41	
Access	CWZs Served by Corridor (within 400m)	1: < 2 2: < 4 3: ≥ 4	2	3	2	3	2	2	2	3	2	3	2	2	2	1	1	3
	Rail Station Access (within 400m)	Station Nos. Score: 0: No Station 2: 1 RS within 400m 3: 2 RS within 400m	3	3	0	2	0	0	2	0	2	0	3	0	3	0	0	2
	Number of Schools (within 400m)	1: < 1 2: < 2.5 3: ≥ 2.5	3	3	3	2	1	2	1	2	3	3	0	1	1	1	0	2
	Weighted Score %		30%	100%	54%	75%	29%	42%	54%	50%	79%	63%	54%	29%	67%	21%	8%	75%
Demand	Development Sites (No of Dwellings within 400m)	1: < 25 2: < 500 3: ≥ 500	2	3	3	3	1	3	2	3	2	2	1	3	2	3	0	3
	School PCT (Go Dutch, Number of daily School Trips)	1: < 100 2: < 250 3: ≥ 250	2	3	3	1	3	1	2	1	2	3	2	2	2	1	1	2
	PCT Tool (eBike, Number of Daily Commuters)	1: < 600 2: < 1200 3: ≥ 1200	2	3	1	3	2	3	1	2	3	1	1	1	1	1	2	1
	Weighted Score %		30%	100%	78%	78%	67%	78%	56%	67%	78%	67%	44%	67%	56%	56%	33%	67%
Cycle Network	Contributes to Improved Cycling Network (Number of Links to Other Segments of Proposed LCWIP Network)	1: < 0.75 2: < 1.5 3: ≥ 1.5	1	3	1	3	2	3	1	1	2	1	1	1	2	1	2	1
	Contributes to Improved Cycling Network (Existing Cycle Facilities i.e., Cycle Tracks, Bridleways & Greenways)	1: < 0.05 2: < 0 3: ≥ 0	1	3	2	1	1	1	2	1	3	3	3	1	3	1	2	1
	Pedal Cycle Collision History (Cycle Collisions per KM)	1: < 1 2: < 2 3: ≥ 2	3	3	3	3	2	3	2	2	3	2	2	3	2	2	3	0
	Weighted Score %		15%	100%	80%	87%	60%	87%	60%	53%	93%	67%	67%	73%	73%	53%	87%	13%
Deliverability	Ease of Implementation	1: Likely Major Constraints, such as Limited Public Highway, Bridges, Steep Gradient 2: Significant Constraints, Narrow Country Lanes with no Significant Traffic Flows 3: Use of Footpaths, Bridleways & Sections of Country Lanes with No Traffic	1	3	2	3	2	2	2	1	3	3	2	3	3	2	2	3
	Weighted Score %		5%	100%	67%	100%	67%	67%	67%	33%	100%	100%	67%	100%	100%	67%	67%	100%
Stakeholder Input	Comments (Comments & Agreements per KM)	1: < 5 2: < 50 3: ≥ 50	2	3	1	3	2	2	1	2	3	2	1	1	2	1	2	1
	Stakeholder Feedback - Workshop (number of Stakeholder Votes)	1: < 5 2: < 9 3: ≥ 9	2	3	1	2	2	2	1	1	2	2	2	0	1	0	0	0
	Weighted Score %		20%	100%	33%	83%	67%	67%	33%	50%	83%	67%	50%	50%	33%	33%	33%	17%
Weighted Route Score %		-	100%	62%	81%	54%	66%	52%	55%	83%	67%	53%	55%	59%	41%	36%	53%	
Rank		-	-	13	6	21	11	24	20	4	10	22	19	15	29	31	23	
Network Priority		-	-	Med	High	Med	High	Low	Med	High	High	Low	Med	Med	Low	Low	Low	



# Appendix 3b: Multi-Criteria Assessment Framework (MCAF)- Core Walking Zones

Table 4. MCAF results for the CWZ (Phases 1 and 2)

ID	Rating Rules -->	Weight	Max Sc	1	2	3	4	5	6	7	8	9	10	11	12	
CWZ Name/Description				Guildford	Guildford Park	Woodbridge Hill	Stoke	Worplesden Road, Stoughton	Stoughton Road, Bellfields	Park Barn	Aldershot Road	Grange Road, Stoughton	University of Surrey	Tongham	Ash	
Area				Guildford urban area	Guildford urban area	Guildford urban area	Guildford urban area	Guildford urban area	Guildford urban area	Ash & Tongham urban area	Ash & Tongham urban area					
Access	Other Key Destinations (Retail areas, parks, Hospitals; within 10min walk)	1: < 4 2: < 12 3: ≥ 12	2	3	3	3	3	3	3	2	2	3	3	2	2	
	Number of Schools (within 10min walk)	1: < 2 2: < 4 3: ≥ 4	3	3	3	3	3	3	3	3	3	3	3	3	2	
	Bus Stops (# of stops) (within 10min walk)	1: < 15 2: < 30 3: ≥ 30	1	3	3	3	3	1	3	2	2	3	3	1	1	
	Rail Station Access (within 10min walk)	Station Nos. Score: 0: No Station 1: 1 RS within 10 min walk 2: 1 RS within CWZ 3: 2 RS within CWZ	3	3	3	1	0	1	0	0	0	0	1	0	1	
	CWZ Weighted Score %		30%	100%	100%	78%	67%	70%	67%	56%	56%	67%	67%	78%	52%	52%
Demand	Development Sites (No of Dwellings within 10min Walk)	1: < 25 2: < 500 3: ≥ 500	2	3	3	3	0	2	0	0	3	0	3	2	0	
	Total Population (within 10min walk)	1: < 3500 2: < 7000 3: ≥ 7000	3	3	3	2	3	2	3	1	2	3	3	1	2	
	Total Workplace Population (within 10min walk)	1: < 400 2: < 2000 3: ≥ 2000	3	3	3	3	3	3	2	2	3	3	2	2	2	
	CWZ Weighted Score %		30%	100%	100%	88%	75%	79%	63%	38%	88%	75%	63%	100%	54%	50%
Existing Pedestrian Quality	Posted Speed (Highest Speed within CWZ)	1: ≤ 20 2: = 30 3: > 30	1	3	2	2	3	2	2	2	2	2	2	2	2	
	Traffic Flows (Highest Flows within CWZ)	1: < 5001 2: ≤ 10000 3: > 10000	1	3	3	1	3	3	3	2	2	3	2	1	2	3
	Pedestrian Collision History (within CWZ)	1: < 1 2: < 2 3: ≥ 2	2	3	3	3	2	3	2	2	2	3	3	2	1	3
	CWZ Weighted Score %		15%	100%	92%	75%	83%	92%	75%	75%	67%	92%	83%	58%	50%	92%
Deliverability	Potential to Improve to a High & Accessible Standard, relative to Existing Condition (along Main CWZ Corridor only)	1: Lower Potential 2: Medium Potential 3: Higher Potential	1	3	2	2	3	3	2	3	2	3	3	2	2	
	Significant Constraints or Dependencies (along main CWZ corridor only)	1: Significant Constraints (e.g. land take, third party works) 2: Constraints Typical for a Transport Improvement 3: Limited Constraints	1	3	1	1	1	1	2	1	3	3	1	1	2	1
	CWZ Weighted Score %		5%	100%	50%	50%	67%	67%	67%	67%	83%	100%	67%	50%	67%	50%
Stakeholder Input	Commonplace Comments (within CWZ)	1: < 5 2: < 10 3: ≥ 10	3	3	3	3	3	2	2	2	1	3	3	1	0	
	Stakeholder Feedback - Workshop (number of Stakeholder Votes)	1: < 2 2: < 5 3: ≥ 5	2	3	3	3	2	2	3	3	3	3	2	3	2	2
	CWZ Weighted Score %		20%	100%	100%	100%	87%	67%	80%	80%	60%	100%	87%	100%	47%	27%
	Weighted CWZ Score %		-	#####	96.25%	83.33%	75.67%	75.28%	69.33%	58.50%	69.08%	81.25%	71.92%	84.58%	61.97%	52.14%
Rank		-	-	1	3	5	6	8	11	9	4	7	2	14	13	
Network Priority		-	-	High	High	High	High	Med	Med	Med	High	High	High	Med	Med	



ID	Rating Rules -->	Weight	Max Sc	13	14	15	16	17	18	19	20	21
CWZ Name/Description				Ash Vale	Ash Station	Shalford	Effingham	Send	Station Parade, East Horley	Fairlands	Effingham Junction Station	Gomshall
Area				Ash & Tongham urban area	Ash & Tongham urban area	Rural area	Rural area	Rural area	Rural area	Rural area	Rural area	Rural area
Access	Other Key Destinations (Retail areas, parks, Hospitals; within 10min walk)	1: < 4 2: < 12 3: ≥ 12	2 3	1	1	2	1	2	1	1	1	1
	Number of Schools (within 10min walk)	1: < 2 2: < 4 3: ≥ 4	3 3	2	2	2	3	1	2	2	1	1
	Bus Stops (# of stops) (within 10min walk)	1: < 15 2: < 30 3: ≥ 30	1 3	1	2	1	1	1	2	1	1	1
	Rail Station Access (within 10min walk)	Station Nos. Score: 0: No Station 1: 1 RS within 10 min walk 2: 1 RS within CWZ 3: 2 RS within CWZ	3 3	3	2	2	0	0	2	0	2	2
	CWZ Weighted Score %		30% 100%	67%	59%	63%	44%	30%	59%	33%	44%	44%
Demand	Development Sites (No of Dwellings within 10min Walk)	1: < 25 2: < 500 3: ≥ 500	2 3	0	2	1	2	2	2	0	0	0
	Total Population (within 10min walk)	1: < 3500 2: < 7000 3: ≥ 7000	3 3	1	1	1	1	1	1	1	1	1
	Total Workplace Population (within 10min walk)	1: < 400 2: < 2000 3: ≥ 2000	3 3	2	1	2	2	1	1	1	1	1
	CWZ Weighted Score %		30% 100%	38%	42%	46%	54%	42%	42%	25%	25%	25%
Existing Pedestrian Quality	Posted Speed (Highest Speed within CWZ)	1: ≤ 20 2: = 30 3: > 30	1 3	2	2	2	2	2	2	2	3	2
	Traffic Flows (Highest Flows within CWZ)	1: < 5001 2: ≤ 10000 3: > 10000	1 3	3	3	3	3	3	2	3	2	3
	Pedestrian Collision History (within CWZ)	1: < 1 2: < 2 3: ≥ 2	2 3	2	1	2	2	3	1	2	3	1
	CWZ Weighted Score %		15% 100%	75%	58%	75%	75%	92%	50%	75%	92%	58%
Deliverability	Potential to Improve to a High & Accessible Standard, relative to Existing Condition (along Main CWZ Corridor only)	1: Lower Potential 2: Medium Potential 3: Higher Potential	1 3	3	3	3	3	3	3	1	3	3
	Significant Constraints or Dependencies (along main CWZ corridor only)	1: Significant Constraints (e.g. land take, third party works) 2: Constraints Typical for a Transport Improvement 3: Limited Constraints	1 3	1	1	1	1	1	1	3	1	1
	CWZ Weighted Score %		5% 100%	67%	67%	67%	67%	67%	67%	67%	67%	67%
Stakeholder Input	Commonplace Comments (within CWZ)	1: < 5 2: < 10 3: ≥ 10	3 3	0	1	2	0	1	0	0	1	0
	Stakeholder Feedback - Workshop (number of Stakeholder Votes)	1: < 2 2: < 5 3: ≥ 5	2 3	1	3	2	2	2	2	0	2	2
	CWZ Weighted Score %		20% 100%	13%	60%	67%	27%	47%	27%	0%	47%	27%
Weighted CWZ Score %		- #####	48.50%	54.36%	60.56%	49.50%	47.81%	46.44%	32.08%	47.25%	38.25%	
Rank		- -	16	12	10	15	17	19	21	18	20	
Network Priority		- -	Low	Med	Med	Low	Low	Low	Low	Low	Low	



# Appendix 4: Walking Route Audit Tool (WRAT)

Table 5. WRAT results for Guildford Town Centre (CWZ1)

link	road_name	Start	End	length (m)	Existing						Proposals					
					WRAT - PERCENTILE						WRAT - PERCENTILE					
					Attractiveness	Comfort	Directness	Safety	Coherence	Total	Attractiveness	Comfort	Directness	Safety	Coherence	Total
1.1	Gyratory	Farnham Road	High Street	660	58%	85%	57%	33%	67%	66%	58%	85%	57%	33%	67%	66%
1.2	Walnut Tree Close	A322 Bridge Street	Yorkies Bridge	729	58%	65%	86%	67%	50%	67%	67%	65%	100%	100%	67%	78%
1.3	A322 Woodbridge Road	A25	Bridge Street	1594	67%	55%	93%	67%	0%	62%	67%	55%	93%	67%	50%	67%
1.4	A320 Stoke Road	A25	Nightingale Road	524	83%	75%	50%	67%	17%	64%	100%	80%	93%	67%	50%	83%
1.5	Stoke Road/Nightingale Road	York Road	A3100 London Road	1013	100%	45%	86%	100%	0%	67%	100%	60%	100%	100%	50%	81%
1.6	Stoke Fields	Stoke Road	York Road	255	100%	75%	100%	83%	33%	83%	92%	80%	100%	100%	50%	86%
1.7	Haydon Place	York Road	North Street	354	83%	65%	100%	100%	17%	76%	75%	70%	100%	100%	50%	79%
1.8	A246/A320	High Street	Waterden Road	887	67%	60%	79%	67%	17%	62%	92%	85%	79%	100%	50%	83%
1.9	A3100/A246	High Street	Maori Road/Ennismc	1482	83%	60%	93%	67%	17%	69%	92%	85%	93%	100%	50%	86%
1.10.	Cranley Road/Maori Road	Hillier Road	A246	627	92%	55%	100%	100%	0%	72%	92%	55%	100%	100%	67%	79%
1.11	High Street	North Street	A246	311	67%	75%	79%	83%	67%	74%	67%	75%	93%	83%	67%	78%
1.12	North Street	Onslow Street	Chertsey Street	478	75%	70%	71%	50%	50%	67%	83%	70%	71%	83%	67%	74%
1.13	Lanes	North Street	High Street	740	67%	75%	93%	100%	83%	81%	67%	75%	93%	100%	83%	81%
1.14	High Street	Park Street	North Street	678	75%	80%	100%	100%	67%	84%	75%	80%	100%	100%	67%	84%
1.15	Bakers Yard	Sydenham Road	High Street	100	58%	70%	14%	83%	50%	53%	58%	70%	14%	83%	67%	55%
1.16	Jenner Road/Sydenham Road	Epsom Road	Castle Street	697	83%	70%	64%	67%	17%	66%	83%	70%	100%	67%	50%	78%
1.17	Harvey Road/Pewley Hill	Epsom Road	Castle Street	1486	83%	50%	57%	67%	0%	55%	83%	50%	57%	67%	50%	60%
1.18	Addison Road	Holy Trinity School	Harvey Road	532	83%	55%	100%	100%	17%	72%	83%	55%	100%	100%	50%	76%
1.19	Castle Street	South Hill	Quarry Street	191	83%	50%	36%	33%	17%	48%	83%	50%	64%	50%	67%	62%
1.20.	Quarry Street	High Street	A281	438	67%	50%	50%	50%	17%	50%	67%	50%	50%	50%	50%	53%
1.21	Portsmouth Road	High Street	Lawn Road	409	83%	50%	71%	50%	33%	60%	92%	80%	79%	100%	67%	83%



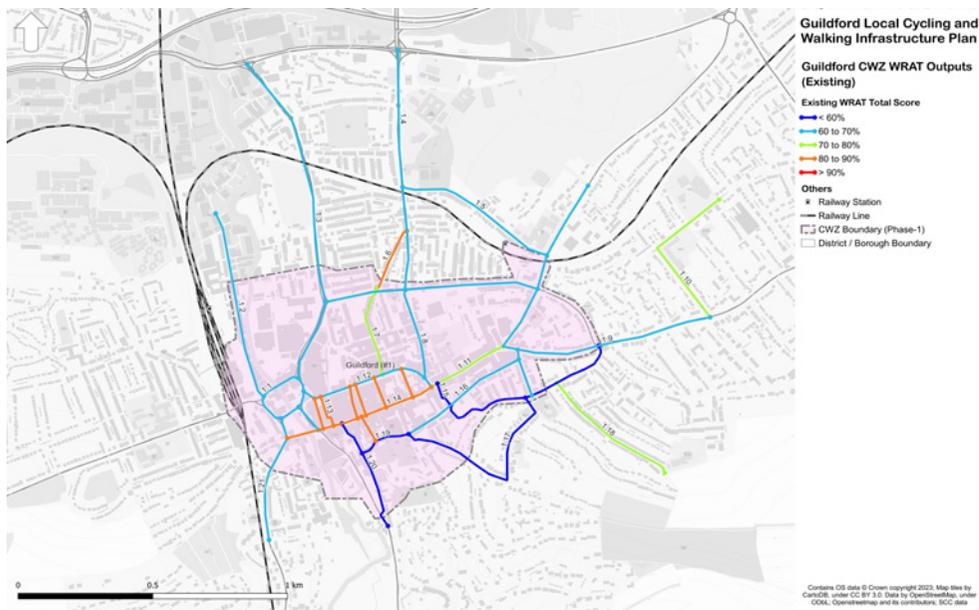


Figure 8. WRAT Results - Existing, Guildford Town Centre (CWZ1)

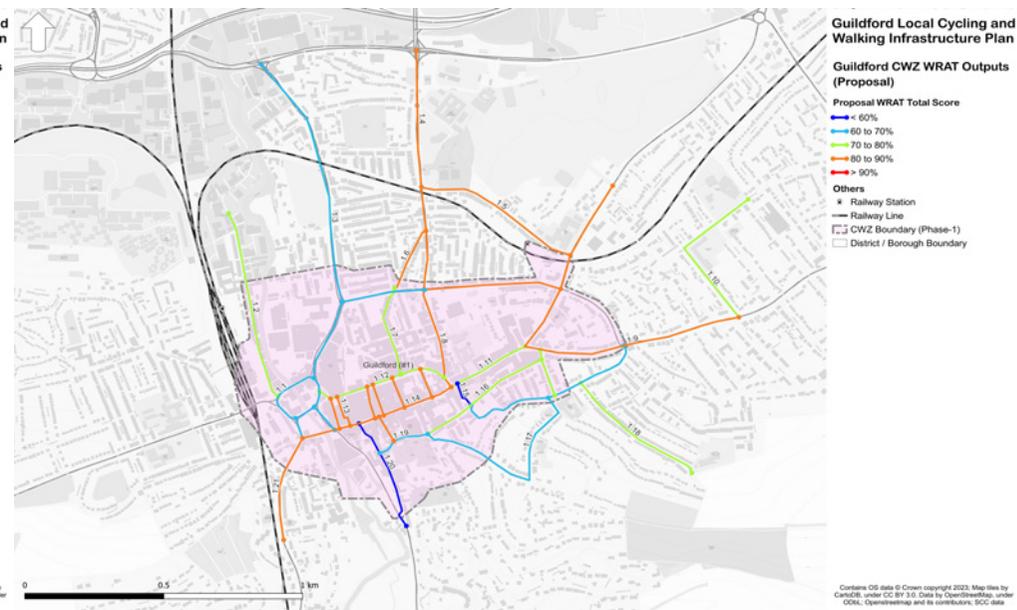


Figure 9. WRAT Results - Proposals, Guildford Town Centre (CWZ1)

Table 6. WRAT results for Guildford Park (CWZ2)

link	road_name	Start	End	length (m)	Existing						Proposals					
					WRAT - PERCENTILE						WRAT - PERCENTILE					
					Attractiveness	Comfort	Directness	Safety	Coherence	Total	Attractiveness	Comfort	Directness	Safety	Coherence	Total
2.1	Path	Southway	Perimeter Road	416	33%	60%	36%	100%	83%	55%	58%	70%	36%	100%	100%	66%
2.2	The Chase	Perimeter Road	Old Palace Road	720	75%	75%	86%	67%	0%	69%	75%	75%	93%	67%	67%	78%
2.3	Path	The Chase	Alresford Road	48	83%	95%	57%	100%	100%	84%	83%	95%	57%	100%	100%	84%
2.4	Alresford Road	Path	Madrid Road	770	83%	55%	79%	83%	17%	66%	83%	55%	79%	83%	50%	69%
2.5	Queen Eleanor's Road/Elmside	Powell Close	The Chase/Old Palace	1234	83%	40%	86%	83%	17%	62%	92%	55%	86%	83%	67%	74%
2.6	Madrid Road/Guildford Park Road	Elmside	Farnham Road	1723	75%	80%	79%	67%	17%	71%	83%	80%	86%	100%	67%	83%
2.7	Agraria Road	Madrid Road	Farnham Road	342	75%	70%	57%	67%	0%	60%	75%	70%	57%	83%	67%	69%
2.8	Farnham Road	Agraria Road	Bridge Street	573	67%	30%	93%	67%	17%	55%	75%	80%	93%	100%	67%	83%
2.9	Mount Pleasant/Path	Farnham Road	Portsmouth Road	338	58%	35%	50%	100%	17%	48%	58%	35%	50%	100%	67%	53%
2.10	Perimeter Road	Guildford Park Road	Yorkies Bridge	453	42%	25%	29%	50%	0%	29%	50%	90%	100%	100%	83%	84%
2.11	Yorkies Bridge	Perimeter Road	Walnut Tree Close	215	67%	60%	64%	50%	33%	59%	67%	80%	64%	83%	50%	71%

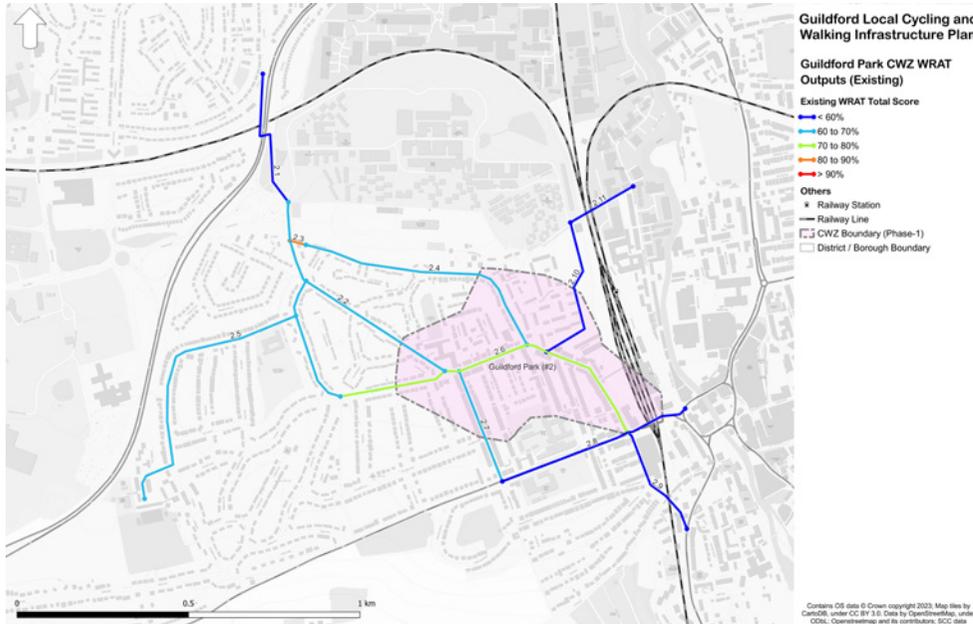


Figure 10. WRAT Results - Existing, Guildford Park (CWZ2)



Figure 11. WRAT Results - Proposals, Guildford Park (CWZ2)

Table 7. WRAT results for Aldershot Road (CWZ8)

link	road_name	Start	End	length (m)	Existing						Proposals					
					WRAT - PERCENTILE						WRAT - PERCENTILE					
					Attractiveness	Comfort	Directness	Safety	Coherence	Total	Attractiveness	Comfort	Directness	Safety	Coherence	Total
8.1	Broad Street/Aldershot Road	Broadacres	Woodside Road	656	83%	60%	50%	33%	17%	55%	83%	85%	93%	67%	67%	83%
8.2	Shepherds Lane/Stoughton Road	Broad Street	The Gables	1989	67%	40%	86%	67%	0%	55%	83%	75%	86%	67%	67%	78%
8.3	A323 Aldershot Road	Woodside Road	Southway	128	75%	60%	100%	50%	17%	67%	75%	75%	100%	50%	67%	78%
8.4	A323 Aldershot Road	Southway	Manor Road	852	67%	55%	57%	33%	0%	50%	75%	60%	100%	50%	67%	72%
8.5	Middleton Industrial Estate	Woodbridge Hill	Railway Line	459	17%	25%	50%	67%	17%	33%	17%	25%	50%	67%	50%	36%
8.6	A25	Middleton Industrial	A322 Woodbridge R	349	58%	95%	79%	67%	50%	76%	58%	95%	79%	83%	67%	79%
8.7	Southway	Applegarth Avenue	A323 Aldershot Road	1703	83%	55%	57%	67%	17%	59%	83%	80%	64%	67%	67%	74%

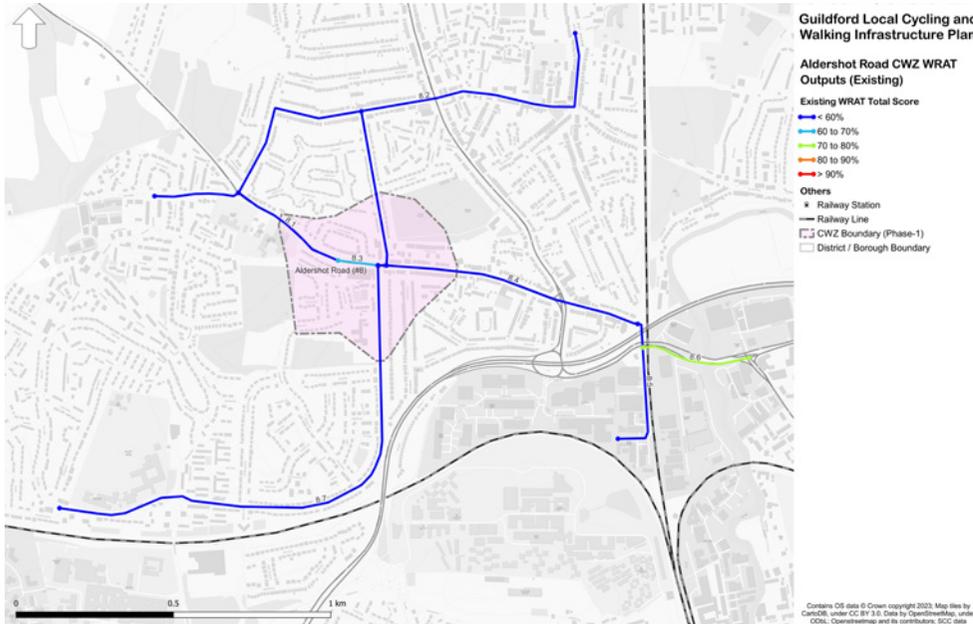


Figure 12. WRAT Results - Existing, Aldershot Road (CWZ8)



Figure 13. WRAT Results - Proposals, Aldershot Road (CWZ8)

Table 8. WRAT results for Ash (CWZ12)

link	road_name	Start	End	length (m)	Existing						Proposals					
					WRAT - PERCENTILE						WRAT - PERCENTILE					
					Attractiveness	Comfort	Directness	Safety	Coherence	Total	Attractiveness	Comfort	Directness	Safety	Coherence	Total
12.1	Vale Road	Station Road East	Grove Road	1876	67%	35%	50%	50%	17%	45%	83%	80%	100%	50%	83%	83%
12.2	Ash Hill Road	Grove Road	College Road	444	67%	55%	79%	100%	50%	67%	67%	55%	79%	100%	67%	69%
12.3	Ash Hill Road	College Road	Guildford Road	490	50%	45%	36%	50%	0%	40%	50%	45%	36%	50%	50%	45%
12.4	Guildford Road	Ash Hill Road	Foreman Road	242	83%	55%	57%	67%	33%	60%	83%	55%	57%	67%	50%	62%
12.5	Wharf Road	Newlands Drive	Railway Line	649	42%	30%	43%	50%	0%	34%	67%	85%	64%	100%	83%	78%
12.6	Shawfield Road	Railway Line	Star Lane	913	83%	60%	29%	67%	17%	53%	92%	85%	100%	100%	67%	90%
12.7	Winchester Road	Ewins Close	Shawfield Road	389	67%	25%	79%	83%	0%	50%	67%	55%	79%	83%	67%	67%
12.8	Grove Road	Ash Hill Road	College Road	205	67%	35%	79%	83%	33%	57%	67%	35%	79%	83%	67%	60%

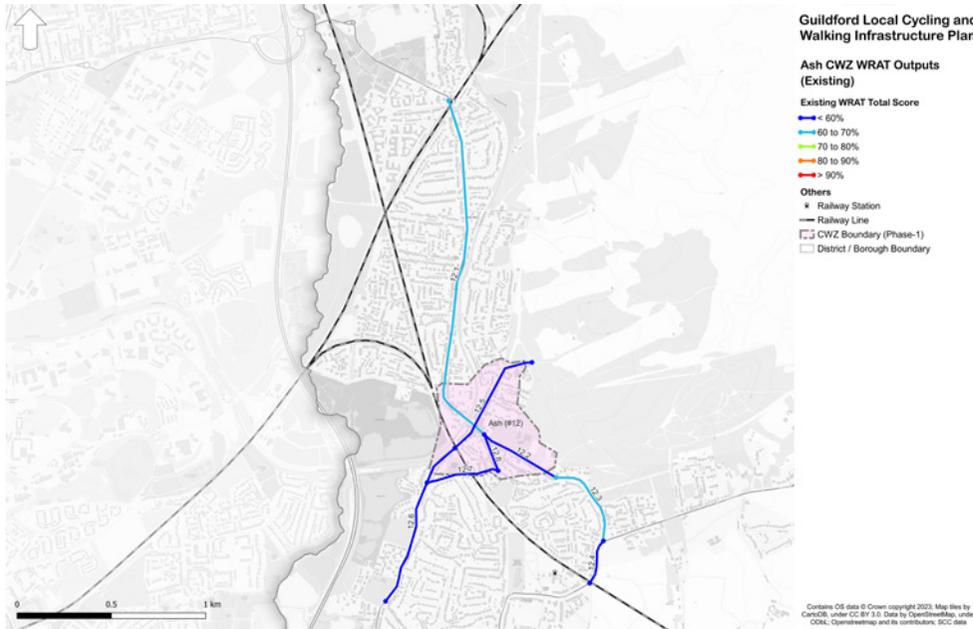


Figure 15. WRAT Results - Existing, Ash (CWZ12)

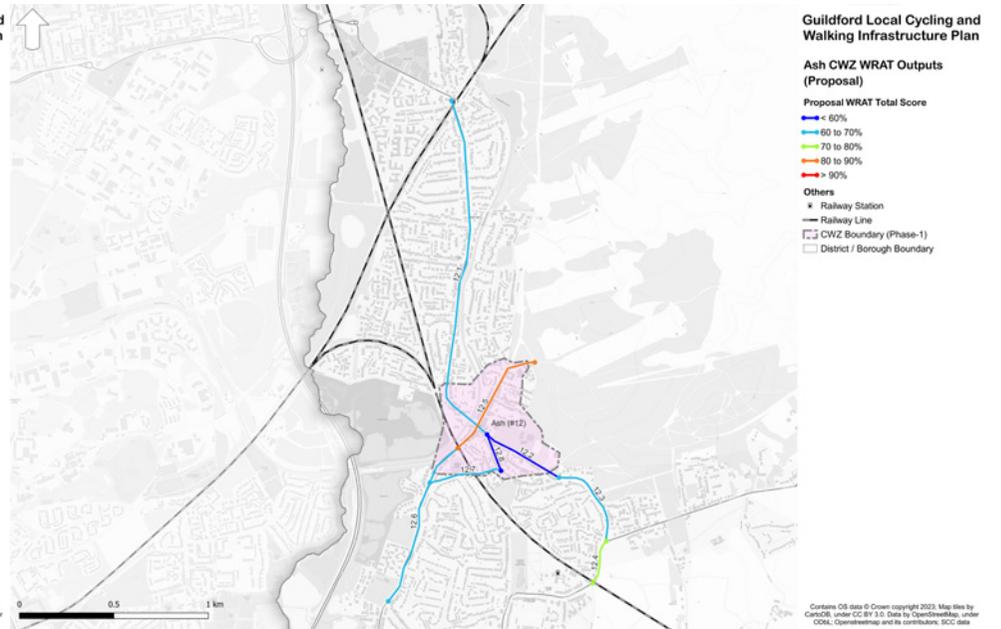


Figure 14. WRAT Results - Proposals, Ash (CWZ12)

Table 9. WRAT results for Shalford (CWZ15)

link	road_name	Start	End	length (m)	Existing						Proposals					
					WRAT - PERCENTILE						WRAT - PERCENTILE					
					Attractiveness	Comfort	Directness	Safety	Coherence	Total	Attractiveness	Comfort	Directness	Safety	Coherence	Total
15.1	Horsham Road	Foxburrow Hill Road	Kings Road	1396	42%	45%	21%	17%	17%	33%	58%	90%	86%	50%	67%	76%
15.2	The Street	Kings Road	Church Close	852	83%	65%	64%	50%	0%	60%	83%	95%	64%	83%	67%	81%
15.3	Shalford Road/Off Road	Church Close	Millbrook	1293	67%	65%	93%	100%	67%	76%	75%	95%	93%	100%	67%	88%
15.4	A248	Horsham Road	Station Road	637	92%	60%	79%	67%	50%	71%	100%	75%	86%	83%	67%	83%
15.5	A248	Station Road	Chantry Road	1765	42%	55%	71%	83%	17%	55%	67%	85%	71%	100%	67%	78%
15.6	Station Row/Station Approach	Kings Road	The Street	417	58%	40%	57%	100%	33%	53%	58%	40%	57%	100%	33%	53%
15.7	Tillingbourne Road	The Street	Railway Line	346	75%	60%	86%	100%	0%	67%	75%	60%	86%	100%	50%	72%
15.8	Dagley Lane	Broadford Bridge	Horsham Road	346	50%	40%	71%	50%	17%	48%	75%	90%	79%	50%	67%	78%

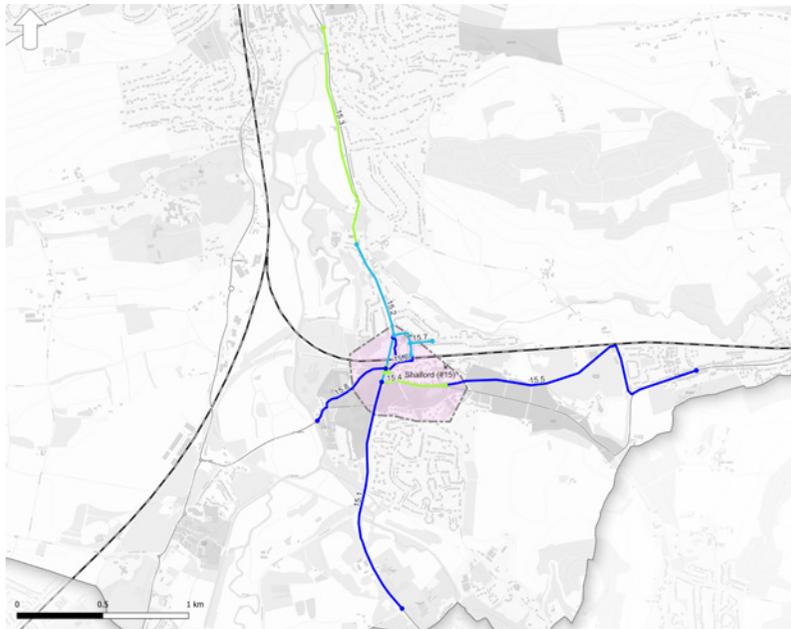


Figure 17. WRAT Results - Existing, Shalford (CWZ15)



Figure 16. WRAT Results - Proposals, Shalford (CWZ15)



Table 10. WRAT results for Effingham (CWZ16)

link	road_name	Start	End	length (m)	Existing						Proposals					
					WRAT - PERCENTILE						WRAT - PERCENTILE					
					Attractiveness	Comfort	Directness	Safety	Coherence	Total	Attractiveness	Comfort	Directness	Safety	Coherence	Total
16.1	The Street	Lower Road	A246	671	67%	20%	0%	0%	0%	21%	83%	80%	79%	100%	67%	81%
16.2	Effingham Common Road/Lower	Leewood Way	Water Lane	933	58%	45%	43%	50%	0%	43%	67%	70%	50%	100%	67%	67%
16.3	A246	The Grove	Mount Pleasant	510	58%	45%	21%	50%	0%	38%	75%	70%	100%	100%	67%	81%
16.4	Browns Lane	A246	Lower Road	538	58%	25%	21%	0%	0%	26%	58%	35%	21%	50%	67%	41%



Figure 19. WRAT Results - Existing, Effingham (CWZ16)



Figure 18. WRAT Results - Proposals, Effingham (CWZ16)

Table 11. WRAT results for Bishopsmead Parade, East Horsley (CWZ29)

link	road_name	Start	End	length (m)	Existing						Proposals					
					WRAT - PERCENTILE						WRAT - PERCENTILE					
					Attractiveness	Comfort	Directness	Safety	Coherence	Total	Attractiveness	Comfort	Directness	Safety	Coherence	Total
29.1	Ockham Road South	Forest Road	East Lane	1240	67%	60%	57%	50%	0%	53%	67%	60%	57%	50%	50%	59%
29.2	Kingston Avenue	Ockham Road	Soul East Horsley Village	314	83%	55%	64%	100%	0%	62%	83%	90%	71%	100%	67%	83%
29.3	Station Approach	Ockham Road	Soul Horsley Station	153	100%	40%	86%	83%	0%	64%	100%	40%	86%	83%	50%	69%
29.4	Ockham Road South	Forest Road	Epsom Road	1251	58%	55%	7%	50%	17%	40%	83%	90%	86%	100%	67%	86%
29.5	Epsom Road	Fearn Close	Chalk Lane	400	75%	50%	57%	67%	0%	53%	75%	50%	71%	67%	67%	64%
29.6	Lynx Hill	Ockham Road	Soul Pennymead Drive	487	67%	65%	71%	100%	17%	66%	67%	65%	71%	100%	50%	69%



Figure 21. WRAT Results - Existing, Bishopsmead Parade, East Horsley (CWZ29)

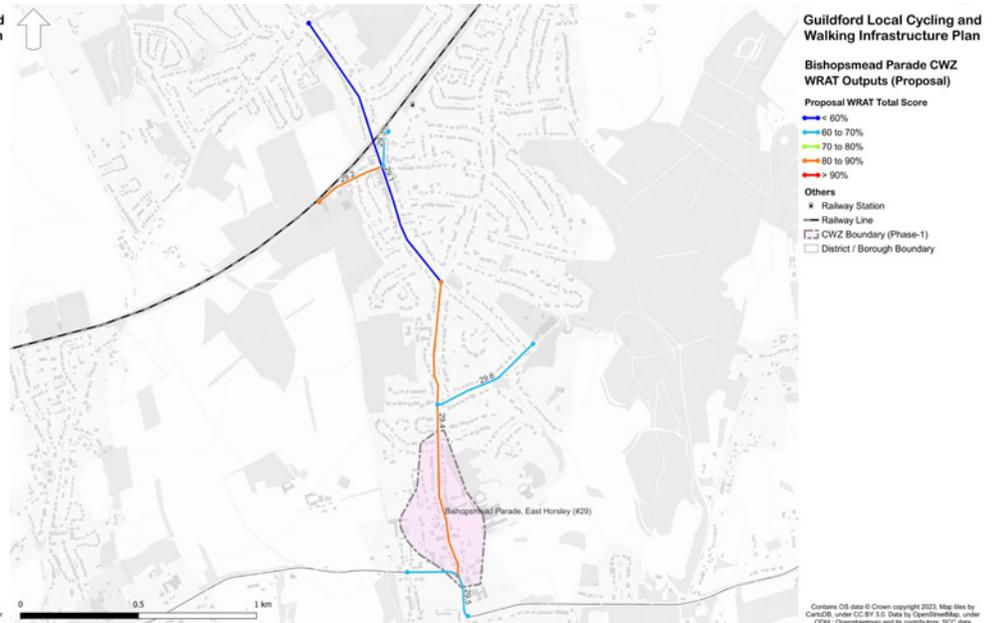


Figure 20. WRAT Results - Proposals, Bishopsmead Parade, East Horsley (CWZ29)



# Appendix 6: First Phase Assessments

Table 12. Prioritisation table and scoring of the Phase 1 cycle corridors

			ID-->	1	3-4	11	18	27	28	47	
			Name/Desc ription-->	High St- North St- High St A3100	Chertsey St - Stoke Rd A320 and High St A3100	Woking Guildford Godalming	Oxenden Rd- Aldershot Rd- A323-Ash hill Rd	Epsom Rd A246 - Epsom Rd A25	Epsom Rd A246- Guildford Rd - Orestan Ln - Lower Rd	Shalford to Chilworth	
			Area-->	2	2.356	5.549	4.378	2.918	10.897	3.702	
Rating Rules			Weight	Max Score							
Access	Access to Town/ Village Centre (within 400m)	1: < 2 2: < 3 3: ≥ 3	1	3	2	3	3	2	3	3	2
	Access to Transport Facilities (within 400m)	Railway Station Nos. Score: 0: No Station 2: 1 RS within 10min cycle 3: 1 RS within corridor	1	3	2	2	2	2	2	1	3
	Access to Education (within 400m)	1: < 3 2: < 6 3: ≥ 6	1	3	3	3	3	2	3	3	2
Cycle Corridor Weighted Score %			20%	100%	78%	89%	89%	67%	89%	78%	78%
Demand	Commuter PCT Growth (Census Baseline and E-Bike Scenario)	1: < 320 2: < 947 3: ≥ 947	1	3	2	3	3	1	3	1	2
	School PCT Growth (Census Baseline and Go Dutch Scenarios)	1: < 180 2: < 220 3: ≥ 220	1	3	1	3	2	3	2	3	1
	Common Place (Comments & Agreements)	1: < 10 2: < 43 3: ≥ 43	1	3	3	3	3	1	3	1	1
	Widen My Path (Comments & Agreements)	1: < 2 2: < 9 3: ≥ 9	1	3	3	2	3	1	2	2	1
	Pedal Cycle Collision History (Cycle Collisions per KM)	1: < 2 2: < 4 3: ≥ 4	1	3	3	3	2	3	2	1	1
Cycle Corridor Weighted Score %			20%	100%	80%	93%	87%	60%	80%	53%	40%

			ID-->	1	3-4	11	18	27	28	47	
			Name/Description-->	High St - North St - High St A3100	Chertsey St - Stoke Rd A320 and High St A3100	Woking Guildford Godalming	Oxenden Rd - Aldershot Rd - A323 - Ash hill Rd	Epsom Rd A246 - Epsom Rd A25	Epsom Rd A246 - Guildford Rd Orestan Ln - Lower Rd	Shalford to Chilworth	
			Area-->	2	2.356	5.549	4.378	2.918	10.897	3.702	
			Rating Rules	Weight	Max Score						
Quality of Improvement	Contributes to Improved Cycling Network (Number of Links to Other Segments of Proposed LCWIP Network)	1: < 0.5 2: < 0.7 3: ≥ 0.7	1	3	3	3	3	1	2	1	2
	Quality of Design- Safety Improvement (RST)	1: < 2.5 2: < 3 3: ≥ 3	1	3	1	2	3	3	1	2	1
	Quality of Design- Comfort Improvement (RST)	1: < 4 2: < 4.1 3: ≥ 4.1	1	3	1	2	3	3	3	2	1
Cycle Corridor Weighted Score %			30%	100%	● 56%	● 78%	● 100%	● 78%	● 67%	● 56%	● 44%
Deliverability	Ease of Implementation	1: < 1 2: < 2 3: ≥ 2	1	3	3	3	3	3	2	3	2
	Gradient Score (RST)	1: < 3.7 2: < 4.6 3: ≥ 4.6	1	3	1	3	3	1	2	1	3
	Potential to Achieve LTN 1/20 Guidance	1: < 1 2: < 2 3: ≥ 2	1	3	3	3	3	2	3	2	2
Cycle Corridor Weighted Score %			30%	100%	● 100%	● 100%	● 100%	● 100%	● 67%	● 100%	● 67%
Cycle Corridor Ranking (Method-1)	Total Weighted Score	-	42	31	38	39	28	33	26	24	
		-	100%	74%	90%	93%	67%	79%	62%	57%	
	Rank (Ascending)	-	-	⇒ 4	↑ 2	↑ 1	⇒ 5	⇒ 3	↓ 6	↓ 7	
		-	-	Med	High	High	Med	High	Low	Low	



Table 13. Prioritisation table and scoring of the Phase 1 walking corridors

CWZ	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	1.10	1.11	1.12	1.13	1.14	1.15	1.16	1.17	1.18	1.19	1.20	1.21	2.1	2.2	2.3		
Route Name	Gyrotory	Walnut Tree Close	A322 Woodbridge Road	A320 Stoke Road	Stoke Road/Nightingale Road	Stoke Fields	Haydon Place	A246/A320	A3100/A246	Cranley Road/Maori Road	High Street	North Street	Lanes	High Street	Bakers Yard	Jenner Road/Sydenham Road	Harvey Road/Pewley Hill	Addison Road	Castle Street	Quarry Street	Portsmouth Road	Path	The Chase	Path		
Start	Farnham Road	A322 Bridge	A25	A25	York Road	Stoke Road	York Road	High Street	High Street	Hillier Road	North Street	Onslow Street	North Street	Park Street	Sydenham	Epsom Road	Epsom Road	Holy Trinity	South Hill	High Street	High Street	Southway	Perimeter	Perimeter	The Chase	
End	High Street	Yorkies Bridge	Bridge Street	Nightingale	A3100 London	York Road	North Street	Waterden	Maori	A246	A246	Chertsey	High Street	North Street	High Street	Castle Street	Castle Street	Harvey Road	Quarry Street	A281	Lawn Road	Perimeter	Perimeter	Alresford Road		
Length	0.667	0.73	1.504	0.574	1.013	0.753	0.351	0.888	1.487	0.677	0.307	0.487	0.738	0.678	0.103	0.684	1.481	0.537	0.199	0.443	0.409	0.474	0.77	0.648		
Access	Access to Rail/Bus Station (within 10min walk)	3	3	3	3	2	3	3	2	3	3	2	3	2	2	2	2	2	2	2	2	2	2	2	2	
	Access to High Street/Commercial Area (within 10min walk)	3	3	3	3	2	3	2	3	3	3	1	3	3	3	3	3	3	3	3	3	3	1	1	1	
	Access to Education (within 10min walk)	3	2	2	3	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	2	3	2	
	Access to Other Key Destinations (within 10min walk)	3	3	3	3	2	2	2	3	3	2	1	3	3	3	3	3	3	2	3	3	3	1	1	1	
	Walking Route Weighted Score %	100%	92%	92%	100%	58%	92%	83%	92%	100%	92%	58%	100%	92%	92%	92%	92%	92%	83%	92%	83%	83%	50%	58%	50%	
Demand	Pedestrian PCT (Sum of All Pedestrian Trips/24hrs; Number of Daily Commuter Trips)	3	3	2	3	2	3	3	3	3	2	3	3	3	3	3	3	2	2	3	3	1	3	2		
	Connection to Development Sites (within 10min walk)	3	3	3	3	1	2	2	3	3	3	2	3	3	3	3	3	2	3	3	3	2	2	2		
	Common Place (Comments & Agreements)	3	3	3	2	3	1	1	3	2	3	1	3	3	3	2	2	1	1	1	1	1	1	1	1	
	Pedestrian Cycle Collision History (Pedestrian Collisions per KM)	3	3	3	3	3	2	3	3	3	3	1	3	3	3	2	1	3	2	1	3	2	1	1	1	
	Walking Route Weighted Score %	100%	100%	92%	92%	75%	67%	75%	100%	92%	100%	50%	100%	100%	100%	83%	75%	92%	83%	50%	75%	75%	67%	42%	58%	50%
Quality of Improvement	Attractiveness	3	1	2	1	3	1	1	1	3	2	1	1	2	1	1	1	1	1	1	1	2	3	1	1	
	Comfort	3	1	1	1	2	2	2	2	3	3	1	1	1	1	1	1	1	1	1	1	3	2	1	1	
	Directness	3	1	3	1	3	3	1	1	1	1	1	3	1	1	1	1	3	1	3	1	3	1	3	1	
	Safety	3	1	2	1	1	1	1	1	2	2	1	1	2	1	1	1	1	1	1	1	3	1	1	1	
	Coherence	3	1	2	3	3	3	2	3	3	3	1	2	1	1	2	3	3	3	3	3	3	2	3	1	
	Overall Assessment of Walking Link	3	2	3	2	3	3	2	2	3	3	2	2	2	2	2	3	2	2	3	2	3	3	2	2	
	Walking Route Weighted Score %	100%	33%	67%	47%	80%	67%	47%	53%	80%	73%	47%	47%	53%	33%	33%	40%	60%	47%	47%	60%	47%	93%	60%	60%	33%
Deliverability	Ease of Implementation	3	2	3	2	2	3	3	3	3	2	3	2	2	3	3	3	3	3	3	3	3	2	3	3	
	Dependency to Other Improvements	3	2	3	2	3	3	3	2	2	2	3	2	2	3	2	3	3	3	3	2	2	3	2	2	
	Walking Route Weighted Score %	100%	67%	100%	67%	83%	100%	100%	83%	83%	67%	100%	67%	67%	100%	83%	100%	100%	100%	100%	83%	83%	83%	83%	83%	
CWZ Ro	Total Weighted Score	63	41	54	45	50	51	45	49	57	53	39	46	47	45	41	44	52	47	42	50	43	56	39	42	32
% Score	100%	65%	86%	71%	79%	81%	71%	78%	90%	84%	62%	73%	75%	71%	65%	70%	83%	75%	67%	79%	68%	89%	62%	67%	51%	
Rank(Ascending)	-	4	7	31	17	14	31	20	2	9	49	27	24	31	44	37	11	24	40	17	38	4	49	40	65	
Network Priority	-	Low	High	Med	High	High	Med	High	High	High	Low	Med	Med	Med	Low	Med	High	Med	Med	High	Med	High	Low	Med	Low	







			Shalford	Shalford	Shalford	Shalford	Shalford	Shalford	Shalford	Effingham	Effingham	Effingham	Effingham	Bishopsmead Parade	Bishopsmead Parade	Bishopsmead Parade	Bishopsmead Parade	Bishopsmead Parade	Bishopsmead Parade	
			15.3	15.4	15.5	15.6	15.7	15.8	16.1	16.2	16.3	16.4		29.1	29.2	29.3	29.4	29.5	29.6	
			Shalford Road/Off Road	A248	A248	Station Row/Station Approach	Tillingbourne Road	Dagley Lane	The Street	Ermingham Common Road/Lower	A246	Browns Lane		Ockham Road North & South	Kingston Avenue	Station Approach	Ockham Road South	Epsom Road	Lynx Hill	
			Church Close	Horsham Road	Station Road	Kings Road	The Street	Broadford	Lower Road	Leewood Way	The Grove	A246		Pennymead	Ockham Road	Cobham Way	Guildford Road	Chalk Lane	Pennymead	
			Millbrook	Station Road	Chantry Road	The Street	Railway Line	Horsham Road	A246	Water Lane	Mount	Lower Road		East Lane	East Horsley	Horsley	Pennymead	Fearn Cl	Ockham Road	
			1.793	0.488	1.768	0.417	0.346	0.544	0.673	0.933	0.51	0.541		1.24	0.314	0.153	1.251	0.4	0.487	
Access	Access to Rail/Bus Station (within 10min walk)	3: Bus Stop & Railway Station 2: Bus Stop 1: No Connection	2	3	3	3	3	3	2	2	2	2		3	3	3	2	2	2	
	Access to High Street/Commercial Area (within 10min walk)	Score: 1: No Connectivity 2: Only 1 Connectivity 3: More than 1 Connectivity	2	1	1	1	1	1	1	1	1	1	1	2	2	2	2	1	1	
	Access to Education (within 10min walk)	Score: 1: No Connectivity 2: Only 1 Connectivity 3: More than 1 Connectivity	1	1	2	1	1	1	3	3	2	3	2		1	1	1	1	1	
	Access to Other Key Destinations (within 10min walk)	Score: 1: No Connectivity 2: Only 1 Connectivity 3: More than 1 Connectivity	2	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	Walking Route Weighted Score %			58%	50%	67%	50%	50%	50%	58%	58%	50%	58%	67%	58%	58%	50%	42%	42%	
Demand	Pedestrian PCT (Sum of All Pedestrian Trips<2km; Number of Daily Commuter Trips)	1: <7 2: <20 3: >20	1	1	1	1	1	1	2	2	2	2	2	2	1	1	2	1	2	
	Connection to Development Sites (within 10min walk)	Score: 1: No Connectivity 2: Only 1 Connectivity 3: More than 1 Connectivity	2	2	2	2	2	2	2	2	2	2	2	3	2	2	2	2	2	
	Common Place (Comments & Agreements)	1: <1 2: <10 3: >10	2	1	2	1	1	1	1	2	1	1	1	1	1	1	1	3	1	
	Pedestrian Cycle Collision History (Pedestrian Collisions per KM)	1: <0.05 2: <3 3: >3	2	2	1	2	1	2	2	2	2	1	1	1	1	1	2	1	1	
	Walking Route Weighted Score %			58%	50%	50%	50%	42%	50%	58%	67%	58%	50%	58%	42%	42%	58%	58%	50%	
Quality of Improvement	Attractiveness	1: <0.08 2: <0.1 3: >0.1	2	2	3	1	1	3	3	2	3	1	1	1	1	1	3	1	1	
	Comfort	1: <0.01 2: <0.16 3: >0.16	3	2	3	1	1	3	3	3	3	2	1	3	1	3	1	1		
	Directness	1: <0.02 2: <0.07 3: >0.07	1	3	1	1	1	3	3	3	3	1	1	3	1	3	3	1		
	Safety	1: <0.17 2: <0.35 3: >0.35	1	1	1	1	1	1	3	3	3	3	3	1	1	1	3	1	1	
	Coherence	1: <0.01 2: <0.33 3: >0.33	1	2	3	1	3	3	3	3	3	3	3	3	3	3	3	3	3	
	Overall Assessment of Walking Link	1: <0 2: <0.1 3: >0.1	3	3	3	2	2	3	3	3	3	3	2	3	2	3	3	3	2	
	Walking Route Weighted Score %			53%	67%	73%	33%	47%	87%	100%	93%	100%	67%	47%	73%	47%	100%	60%	47%	
Deliverability	Ease of Implementation	3: No significant constraints 2: Implementation will require further studies and engagement 1: Constraints to delay the implementation	2	2	2	3	3	2	2	3	3	3	3	3	3	3	3	3	3	
	Dependency to Other Improvements	3: No dependency 1: Interdependent	2	2	3	3	3	2	3	2	3	2	2	2	3	3	3	2	3	
	Walking Route Weighted Score %			67%	83%	83%	100%	100%	67%	83%	83%	100%	83%	83%	100%	100%	100%	83%	83%	
DWR Ro	Total Weighted Score		38	42	46	34	37	46	54	53	55	43	39	46	38	55	40	35		
	% Score		60%	67%	73%	54%	59%	73%	86%	84%	87%	68%	62%	73%	60%	87%	63%	56%		
	Rank(Ascending)		54	40	27	63	58	27	7	9	5	38	49	27	54	5	46	61		
	Network Priority		Low	Med	Med	Low	Low	Med	High	High	High	Med	Low	Med	Low	High	Low	Low		

Table 14. Prioritisation summary table and scoring of the Phase 1 CWZs

			CWZ	Guildford Town Cen	Guildford Park	Aldershot Road	Ash	Shalford	Effingham	Bishopsmead Parade	
			Total routes length	14.2	6.102	6.136	5.206	7.104	2.657	3.845	
Access	Access to Rail/Bus Station (within 10min walk)	3: Bus Stop & Railway Station 2: Bus Stop 1: No Connection	1	3	3	3	2	3	3	2	3
	Access to High Street/Commercial Area (within 10min walk)	Score: 1: No Connectivity 2: Only 1 connectivity 3: More than 1 Connectivity	1	3	3	3	3	2	1	1	2
	Access to Education (within 10min walk)	Score: 1: No Connectivity 2: Only 1 connectivity 3: More than 1 Connectivity	1	3	3	2	3	1	1	2	1
	Access to Other Key Destinations (within 10min walk)	Score: 1: No Connectivity 2: Only 1 connectivity 3: More than 1 Connectivity	1	3	3	3	1	2	3	1	1
	CWZ Weighted Score %			20%	100%	100%	92%	75%	67%	67%	50%
Demand	Pedestrian PCT (Sum of All Pedestrian Trips<2km; Number of Daily Commuter Trips)	1: < 16 2: < 130 3: ≥ 130	1	3	3	3	3	2	1	1	2
	Connection to Development Sites (within 10min walk)	Score: 1: No Connectivity 2: Only 1 connectivity 3: More than 1 Connectivity	1	3	3	3	1	1	1	2	2
	Common Place (Comments & Agreements)	1: < 0.3 2: < 0.6 3: ≥ 0.6	1	3	2	2	3	1	1	3	1
	Pedestrian Cycle Collision History (Pedestrian Collisions per KM)	1: < 0.25 2: < 0.32 3: ≥ 0.32	1	3	3	3	3	2	1	2	1
	CWZ Weighted Score %			20%	100%	92%	92%	83%	50%	33%	67%
Quality of Improvement	Attractiveness	1: < 0.06 2: < 0.08 3: ≥ 0.08	2	3	1	2	2	1	3	3	3
	Comfort	1: < 0.14 2: < 0.22 3: ≥ 0.22	2	3	1	1	2	1	3	3	2
	Directness	1: < 0.1 2: < 0.14 3: ≥ 0.14	2	3	1	1	2	1	2	3	3
	Safety	1: < 0.1 2: < 0.16 3: ≥ 0.16	2	3	2	2	1	1	2	3	3
	Coherence	1: < 0.38 2: < 0.51 3: ≥ 0.51	2	3	1	2	3	1	1	3	2
	Overall Assessment of Walking Link	1: < 0.14 2: < 0.2 3: ≥ 0.2	2	3	1	2	2	1	3	3	3
	CWZ Weighted Score %			30%	100%	40%	53%	67%	33%	73%	100%
Deliverability	Ease of Implementation	3: No significant constraints 2: Implementation will require further studies and engagement 1: Constraints to delay the implementation	2	3	1	3	3	3	1	2	2
	Dependency to Other Improvements	3: No dependency 1: Dependent	2	3	1	3	3	3	2	1	2
	CWZ Weighted Score %			30%	100%	33%	100%	100%	100%	50%	50%
Total Weighted Score			-	63	39	50	51	36	40	50	47
% Score			-	100%	62%	79%	81%	57%	63%	79%	75%
Rank(Ascending)			-	-	6	2	1	7	5	2	4
Network Priority			-	-	Low	High	High	Low	Med	High	Med



# Appendix 7: Indicative Unit Cost Estimates

Table 15. Indicative base unit costs for proposed interventions<sup>1</sup>

Intervention	Cost (2023 £)1	Description
Zebra crossing / parallel crossing	£42,00 per item	New crossing including road markings, dropped kerbs, belisha beacons and high friction surfacing on approaches
Signalised Pedestrian and Cyclist Crossing (Toucan crossing)	£86,500 per item	New crossing including traffic signals, road markings, dropped kerbs, and high friction surfacing on approaches
Crossings at traffic lights	£56,200 per item	Re-phasing of the traffic signals to introduce a pedestrian phase
Side road treatment	£18,000 per item	Raised table crossing and associated works such as tactile paving, street lighting, signing and lining
	£25,000 per item	Continuous footway at the side road and associated works such as tactile paving, street lighting, signing and lining
Junction modification	£43,800 per item	Raised junction with crossing points and associated works such as tactile paving, coloured surfacing, street lighting, signing and lining
	£74,500 per item	Tighten junction widening the existing footways with crossing points and associated works such as tactile paving, drainage and lining
	£74,500 per item	Convert mini roundabout to priority junction with associated works such as tactile paving, signing, drainage and lining
Bus Gate/modal filter	£70,000 per location	Includes buildout, signs with associated road markings and ANPR cameras
Reduced speed limit	£3,620 per km	20mph: introduce signs and road markings
	£38,620 per km	30mph: introduce signs, road markings and street lighting

<sup>1</sup> Costs are indicative only and can vary significantly depending on local site conditions. Based on indicative base unit costs available from DfT (Typical costs of cycling interventions, Interim analysis of Cycle City Ambition schemes, January 2017), Greater Manchester Cycling Design Guidance and Standards, and Wiltshire Council (<https://www.wiltshire.gov.uk/highways-works-cost>). Where a cost range was given, the higher value is shown to provide a more conservative estimate and reflect a potential higher degree of engineering interventions required. For more bespoke elements, engineering judgement was used to estimate material quantities (what would be covered by multiple items in a standard bill of quantities developed in detailed design) and make allowances for unknowns at this early development stage. For costs estimated before to Q4 2023 (January to March 2024), these have been uplifted to account for inflation.

Intervention	Cost (2023 £)1	Description
Improve access to the bus stop	£5,600 per item	Localised footway widening, dropped kerbs, tactile paving, surfacing
Widened footway	£900,000 per km	Widened footway, new kerbs and resurfacing of the full extent of the footway (2.5m)
New footway	£800,000 per km	Site/vegetation clearance and provide kerbing and new footway (2.5m)
Two-way cycle track	£1,591,000 per km	3.0m (desired minimum width) on the carriageway level with kerb segregation
	£1,500,000 per km	3.0m (desired minimum width) off-carriageway though green areas
One-way cycle track	£862,000 per km	2.0m (desired minimum width) on the carriageway level with kerb segregation (assumes cycle facility on one side of the road)
'Dutch facility' / Pedestrian & cycle priority street	£902,000 per km	based on Greater Manchester Cycling Design Guidance and Standards cost for 'quiet street' with full civil works
Mixed traffic	£902,000 per km	based on Greater Manchester Cycling Design Guidance and Standards cost for 'quiet street' with limited civil works
Shared-use path	£915,000 per km	3.5 shared-use path
	£1,100,000 per km	3.5m (desired minimum width) off-carriageway though green areas
Advisory cycle lane	£351,000 per km	2.0m lane on the carriageway including road markings and resurfacing (assumes cycle facility on one side of the road)
School street	£46,000 per access point	CCTV system to monitor access point

1 Costs are indicative only and can vary significantly depending on local site conditions. Based on indicative base unit costs available from DfT (Typical costs of cycling interventions, Interim analysis of Cycle City Ambition schemes, January 2017), Greater Manchester Cycling Design Guidance and Standards, and Wiltshire Council (<https://www.wiltshire.gov.uk/highways-works-cost>). Where a cost range was given, the higher value is shown to provide a more conservative estimate and reflect a potential higher degree of engineering interventions required. For more bespoke elements, engineering judgement was used to estimate material quantities (what would be covered by multiple items in a standard bill of quantities developed in detailed design) and make allowances for unknowns at this early development stage. For costs estimated before to Q4 2023 (January to March 2024), these have been uplifted to account for inflation.



# Appendix 8: Sustrans Report

## Guildford Local Cycling and Walking Infrastructure Plan (LCWIP)

### Critical Friend: Corridor 3 Recommendations

November 2023



#### About Sustrans

Sustrans is the charity making it easier for people to walk and cycle.

We are engineers and educators, experts and advocates. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Sustrans works in partnership, bringing people together to find the right solutions. We make the case for walking and cycling by using robust evidence and showing what can be done.

We are grounded in communities and believe that grassroots support combined with political leadership drives real change, fast.

Join us on our journey. [www.sustrans.org.uk](http://www.sustrans.org.uk)

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VAT Registration No. 416740656

Revision	Description	Author	Check	Date
01	Final	CT	LD	08/11/23

Guildford LCWIP - Corridor 3 Recommendations

### Route 3:

#### 1 From A25 to Town centre

- **Stoke Road from A25 to Stoke Fields:** Unidirectional segregated cycle track for southbound cyclists and mixed traffic on west side of the road - quiet access road to houses.
- **Stoke Road from Stoke Fields to North Street:**
  - Option A:** Preferred alignment due to width constraint of option B
    - Stoke Fields: Shared use path.
    - Haydon Place: Mixed traffic use.
  - Option B:** This option corresponds to the original alignment, however, there is a narrow section along Stoke Road from Stoke Fields to York Road where there is not enough space along the section for high quality cycling infrastructure, which would be a segregated cycle track in this location.
    - Stoke Road from Stoke Fields to York Road: Segregated cycle track.
    - Stoke Road from York Road North Street: Mixed traffic.

#### 2 From Bridge Street to London Road

- **Onslow Street:** Bidirectional segregated cycle track.
- **York Road (A246) from Onslow Street to London Road:** Bidirectional segregated cycle track.



## 1 From A25 to Town centre

### 3.1

Provide unidirectional segregated cycling facilities on each side of Stoke Road. By possibly reducing carriageway lane widths, re-allocating space from on-road parking. (Traffic surveys needed).



Figure 3.1: Stoke Road

### 3.2

Narrow section between A25 and Josephs Road. Segregated cycling provision is favourable as per LTN 1/20 but it may not be achievable due to width constraints. If there is not enough space for a segregated cycle track, consider providing a shared use path in this area, and in other areas where there are width constraints.



Figure 3.2: Stoke Road

### 3.3

Consider extending traffic speed to 30mph along Stoke Road from Josephs Road to A25.



Figure 3.3: Stoke Road

### 3.4

Redesign roundabout to provide controlled crossing facilities on all arms. In particular, consider providing parallel crossing facilities - or other controlled crossing depending on traffic surveys - on the western roundabout arm (across Stoke Road).



Figure 3.4: Stoke Road / Guildford Collage Roundabout

### 3.5

Provide mixed traffic use facilities on the west side of Stoke Road. Provide dropped kerb and reduce vegetation to allow cyclists to join the carriageway (fig.3.5.2).



Figure 3.5.1: Stoke Road on west side



Figure 3.5.2: Stoke Road on west side

### 3.6

Redesign roundabout at Stoke Road / Recreation Road to provide controlled crossing facilities on all arms. In particular, consider providing parallel crossing facilities - or other controlled crossing depending on traffic surveys.



Figure 3.6: Stoke Road / Recreation Road

### 3.7

Narrow section from Nightingale Road to Stoke Fields (constrained by bridge). Segregated cycling provision is favourable as per LTN 1/20 but it may not be achievable due to width constraints. If there is not enough space for a segregated cycle track, consider providing a shared use path in this area.



Figure 3.7: Stoke Road under the bridge

## Option A from 3.8 - 3.14

### 3.8

Consider re-routing into existing shared use facilities between pedestrian, cyclists and motor vehicles on Stoke Fields. Provide share with care and pedestrian priority, but cycling permitted signage.



Figure 3.8: Stoke Fields

### 3.9

Review bollard spacing to ensure minimum of 1.5m clear gap, to allow all types of cycle to access.



Figure 3.9: Stoke Fields

### 3.10

Provide a share with care and pedestrian priority, but cycling permitted signage at the south end of Stoke Fields.



Figure 3.10: Stoke Fields

### 3.11

Provide a sign to guide cyclists to cross from Stoke Fields to Haydon Place. If possible, make the crossing more people friendly by removing guard railing.



Figure 3.11: York Road

### 3.12

Provide mixed traffic use facilities. Reduce traffic speed to 20mph.



Figure 3.12: Haydon Place

### 3.13

Add cycle parking near Waitrose supermarket.



Figure 3.13: Haydon Place

### 3.14

Allow contraflow cycling in one way section of Haydon Place and provide appropriate signage.

To improve pedestrian environment, on this one way section of Haydon Lane, consider making the carriageway and pavement at the same level for pedestrian, cyclists and vehicles to share the space, as in Stoke Fields.



Figure 3.14: Haydon Place / Martyr Road

### Option B from 3.8 - 3.14

### 3.15

Narrow section along Stoke Road from Stoke Fields to York Road. Segregated cycling provision is favourable as per LTN 1/20 but it may not be achievable due to width constraints. If there is not enough space for a segregated cycle track, consider providing a shared use path in this area, and in other areas where there are width constraints.



Figure 3.15: Stoke Road

### 3.16

Consider removing one car lane and rearrange carriageway layout - subject to traffic surveys - to gain space to install segregated cycle track.



Figure 3.16: Stoke Road

### 3.17

Provide mixed traffic use facilities. Reduce traffic speed to 20mph and provide traffic calming measures if needed.



Figure 3.17: Stoke Road

### 3.18

Reduce corner radii and tighten crossing to reduce motor vehicle speeds when turning in and out Chertsey Street.



Figure 3.18: Chertsey Road

## ② From Bridge Street to London Road

### 3.19

Provide a bidirectional segregated cycle track on the east / south side of the road. Consider redesigning carriageway layout by rationalising car lanes (subject to traffic surveys) and reallocating car parking.



Figure 3.19.1: Onslow Street



Figure 3.19.2: Onslow Street

### 3.20

Narrow section. Segregated cycling provision is favourable as per LTN 1/20 but it may not be achievable due to width constraints. If there is not enough space for a segregated cycle track, consider providing a shared use path in this area, and in other areas where there are width constraints.



Figure 3.20: York Road

### 3.21

Narrow section. Segregated cycling provision is favourable as per LTN 1/20 but it may not be achievable due to width constraints. If there is no space available to install a segregated cycle track, consider as an alternative to provide a shared use path along Foxenden Quarry Playground.



Figure 3.21: York Road

### 3.22

Consider reallocating car park from York Road to Denmark Road area.



Figure 3.22: York Road

Guildford LCWIP - Corridor 3 Recommendations 5

# Appendix 9a: Stakeholder Comments: Phase 1

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
1	Internal Workshop	Walking & Cycling	Both	Gyratory/Town Centre roadblock to E-W movements, potentially most important element	Agreed	No action required
2	Local Members Workshop	Cycling	1	Route 1 appears to include the gyratory as the means of crossing the town centre - why not use the towpaths and existing underpass from the river to the rotunda?	Agreed - route will utilise towpaths	Agreed / amended
3	Local Members Workshop	Walking & Cycling	Both	Would be beneficial if railway stations were included in / linked to zones in centre of Guildford	Guildford Town CWZ has been amended to include Guildford Station and London Road Station	Agreed / amended
4	In-Person External Workshop	Cycling	1	Alternative alignment to routes around Guildford Town - including Sydenham Road, and The Bars (road)	Sections to be considered as part of the development of proposals for the town centre	Not agreed / not amended
5	Internal Workshop	Walking & Cycling	Both	Review SMC (sustainable movement corridor) in policy and how this fits	Proposals have been reviewed as part of the Stage 2 of the LCWIP development	Agreed / amended
6	Neighbouring Authorities Workshop	Cycling	2	Route 2 - Cyclists to be routed via Rigmount and Aresford Road rather than The Chase?	Added	Agreed / amended
7	Local Members Workshop	Cycling	3	There is a sensible short cut on route 3 along Riverside which is already much used informally by students from Christs College. To link into the town centre, route 3 sensibly using Stoke Fields and Hayden Place rather than Woking Road	Added this route as a walking corridor	Agreed / amended

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
8	In-Person External Workshop	Cycling	3	Connecting London Road train station and Stoughton - potentially an alternative alignment to route 3. Circled where route 3 crosses the rail line.	Alternative routes proposed to link to the railway station	Agreed / amended
9	Internal Workshop	Walking & Cycling	Both	Walnut tree close was a key connection to University of Guildford	Added as both cycling and walking corridors	Agreed / amended
10	Email	Cycling	5	This route mostly uses existing paths that need upgrading and a new section like extending the Christmas Pie Trail direct to Guildford Science Park and another new direct section to Cobham and supplied by Highways England as part of the A3/M25 Junction.	Added	Agreed / amended
11	Neighbouring Authorities Workshop	Cycling	5	Route 5 - stops short of Hospital and Research Park. Is this because it's unadopted Highways? As network should really serve these key attractors as well	Extension added as part of previous comment	Agreed / amended
12	Neighbouring Authorities Workshop	Cycling	5	Should the route across Yorkie's bridge be included as this will help with the segregation created by the rail line /alternative is via the gyratory?	Extension added as part of previous comment (Route 5)	Agreed / amended
13	Local Members Workshop	Cycling	5	Does route 5 entail a new bridge over the railway? I assume route 5 is also the route to be used to cycle to the main railway station. Which route should cyclists use to access London Road station?	Route 5 extending through the university and utilises existing bridges. Multiple connections to London Road Railway Station proposed	Agreed / amended
14	In-Person External Workshop	Cycling	5	Yorkies Bridge - links routes 5 and 6 - needs better signage	Noted	No action required

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
15	Local Members Workshop	Cycling	7	There are some significant pinch points on route 7, in certain areas very dangerous for cyclists and at other points for pedestrians. Some elements of the routes are too narrow for shared use which is what has been proposed.	Acknowledged	No action required
16	In-Person External Workshop	Cycling	7	Location marked on map - William Road link to Wharf Road (via path) - flagged as too narrow	Acknowledged	No action required
17	Internal Workshop	Cycling	8	Bridge works required	Acknowledged	No action required
18	In-Person External Workshop	Cycling	10	London Roads made in 20 mph zone (along route 10 where intersects with route 55)	Noted as potential intervention	No action required
19	In-Person External Workshop	Cycling	10	Missing route to Weyside Urban Village (location on map - suggest link between route 34 and route 10/4 via Stoke Park (near Spectrum).	Direct connections to WUV are proposed	No action required
20	Internal Workshop	Cycling	11	Whos does this benefit?	Connections to the industrial area	No action required
21	Local Members Workshop	Walking & Cycling	Both	The Bushy Hill area should be a walking zone linking up to Epsom Rd shops	Added	Agreed / amended
22	In-Person External Workshop	Cycling	11	Southern section of route 11 circled as 'Rest'	n/a	No action required
23	Internal Workshop	Cycling	12	Continuation of Southway route to County hospital & science park required, areas in this locale are more deprived, roads have available space and currently a high level of driving to employment in this area.	Extension added as part of previous comment (Route 5)	Agreed / amended
24	Internal Workshop	Cycling	14	Former Wisley Airfield may have funding opportunities	Added	Agreed / amended

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
25	Internal Workshop	Cycling	14	Route 14 to be extended to the M25, COULD EXTEND TO Elmbridge. Download the proposals and link to them. To wards byfleet road in Elmbridge. M25 J10 Development consent order, Lewis Horsley at Atkins - has dwg	Proposed to be extended	Agreed / amended
26	External Stakeholders Workshop	Cycling	14	Provide access from RHS Wisley and former airfield to nearby rail stations of Horsley and Bookham	Access to stations added for Effingham and Horsley	Agreed / amended
27	External Stakeholders Workshop	Cycling	14	Provide connection to Cobham from Ripley	Extension added as part of another route (14)	Agreed / amended
28	In-Person External Workshop	Cycling	14	Suggest amendments to route 14 - suggest change alignment north of Ripley, to south of A3 (rather than north of A3). Highlight a bridge between A3 and London Orbital Motorway	Route parallel to the A3 proposed	Not agreed / not amended
29	Internal Workshop	Cycling	15	Eventual link to Bracknell- route via 15, 24, 42 and towards Brookwood	Added	Agreed / amended
30	Local Members Workshop	Walking	CWZ 24	The Burpham walking zone should cover Sainsburys	Burpham CWZ has been amended to include Sainsburys.	Agreed / amended
31	Local Members Workshop	Walking	CWZ 15	Shalford CWZ sensibly extended to East to include all shops along Kings Road, Village Hall and new retirement home, with link to Guildford-Godalming Greenway to West	Shalford CWZ has been amended to include the shops along Kings Road and the Village Hall. Link to Guildford to Godalming Greenway will be considered as walking corridor. Not clear which retirement home is being referred to.	Agreed / amended

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
32	Local Members Workshop	Walking	CWZ 15	Would benefit from safe pavement walking route linking Shalford zone and Guildford town centre zone (requires new crossing on A281 near Shalford Church)	Proposed as key walking corridor	Agreed / amended
33	Neighbouring Authorities Workshop	Cycling	18	look at connecting here under the A3	Added	Agreed / amended
34	Neighbouring Authorities Workshop	Cycling	18	Route 18, Rushmoor have a primary route through A331 and they do not connect, on the A331, there is the Aldershot Road roundabout which is difficult to propose anything but will be useful to connect	Extension added as part of previous comment (Route 18)	Agreed / amended
35	Local Members Workshop	Cycling	20	This big grey space is slated for 1500 odd houses, it needs linking up to route 20 and 18 (south of Ash Green)	New route added to connect to Ash Green	Agreed / amended
36	In-Person External Workshop	Cycling	20	Suggest route from Tongham to Farnborough	Extension added as part of another route (20)	Agreed / amended
37	In-Person External Workshop	Cycling	20	The Street in Tongham is extremely constrained	Acknowledged	No action required
38	Internal Workshop	Cycling	21	Route should terminate at station	Added	Agreed / amended
39	Local Members Workshop	Cycling	21	Route 21 is part of the Guildford-Godalming Greenway and already exists, so unclear what is proposed unless we offer a branch to Broadwater school (attended by many from Shalford), and the vital missing crossing on the A281 in Shalford to link it to the residential areas East of the 281	Extended 47 to Shalford and made primary	Agreed / amended
40	Local Members Workshop	Cycling	22	22 misses the potential for a greenway from Jacobs Well to Burpham using the planned expansion to the nature reserve	Alignment added	Agreed / amended

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
41	In-Person External Workshop	Cycling	22	can we link 22 and 24 (via route 11) (alignment via Clay Lane)	Alignment added	Agreed / amended
42	Neighbouring Authorities Workshop	Cycling	23	Is Guildford to Godalming needed as SCC has a live project on this via Peasmarch	Retained as part of the aspirational network and high priority but excluded for the prioritisation process and the development of the proposals	No action required
43	Local Members Workshop	Walking	CWZ 24	Important route for walking school kids on A246 and lower road, the pavement can be too narrow for oncoming pedestrians.	Acknowledged - reviewed in the future design stage	Agreed / amended
44	In-Person External Workshop	Cycling	24	Salt Box road flagged as dangerous: no footpaths, speeding, no lighting, dangerous for cyclists and especially under the railway bridge where there is no pavement. Railway bridge is where rail line crosses Salt Box Road.	"Possibility to downgrade to secondary or realign along Cumberland Ave. If walking routes are developed for Jacobs Well CWZ, this will be taken into consideration"	Agreed / amended
45	In-Person External Workshop	Cycling	24	Well used path across Whitmoore Common, not right of way - make a bridleway and improve drainage - gets very muddy. Useful route to Worplesdon station avoiding main roads. (marked on route across Common directly east of the railway line, then meets route 24)	Out of scope	Not agreed / not amended
46	In-Person External Workshop	Cycling	24	Salt Box Road - dangerous, railway bridge	Acknowledged -included as aspiration to be reviewed in the future design stages	Agreed / amended

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
47	In-Person External Workshop	Cycling	24	Holistic approach - Salt Box Road very dangerous	Acknowledged -included as aspiration to be reviewed in the future design stages	Agreed / amended
48	External Stakeholders Workshop	Walking	CWZ 25	Merrow CWZs - have existing pedestrian facilities - Contact Merrow Residents Association	Acknowledged	No action required
49	Internal Workshop	Cycling	26	Western terminal of this route does not conclude at centre of conurbation	Added	Agreed / amended
50	In-Person External Workshop	Cycling	27	Epsom Road A246 between A3100 and Warren Road - noted as narrow	Acknowledged -included as aspiration to be reviewed in the future design stages	Agreed / amended
51	In-Person External Workshop	Cycling	27	Alternative alignment to route 27 (Epsom Road) to use Warren Road and Merrow Downs (green space) instead	Proposed alignment convoluted and not direct to the residential area. Sections would be required to use Epsom Road	Not agreed / not amended
52	Internal Workshop	Cycling	28	Review Neighbourhood Plans across Borough	added from Local Plan	Agreed / amended
53	Internal Workshop	Cycling	29	Link to station?	Added	Agreed / amended
54	Internal Workshop	Cycling	30	A3 route feasible?	To be reviewed in future stages	No action required
55	Internal Workshop	Cycling	30	London Road already covered by SCC scheme projected for implementation in 2024, no need to replicate	Moved to secondary routes	Agreed / amended

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
56	Neighbouring Authorities Workshop	Cycling	34	Should 34 be expended to include University and Research Park?	Extension added as part of previous comment (Route 5)	Agreed / amended
57	Internal Workshop	Cycling	40	New Inn Lane likely to have works in relation to Gosden	Added	Agreed / amended
58	Local Members Workshop	Cycling	40	Re: 40 - It's ridiculous to send people the long way on Merrow Ln instead of New Inn Ln	New Lynn Lane added to secondary (to be delivered outside LCWIP)	Agreed / amended
59	In-Person External Workshop	Cycling	40	Alternative alignment to route 40 (suggest Park Lane)	Route #40 retained as runs through the residential area. Park Lane constrained and isolated	Not agreed / not amended
60	In-Person External Workshop	Cycling	40	Highlight tennis centre where route 40 intersects with Epsom Road (routes 27/28)	Noted	No action required
61	Neighbouring Authorities Workshop	Cycling	42	to be delivered with s106 funding	Acknowledged	No action required
62	Neighbouring Authorities Workshop	Cycling	42	Route 42: S106 on Basingstoke Canal to Woking, to be developed further, good to include in the LCWIP. Basingstoke canal to connect to Mytchett.	Out of scope due to outside of boundary but added as a secondary route	Not agreed / not amended
63	Neighbouring Authorities Workshop	Cycling	43	Christmas Pie Trail link from Farnham does not connect at Tongham	Extended route 20	Agreed / amended

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
64	Local Members Workshop	Cycling	44	There seems to be a missed opportunity to link up 47 and 44...	Not added as it lacks connectivity and need, also this area is very sparsely populated and very hilly	Not agreed / not amended
65	Local Members Workshop	Cycling	45	45 is sending people down the towpath whilst ignoring the existing greenway on the Burpham side of the A3...	both routes have been proposed	Agreed / amended
66	Local Members Workshop	Cycling	47	(A variant of) Route 47 is vital to allow parents and children to cycle safely between Shalford and the local primary school in Chilworth. Sensibly the route would follow the existing path to the north of the road and across Bradstone Brook fields, providing a more direct route.	Extended to Shalford and made primary	Agreed / amended
67	Local Members Workshop	Cycling	48	There is a gap between routes 48 and 56 where the Tumbling Bay weir bridge was. Surely S106 money eg from Debenhams could have been secured to reinstate and link these routes	Acknowledged	No action required
68	In-Person External Workshop	Cycling	49	Route 49 is currently a rat run	Acknowledged	No action required
69	Neighbouring Authorities Workshop	Cycling	56	Downs Link is strategic link to Bramley and Cranleigh	Acknowledged	No action required
70	Local Members Workshop	Cycling	56	We are missing a direct, flat, all-weather route linking Shalford and Guildford centre which is readily accessible from the residential areas in Shalford. This needs to be along the A281 (this stretch of the Guildford-Godalming Greenway - route 56 - is great as a primarily leisure route but fails to meet DfT criteria for everyday use supporting modal shift).	Extension added (Route 21)	Agreed / amended

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
71	External Stakeholders Workshop	Cycling	56	poor surfacing	Acknowledged	No action required
72	External Stakeholders Workshop	Cycling	56	Traffic signal triggers--cyclists not able to trigger	Acknowledged	No action required
73	In-Person External Workshop	Walking & Cycling	Both	highlight no zebra/signalised crossings (location = where A281 Shalford Road intersects with North Downs Way )	Acknowledged -included as aspiration to be reviewed in the future design stages	Agreed / amended
74	In-Person External Workshop	Cycling	13 and 10	Connect the routes 13 and 10 where these cross over the railway line (north of guildford town)	Agreed	Agreed / amended
75	In-Person External Workshop	Cycling	20/19	Old railway path - Tongham to Ash Green could be upgraded? A well known route	Agreed	Agreed / amended
76	Internal Workshop	Cycling	3 or 48	This route should be covered by Weyside Urban Village works	To be coordinated with WUV Development proposals	Agreed / amended
77	In-Person External Workshop	Cycling	30/14	need alternative alignment - route alongside A3	A3 cannot provide an attractive cycle facility due to several reasons (traffic, noise, isolated and high speeds)	Not agreed / not amended
78	In-Person External Workshop	Cycling	27	Down Road (off Epsom Road/A25) - marked as 1m wide - v dangerous, no adequate crossing for children, footpath to narrow	Acknowledged -included as aspiration to be reviewed in the future design stages	Agreed / amended

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
79	In-Person External Workshop	Walking	CWZ 1	Odeon Bridge is flagged	Acknowledged -included as aspiration	Agreed / amended
80	In-Person External Workshop	Walking	CWZ 1	Guildford Town - (location further along high street/A246) - it is physically constrained	Acknowledged -included as aspiration to be reviewed in the future design stages	Agreed / amended
81	In-Person External Workshop	Walking	CWZ 12	(Near Boxgrove). George Abbot School where many children walk (blue line) and roundabout (RA). Many schools in the area also use the roundabout. Need improvements to all arms of roundabout for cycling/walking (?)	"Connections to schools will be covered through walking corridors. The roundabout will be considered in the prioritisation stage. The roundabout is not covered by any CWZ, but could be considered in any improvements proposed through other schemes."	No action required
82	In-Person External Workshop	Walking	CWZ 13	(suggest extension to CWZ 13 - Woodbridge Road, up to the park/green space) - identify College and play park/gardens/lido - close to CWZ 13, can extend to cover these	"CWZ 13 amended to include Guildford College and entrance to paddling pools in Stoke Park. Walking corridors to cover further entrances to pools."	Agreed / amended
83	In-Person External Workshop	Walking	CWZ 15	More crossings on London Road	This will be reviewed during future design stages	No action required

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
84	In-Person External Workshop	Walking	CWZ 2 and 3	Ash and Tongham CWZs = important	Noted, approach will be balanced across the Borough. 1 CWZ of the 4 Ash/Tongham urban area will be classed as Phase 1, the rest will be phase 2	Agreed / amended
85	In-Person External Workshop	Walking	CWZ 26	(location - Stoughton Grange Road) One way traffic, narrow footpaths	Acknowledged	No action required
86	In-Person External Workshop	Walking	CWZ 35	Brookwood - Possible a standalone scheme rather than a zone	Acknowledged	No action required
87	In-Person External Workshop	Walking	CWZs 4/34/1	Comment identifies a bridge pass PROW across the railway line directly north of Guildford Station	Added as a key link for walking and cycling	Agreed / amended
88	In-Person External Workshop	Walking & Cycling	Both	Beneath railway bridge no pavement [on Salt Box Road]	Acknowledged	No action required
89	In-Person External Workshop	Walking	Walking	Possibly focus Pirbright instead	Connections for cycling proposed. No proposals for Walking	Not agreed / not amended
90	In-Person External Workshop	General	General	Dutch roundabouts - give priority to those walking and wheeling	Agreed - to be noted for the future design stages	No action required
91	In-Person External Workshop	Walking & Cycling	Both	propose crossings over Farnham Road/A31 - marked on map (south of Blackwall farm, east of junction between Farnham Road and A3 Guildford and Godalming bypass) (between Onslow Village and Wanborough)	Agreed - to be noted for the future design stages	No action required

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
92	In-Person External Workshop	General	General	Keep cyclists segregated at main roads. Feeling safe	Agreed - to be noted for the future design stages	No action required
93	In-Person External Workshop	General	General	Start early - routes to school	Routes to schools are a high priority for the LCWIP	Agreed / amended
94	In-Person External Workshop	Cycling	Cycling	Christmas pie trail = opportunity	Route added	Agreed / amended
95	In-Person External Workshop	General	General	Barriers - A3 main barrier, River Wey, Railway	Noted	No action required
96	In-Person External Workshop	General	General	drawn pyramid of liability (pedestrians at top, not liable; cars at bottom - most liable)	As per LTP4 following the hierarchy for the users and ensure pedestrians are at the top	Agreed / amended
97	In-Person External Workshop	General	General	Narrow bridge A3 (National Highways)	Acknowledged	No action required
98	In-Person External Workshop	General	General	Consider emergency services on roads	Agreed - to be noted for the future design stages	No action required
99	In-Person External Workshop	General	General	Shared shower facilities in town centre for smaller businesses	Out of scope	Not agreed / not amended

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
100	In-Person External Workshop	Cycling	Cycling	Provide space for cycle maintenance in town centre. Work with people like Guildford Bike Project	Out of scope	Not agreed / not amended
101	In-Person External Workshop	Cycling	Cycling	Many people don't cycle to town for shopping, especially with e-bikes - because of lack of secure parking	Out of scope	Not agreed / not amended
102	In-Person External Workshop	General	General	Need routes for vehicles to go North South Downs	Out of scope	Not agreed / not amended
103	In-Person External Workshop	General	General	Need for joined up approach with other policies e.g. highway maintenance; safety and lighting; development control not allowing development to close to highway e.g. London Road	out of scope	Not agreed / not amended
104	In-Person External Workshop	General	General	Art of the possible - where is there space? - e.g. Epsom road too narrow for separate cycle lanes at key points	Agreed, At locations where space is not sufficient alternative alignments to be considered	Agreed / amended
105	In-Person External Workshop	Cycling	Cycling	Christmas Pie Trail - not used in winter	Addressed as part of another comment	Agreed / amended
106	In-Person External Workshop	Walking & Cycling	Both	Guildford Centre - through routes - avoid gyratory	Gyratory to be retained as aspirational link	Not agreed / not amended

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
107	In-Person External Workshop	Walking & Cycling	Both	Crossing the Gyratory - issue?	Improved crossings to be reviewed in the future design stages	Agreed / amended
108	In-Person External Workshop	Cycling	Cycling	add direct route between Tongham and Guildford, south of railway line	Currently not a public right of way. Alternative proposed north of the railway lines. However the path south of the railway lines will be investigated in the future design stages	Not agreed / not amended
109	In-Person External Workshop	General	General	follow guildford plan	It is one of the key policies/studies that was considered for the development of the networks	Agreed / amended
110	In-Person External Workshop	Cycling	Cycling	Add Woking to Godalming route	Added	Agreed / amended
111	In-Person External Workshop	Walking	CWZ 25	Park Lane - please 30 mph (commented twice)	Agreed - to be noted for the future design stages	No action required
112	In-Person External Workshop	Walking	CWZs 12, 25, 11	(near Boxgrove/Merrow)- schools need crossings - Crossing to Thornes of Canterbury Primary School, Epsom Road; Crossing Epsom Road to St Peter's Catholic School	Routes to schools are a high priority for the LCWIP - proposals to be reviewed in the future stages of design	Agreed / amended
113	In-Person External Workshop	Cycling	1	Gyratory of doom	Gyratory to be retained as aspirational link	Not agreed / not amended

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
114	In-Person External Workshop	Walking & Cycling	Both	Remove steps on Downs Link	This will be reviewed during the design stage	No action required
115	In-Person External Workshop	Cycling	3 & 10	(Located on map - where Routes 3 and 10 intersect at A25 and Stoke Road intersection) Traffic light timings - suggest more green man.	This will be reviewed during the design stage	No action required
116	Internal Workshop	General	General	Lots of development in Ash	Acknowledged	No action required
117	Internal Workshop	General	General	AQMA in Compton. Is there a plan to relign the road, or give priority to bikes over motorised. This is a consideration for the AQMAs and could support the work.	AQMAs were considered. To be reviewed in the future stages of design	Agreed / amended
118	Internal Workshop	General	General	AQMA south of Town Centre	AQMAs were considered	Agreed / amended
119	Internal Workshop	General	General	Add tourist attractions in key destinations, example – Wisley - 3m visitors per year	Acknowledged	No action required
120	Internal Workshop	General	General	National trust sites to be added	National trust sites are considered	No action required
121	Internal Workshop	General	General	Must distribute prioritisation between urban and rural	Guildford Borough was split to 3 areas (Guildford Urban area, Ash and Tongham Urban area, and Rural area) to ensure balance for the prioritisation of the proposals	Agreed / amended
122	Internal Workshop	Cycling	Cycling	Possibly a route via A322 to bagshot. A322 – it has popped up in other discussions. National highway discussions.	Added	Agreed / amended

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
123	Internal Workshop	Cycling	Cycling	Would it be worth considering connection to brookwood station due to london connectivity	Added	Agreed / amended
124	Internal Workshop	General	General	Forthcoming strategic site Gosden Farm here	Acknowledged	No action required
125	Internal Workshop	General	General	Forthcoming development site here	added from Local Plan	Agreed / amended
126	Email	General	General	Any works that involve activities being carried out to any main rivers would require Flood Risk Activity Permit (FRAP) or any other permits or permissions from the Environment Agency.	To be reviewed during future design stage	No action required
127	Email	General	General	"I would like to be kept in the loop as I'm working on a flood alleviation scheme in Byfleet. See <a href="https://consult.environment-agency.gov.uk/thames/sanway-byfleet-flood-alleviation-scheme/">https://consult.environment-agency.gov.uk/thames/sanway-byfleet-flood-alleviation-scheme/</a> for information about the scheme. We are proposing paths in Common Meadows (between the flood embankment and River Wey) to link up with existing paths within Woking BC and Guildford BC. Please give me a ring and I can explain more about the scheme and our path proposals. I have forwarded your invite to a colleague, Jack Moeran, who is working on the Guildford Flood Alleviation Scheme "	Out of scope. Though added a connection through Muddy Lane	Not agreed / not amended
128	Email	General	General	As recorded in minutes para 2, <a href="https://surreylcwip.commonplace.is/">https://surreylcwip.commonplace.is/</a> seems only to support spot fixes, I suggested a complementary tool <a href="http://www.plotaroute.com">www.plotaroute.com</a> to identify required routes.	Added	Agreed / amended

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
129	Email	Cycling	Cycling	"Following on from minutes para 2, below are three suggested routes: G-LCWIP Suggestion Woking Guildford Godalming <a href="https://www.plotaroute.com/route/2340877">https://www.plotaroute.com/route/2340877</a> This route mostly uses existing paths that need upgrading and a new section around Slyfield and for the agreed <a href="http://www.guildfordgodalminggreenway.com/">http://www.guildfordgodalminggreenway.com/</a> that I mentioned in out last meeting that was proposed by cyclists and accepted unfunded by SCC. GBC and WBC and is now part funded."	Added	Agreed / amended
130	Email	Cycling	Cycling	G-LCWIP Suggestion Aldershot Guildford Cobham <a href="https://www.plotaroute.com/route/2340829">https://www.plotaroute.com/route/2340829</a>	Added	Agreed / amended
131	Email	Cycling	Cycling	"G-LCWIP Suggestion - Farncombe To Compton <a href="https://www.plotaroute.com/route/2333701?units=miles">https://www.plotaroute.com/route/2333701?units=miles</a> Suggested for Waverley LCWIP. Guildford & Waverley are now united so connect this route to Guildford Godalming Greenway, North Downs Way and NCN 22. Linking Farncombe Station and the Watts Artists' Village, it has potential to attract visitors to the area. At a more day to day level, it links with many destinations which could be particularly attractive for Compton residents wishing to access the Medical Centre and Farncombe shops."	Added	Agreed / amended

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
132	Email	General	General	<p>"I want to highlight the important of RHS Garden Wisley in the Borough with the hope of its inclusion in the LCWIP. As you will be aware, RHS Garden Wisley is located in the north east corner of the Borough, on the Guildford side of the border with Woking.</p> <p>The site is both a large attraction, with 1.5 million visitors annually, and employer with 998 staff and volunteers. We do however really struggle with providing car free access, with &gt;0% of visitors, and 12% of staff and volunteers, cycling or walking to the site. While there are opportunities being created by the ongoing M25/A3 improvement works, which includes extensive NMU routing, we are still quite isolated to the north west. The site ideally needs a safer route from the River Wey Navigations along Wisley Lane. Once the LCWIP reaches a point where site visits are in play, it would be great to get you across to Wisley to see the site first-hand.</p> <p>I have attached a heat map showing the home locations of our visitors within the Guildford Borough, and have also include lines with thickness indicative of the number of visits from visitors in those postal regions. I hope this proves helpful. "</p>	Acknowledged - connections to the site are provided	Agreed / amended

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
133	Email	General	General	<p>"Another data source which could be good for showing where people are currently walking and cycling is the Betterpoints app, where people in Surrey can track their active travel trips to earn points. I can put you in touch with someone there if you want to ask about getting hold of that data in some format. I would also really encourage you to join up this discussion with the team who are working on the rights of way improvement plan. We're in a fortunate situation that the ROWIP is being reviewed at the same time as several of these LCWIPs are being developed, which provides a really good opportunity to make sure they are integrated.</p> <p>As you pointed out yesterday, a lot of Guildford district is quite rural, which creates different challenges and opportunities for improving cycling and walking. Rights of way and other off-road paths are a fantastic resource which already exist on the ground. Often, there are footpaths or unofficial tracks which people are already using as convenient links for cycling, and if they were upgraded to bridleways and promoted as part of a network that could be a very cost-efficient solution. (I'll caveat that by saying that any improved drainage or surfacing needs to be done sensitively to maintain the rural character of the route and ensure it is suitable for horse riders, but good compromises can be found – like on Dagley Lane in Shalford.) "</p>	Noted	No action required
134	Email	Cycling	Cycling	<p>Cycling UK has created a map of 'missing links' for off-road cycling, where people have marked routes which would be useful connections, either for leisure cycling or for active travel. It might be helpful to have a look at – I can extract just the Surrey routes if you'd like that as a layer.</p>	Proposed links reviewed	Agreed / amended

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
136	Email	General	General	<p>"The main AOB point I would raise is, also regarding cold nights and winter months, within Core walking zones extending to a 3-mile distance is approx, just under 5 kilometers 15-25 mins walk, and thus waiting at bus stops for up to and above 30 mins or more in the cold for particular bus route buses to arrive. It's not out of the question for patrons traveling on the route with a paid fair to ask drivers to transport the passengers of paid fair to the nearest bus stop on the route to the point of the fair paid on another provider bus that travels the same route.</p> <p>Whether it is in the LCWIP planning on LCWIP on disability travelers with disabilities to access to liaison with Surrey's bus service providers. On interchangeable use of fares paid tickets on competing Bus services.</p> <p>This may adversely affect travelers that do not have a visible disability that do not have disabled bus passes, Where older people and or local school pupils or adults with disabilities would be permitted to use other bus service providers' tickets on another provider's service interim on local runs of a 3-mile journey under 5KM on the service of competing provider's busses.</p> <p>Instead, individuals have to wait for up to half-hour or more for another provider's service to arrive.</p> <p>To transport disabled individuals with walking difficulties transport in a Core Walking Zone to local destinations within a radius of a 3-mile i.e. 5KM on the parallel bus service local route of the ticket paid.</p> <p>As this would prevent partons from waiting in discomfort on competing buses on cold dark nights unnecessarily, or day-time for what would be a 15-25 minute walk if they were able to walk that distance comfortably un-assisted.</p> <p>Which would seem/appears to be a community transport issue. On an LCWIP Core walking Zone route that concerns residents with disabilities "</p>	out of scope	Not agreed / not amended

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
137	Email	Cycling	Cycling	<p>"I continue to be disappointed at the comments on the Sustainable Movement Corridor. I would have hoped that there would have been some real discussion with GBC on this proposal which not only covers some of the strategic sites in the Local Plan such as Gosden Hill which would be developer led but other areas of the town which are not developer led such as London Road Burpham which is being covered by Government funding.</p> <p>I should comment that in some recent draft GBC papers it had been suggested that the SMC might extend from Burpham up Park Lane into Epsom Road in Merrow although we haven't seen any firm proposals on this. We would oppose that. We find it very difficult to prioritise cycle corridors since the maps that we have been shown are in insufficient detail to fully understand what exactly is being proposed.</p> <p>We continue to emphasise the importance of cycle paths in Merrow especially route 27. In addition a route could be considered from Merrow to Kingfisher Drive along Merrow Sreet.</p> <p>We also find it difficult to prioritise cycle corridors when the proposals for Gosden Hill are in their infancy. As Mrs Whitehead suggested at the meeting the development of Gosden Hill should be considered in detail in this review.</p> <p>Turning to footpaths I commented at the meeting that there are good footpaths in Kingfisher Drive and Epsom Road so there is no need to prioritise these areas for new pedestrian pathways. In passing i still don't know how this suggestion arose from the GBC Local Plan.</p> <p>One pedestrian route doesn't appear on your maps so far as I can determine and that is the route from the Epsom road roundabout in Merrow by the Golden Gates to the Park and Ride in Merrow where there is no pedestrian pathway at all. Pedestrians have to walk on the grass verge on a fast road which raises real safety concerns."</p>	<p>"added to cycling workspace</p> <p>Regarding walking comments: the CWZs in question are identified in the Guildford Local Plan as retail areas, and as such have been included in the draft prioritisation of CWZs.</p> <p>The suggested route between Epsom Road roundabout (Merrow) to the Park and Ride (Merrow) will be included as a walking corridor."</p>	Agreed / amended



id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
138	Email	General	General	<p>"Just to clarify the issues for equestrians and Active Travel in respect to the LCWIP which are now to the forefront in two local Environmental Agency schemes at SANWAY and the River Thames at Staines Moor/Walton Bridge as well as the Junction 10 M25 /A3 further proposals outside the DCO.</p> <p>1. In respect to Active travel funding I quote from government On 5/11/2018 Minister for Transport Jesse Norman MP said, "We should be clear that the cycling and walking strategy may have that name but is absolutely targeted at vulnerable road users, including horse-riders".</p> <p>2. On 15/7/19, Michael Ellis, Secretary of State for Transport said (in response to a question as to whether he planned to include a) horse riding and b) horse-drawn carriages in his Department's support for the development of active travel and local walking and cycling infrastructure plans.</p> <p>3. "The Government's Local Cycling and Walking Infrastructure Plan Guidance notes that local authorities should consider the needs of equestrians where they have access to walking and cycling infrastructure such as off-carriageway routes. However the Government does not intend to specify that all measures to support active travel must include a horse-riding or horse-drawn carriage element; decisions on this are a matter for local authorities. Nevertheless the Government does encourage local authorities to support equestrians in their active travel plans.</p>	Out of scope	Not agreed / not amended

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
138	Email	General	General	<p>guidance has conveniently ignored this caveat except for 2.19 the needs of equestrians may also need to be borne in mind where they have access; for example, regarding the width of off-carriageway routes, the arrangement of road crossings and differing surfacing standards</p> <p>5. The Surrey County Access Forum is the statutory consultee on recreation which includes all rights of way and is to be consulted at the earliest possible in any proposals before they are put to public consultation.</p> <p>6. The Surrey Rights of Way improvement Plan is a stator document hat has to be considered in respect to any Active Travel proposals with the need to create greater connectivity and improvement for all non-motorised users of the rights of way network and vehicular highways.</p> <p>7. Greater connectivity for cyclists needs to be on bridleways or restricted byways where connectivity to the rights of way network is envisaged as the primary legislation is the highways Act and 1968 Countryside Act which grants cyclist the right by licence to ride on bridleways."</p>	Out of scope	Not agreed / not amended
139	Local Members Workshop	Cycling	Cycling	Link Ockham-Cobham	Extension added as part of previous comment (Route 14)	Agreed / amended
140	Local Members Workshop	Cycling	Cycling	Green Lane - to be extended? aspirational-check Taylor Wimpey docs	Not added as it lacks connectivity with rest of network (from Route 25)	Not agreed / not amended
141	Local Members Workshop	General	General	Shalford Railway Station is in the wrong place! It is here	Amended	Agreed / amended

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
142	Local Members Workshop	Walking	Walking	General comment on CWZ approach: the very localised nature of the zones, together with restricted parking, existing pedestrianisation, etc is possibly unlikely to support a material modal shift to walking (within several of these zones walking or cycling is already the only realistic option); more likely to support this shift are appropriate walking routes linking strategic locations eg residential areas, schools, shops, offices, railway / bus stations, etc.	Connections to schools, railways and bus stops/stations will be covered through walking corridors from CWZs (up to 2km). The approach follows the DfT technical guidance	Agreed / amended
143	External Stakeholders Workshop	Walking & Cycling	Both	A25 by the Spectrum, hard to cross here as road is very wide	Acknowledged -included as aspiration to be reviewed in the future design stages	Agreed / amended
144	External Stakeholders Workshop	Cycling	Cycling	"Sanway-Byfleet Flood Alleviation Scheme - Garden Route from Byfleet & New Haw Station to RHS Wisley"	All transport related schemes have been reviewed to ensure future connections are considered	Agreed / amended
145	In-Person External Workshop	General	General	Key destinations for people include: Tesco, University, Hopsital	Acknowledged -included as aspiration to be reviewed in the future design stages	Agreed / amended
146	In-Person External Workshop	Cycling	Cycling	Suggest Route via King Alfreds Way, Christmas Pie Route into Guildford Town	Proposed as aspirational corridor	Agreed / amended
147	In-Person External Workshop	General	General	Highlighted MOD Rayes (north East Guildford Borough)	Acknowledged -included as aspiration to be reviewed in the future design stages	Agreed / amended
148	In-Person External Workshop	Cycling	Cycling	Long distance path along railway line at Brookwood	Basingstoke canal is considered for cycling	Agreed / amended

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
149	In-Person External Workshop	Walking & Cycling	Both	a couple of existing pedestrian and cyclist bridges over the railway in Stoughton and Bellfields, but these are hidden and not well signed	Acknowledged -included as aspiration to be reviewed in the future design stages	Agreed / amended
150	In-Person External Workshop	Walking & Cycling	Both	Across the railway line, between Jacob's Well and Stoughton, railway bridge was identified.	Acknowledged -included as aspiration to be reviewed in the future design stages	Agreed / amended
151	In-Person External Workshop	Walking & Cycling	Both	Gyratory subway is used for cycling and walking, but there is limited space for cycling	To be reviewed during future design stage	No action required
152	In-Person External Workshop	Walking & Cycling	Both	Connection between Burpham and Guildford Station (through the Guildford Town CWZ 1). Walking to Burpham and the Station from Abbotswood.	Acknowledged -included as aspiration to be reviewed in the future design stages	Agreed / amended
153	In-Person External Workshop	Walking & Cycling	Both	Suggest connections from Wisley/Ockham to Byfleet Station, New Haw Station	Added	Agreed / amended
154	In-Person External Workshop	Walking & Cycling	Both	Highlight Ockham Road Roundabout, Chatley Heath and Ockham Common	Included in the CWZs and the Cycle Corridors	Agreed / amended
155	In-Person External Workshop	Walking	Walking	main CWZs: Blackrock valley route, King Alfred's Way, Christmas Pie Route, Puttenham Common, Pewley Down, Newlands Corner, RHS Wisley	Proposed as aspirational corridor	Agreed / amended

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
156	In-Person External Workshop	General	General	access town; Safe crossing points for all; no real trip attractors; effect of SANGs; harvest users of open space; dog walking by car; no information on recreation vs work use LTP4; RHS 3 million visits; need to link to M25 Junction 10 Scheme; no equestrian access; cost benefit analysis; no public access land shown; no common land shown; no link to PROW; long distance paths; no places of resort outside urban areas.	Agreed, all comments considered for the development of the networks and comments will be considered in the future design stages	Agreed / amended
157	In-Person External Workshop	General	General	Suggest no delivery vehicles in town centre	A separate freight strategy should be undertaken	Not agreed / not amended
158	In-Person External Workshop	Walking & Cycling	Both	Pedestrianisation of centre - no ring road, pushing traffic to smaller roads	noted	No action required
159	In-Person External Workshop	Walking	Walking	Introduce dropped kerbs	To be reviewed during future design stage	No action required
160	In-Person External Workshop	General	General	Afternote parking (?)/Offer more parking?	Out of scope	Not agreed / not amended
161	In-Person External Workshop	General	General	Improve your Park and Ride services	Out of scope	Not agreed / not amended
162	In-Person External Workshop	General	General	St Luke's Hospital escape from Guildford	Connections provided for walking and cycling	Agreed / amended

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
163	In-Person External Workshop	Cycling	Cycling	(location - just north of railway line above Guildford Town) - direction difficult as uphill	noted	No action required
164	In-Person External Workshop	General	General	A3 congested (near Onslow Village)	Acknowledged	No action required
165	In-Person External Workshop	General	General	Parking on pavement to be restricted	To be reviewed during future design stage	No action required
166	In-Person External Workshop	General	General	Suggest child/adult friendly crossings other arterials	To be reviewed during future design stage	No action required
167	In-Person External Workshop	Walking & Cycling	Both	SUP - over Ash street railway New Bridge (level crossing removal)	Acknowledged -included as aspiration to be reviewed in the future design stages	Agreed / amended
168	In-Person External Workshop	Walking	Walking	Docs Chemist Park Co-op at Ash CWZ (CWZ 2). CWZ 29 (Ash Station) is less important.	Acknowledged - considered for the prioritisation process	Agreed / amended
169	In-Person External Workshop	Walking & Cycling	Both	London Road is difficult to cross, Parkway/London Road RBT, Bushy Hill School/Bushy Hill	Acknowledged	No action required
170	In-Person External Workshop	General	General	Recognise that there is no capacity for a ring road in Guildford - so need to design solutions that enable vehicles, bikes and walkers to cross the centre	Agreed, to be reviewed as a separate scheme	No action required
171	In-Person External Workshop	Walking	Walking	York Road (include in CWZ) - conservation areas, pinch points, NO2 levels and failes; 2 schools; air quality; child health	Guildford Town CWZ 1 amended to include York Road	Agreed / amended

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
172	In-Person External Workshop	General	General	Implement the Sustainable Movement Corridor and make this a priority rather than adding other projects	SMCs added to cycling workspace and routes have been realigned to match these	Agreed / amended
173	In-Person External Workshop	Walking	Walking	Along Epsom Road (A246) between CWZ 1 and Boxgrove Road (A25) need pedestrian crossing e.g. for school children	To be reviewed during future design stage	No action required
174	In-Person External Workshop	Walking	Walking	Along A25 Boxgrove Road near Boxgrove CWZ (CWZ 12) a crossing here changed behavior	To be reviewed during future design stage	No action required
175	In-Person External Workshop	Cycling	Cycling	Connect Blackwall Farm to Royal Surrey County Hospital	Aspirational route proposed for connections	Agreed / amended
176	In-Person External Workshop	General	General	highlight Wisley	Added	Agreed / amended
177	In-Person External Workshop	General	General	Highlight Spectrum	Added	Agreed / amended
178	In-Person External Workshop	General	General	Area south of Spectrum, including Stoke Park and lido, is highlighted as a leisure destination	Added	Agreed / amended
179	In-Person External Workshop	General	General	Gyratory highlighted	Agreed, to be reviewed as a separate scheme	No action required
180	In-Person External Workshop	Walking & Cycling	Both	Suggest that routes provide access to Guildford rail station but bypass the town centre	Added - utilisation of the towpaths	Agreed / amended

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
181	In-Person External Workshop	Cycling	Cycling	highlight Christmas Pie Route	Added	Agreed / amended
182	In-Person External Workshop	Walking & Cycling	Both	Wooden bridge over A3 (next to Lidl) has almost 180 degree turn to go up with bike and mobility scooters	To be reviewed during future design stage	No action required
183	In-Person External Workshop	Cycling	Cycling	Dennis's Roundabout (where routes 13 and 10 and rail line cross) - no way get from Bellfields/Stoughton to University as there is no path between. Pathways are narrow in this area.	Acknowledged	No action required
184	In-Person External Workshop	General	General	Horse rider cannot cross east-west Guildford town	Out of scope	Not agreed / not amended
185	In-Person External Workshop	Cycling	Cycling	Greenway to bridleway to Millbod (?) and Box Hill to Leatherhead	Out of scope	Not agreed / not amended
186	In-Person External Workshop	Cycling	Cycling	Gosden Hill Farm must have Park and Ride and cycle store	To be reviewed as part of a separate scheme	Not agreed / not amended
187	In-Person External Workshop	Cycling	Cycling	bike storage (e-bikes) at stations and residential areas (near Dene Road/A3100 in Guildford Town). Top of Nick Street and (?)	Out of scope	Not agreed / not amended
188	In-Person External Workshop	Walking & Cycling	Both	update all towpaths to bridleway (statutory duty to maintain)	out of scope	Not agreed / not amended

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
189	In-Person External Workshop	Walking & Cycling	Both	20 mph - quick wins and cheap - and rural lanes reduce from 60 mph to 40 or 30 mph	To be reviewed during future design stage	No action required
190	In-Person External Workshop	Walking & Cycling	Both	Shalford Station - upgrade crossing	To be reviewed during future design stage	No action required
191	In-Person External Workshop	Cycling	Cycling	Christmas Pie Route	Added	Agreed / amended
192	In-Person External Workshop	General	General	RHS highlighted	Noted	Agreed / amended
193	In-Person External Workshop	Walking & Cycling	Both	connection between North Camp and Ash Vale	Added	Agreed / amended
194	In-Person External Workshop	Walking & Cycling	Both	Recent upgrades to A331/431 roundabout for Greenway route from Farnham Shapher and Flock to Tongham	Noted	No action required
195	External Stakeholders Workshop	Cycling	Cycling	1) Shalford to Guildford next to road route - requires work in Shalford (eg crossing by Church) (2) Shalford to Chilworth (route exists but requires improvement)	To be reviewed during future design stage	No action required
196	External Stakeholders Workshop	Walking & Cycling	Both	Shalford - Guildford	Proposed in the aspirational network	Agreed / amended
197	External Stakeholders Workshop	Cycling	Cycling	Pirbright to Brookwood	Proposed in the aspirational network	Agreed / amended

id	Source	Walking/ Cycling	Route/ CWZ	Comment	Response	Status
198	External Stakeholders Workshop	Cycling	Cycling	Wisley Lane from RHS to River Wey Navigations	Proposed in the aspirational network	Agreed / amended



## Appendix 9b: Stakeholder Comments: Phase 2

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
2	Email	Walking	15	CWZ15 - we are particularly pleased to see that the proposals include some improvements to the path north of the village centre, and up through Shalford Park. Comments relevant to this section are as follows: - at its most northern end by Guildford Rowing Club, cars regularly use the path to reach the meadow where they park, and pose a hazard to pedestrians (in particular when reversing). A couple of bollards placed in the path to restrict the access width would remedy this	Recommendation will be added in the report.	Agreed / amended
3	Email	Walking	15	Along the water meadow between Guildford Rowing Club and the first football pitch the path is regularly flooded by water from drainage channels off the A281 – not only does this mean wet feet but it also drags a lot of detritus onto the path making it slippery. Extending (and regularly maintaining) the drainage channels so that they go under the path would be a solution	Interventions to improve drainage along the path are considered as part of the Guildford to Godalming Greenway link.	Agreed / amended
4	Email	Walking	15	On this section the width is significantly reduced over the summer month by overgrowth of bushes etc. Routine maintenance is required to maintain the full width of the path	Maintenance is out of LCWIP scope. Improvements to the path as part of the Guildford to Godalming Greenway link.	No action required
5	Email	Walking	15	At the junction with Pilgrims Way, the new link path would ideally follow the informal path worn down (and cutting off the corner)	A direct alignment to the bus stop and uncontrolled pedestrian crossing is proposed.	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
6	Email	Walking	15	The unmade path down from the park to the A281 adjacent to Bridge House is actually already a formal footpath (part of FP24) – over the years the council has put up a wooden sign but invariably this has been torn down and thrown in the river by local hooligans. Local volunteers regularly cut back the vegetation to maintain a reasonable path width, but this would benefit from some widening	Improvements to the path are proposed.	No action required
7	Email	Walking	15	The section alongside Bridge House is indicated as being proposed for widening: the issue here is not the width, rather that ground water from the many natural springs in this area regularly makes the path wet which then accumulates detritus making it slippery. The council did some years ago put in a channel and a new drain in the path but this has never worked properly – it needs re-siting further up the path to be effective	Interventions to improve drainage along the path are considered as footway will be included as part of the next stage of the design.	Agreed / amended
8	Email	Walking	15	The surface drains at the entrance to Bridge House / The Old Vicarage are inadequate and surface water off the 281 routinely floods the path at this point, making it challenging to cross; similarly the (road and) section of path outside Debnershe to the east of the 281 floods making it virtually impossible on foot	Interventions to improve drainage along the path are considered as footway will be included as part of the next stage of the design.	Agreed / amended

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
9	Email	Walking	15	The uncontrolled crossings indicated between the river Tillingbourne and St Mary's church are a serious impediment and disincentive to walking this route: as a minimum raised tables would be beneficial but ideally a formal refuge or signalled crossing is required here. The proposed raised table outside the entrance to the church would be beneficial but addresses a different issue.	Proposed crossing on Millbrook will be upgraded to a priority crossing (pelican). Raised tables may not be provided along Millbrook due to the high traffic flows and the number of HGVs and buses on the route. Uncontrolled crossings at the side roads will be introduced with added features to improve pedestrian safety (raised tables or refuge island which will be determined in the next stage of the design.	Agreed / amended
10	Email	Walking	15	We're unclear what the "school street" next to Shalford infant school offers – please could you confirm?	A 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.	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
11	Email	Walking	15	It's unclear what benefit traffic calming along Station Road would bring from a walking perspective. More of an issue here is parking on the footpath (particularly on the north side) – frequently it's impossible for even a single person to walk alongside the cars let alone with a pushchair or mobility aid, hence pedestrians are forced to walk in the road	Traffic calming will help enhance road safety on Station Road. People will feel safer walking on the road as vehicles will be forced to move in lower speeds and have greater awareness of any pedestrians and cyclists. Parking is proposed to be restricted at key points along Station Road which will help reduce the flows on the road and improve visibility for people crossing the road.	No action required
12	Email	Walking	15	The detailed proposals in the inset diagram of the scheme around the Kings Road slip road are welcome, although as I noted on the call SCC have already drawn up plans for changes here for public consultation. The community council favours closing the slip road to all but access to the car park for the flats	Noted.	Agreed / amended
13	Email	Walking	15	The path by the common and the south end of the existing zebra crossing outside the shops are prone to flooding making the crossing challenging even after moderate rain – the drains here need work to ensure they can cope	Improvements to the drainage will be considered in the next stage of the design.	Agreed / amended
14	Email	Walking	15	The proposed Toucan crossing by The Parrot on Broadford Road is welcome, but be aware that there are plans to re-align the footway etc along this stretch	Noted. To be reviewed in the next stage.	No action required
15	Email	Walking	15	Similarly, widening of the path alongside the 281 by Bramley Oak is welcome and SCC are currently undertaking works to resurface and improve this	Noted. To be reviewed in the next stage.	No action required



ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
16	Email	Cycling	47	Cycle corridor 47 this corridor would benefit many users, including a significant proportion of parents accompanying children going to schools in Shalford and Chilworth (families often have one child at the infant school in Shalford and another at the primary school in Chilworth). Increasingly they use trailers, and larger cargo-style E-bikes to carry one or more child and it's important that the path is sufficiently wide to accommodate such (a particular pinch-point is likely to be where the current footpath crosses the RGS playing fields at Bradstone Brook)	Noted. It is part of the overall approach of the LCWIP and the proposals to ensure larger bikes are accommodated. Added in Design Tools section.	Agreed / amended
17	Email	Cycling	47	It's unclear what the proposal is along New Road in Chilworth: this is an extremely busy road (SCC can doubtless provide traffic data), and the lack of off-road parking means many residents park along the road such that along significant stretches there are parked cars on both sides. Cycling along this stretch can be hazardous, with other vehicles coming towards you on the wrong side of the road, vehicles pulling out of side roads etc with poor sight lines, and vehicles pulling into gaps between parked cars to allow vehicles coming in the opposite direction to pass. Further work is probably required here to understand how best to create a safer environment for cyclists, whether it be on-road or on a widened footway which is converted to dual use and from which cars are banned from parking on. Whatever the solution, it needs to ensure that the parking needs of local residents are taken into consideration.	Noted. Proposal to investigate options to reduce traffic and parking management will be included. Additional proposal to upgrade the existing path adjacent to the railway line to a shared use path, with additional improvements on New Road to improve access to the school. It should be noted that the path would lack natural surveillance and would require lighting provision.	Agreed / amended
18	Email	Cycling	47	The cycle corridor in Chilworth appears to end at the railway station, however no crossing is indicated to make it easier to cross to the station (situated on the south of the road) – some sort of crossing here would be beneficial	Noted. Crossing to be added.	Agreed / amended

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
19	Email	Cycling	47	I hope these comments are helpful. It may be beneficial to have a short meeting (either in person or via Teams, as appropriate) to discuss this detail, in particular to understand exactly what is proposed.	N/A.	No action required
20	Email	Cycling	18	These comments are largely related to the cycling plans rather than walking. 1. The plans are very much focused on a 'road centric' perspective of Ash. For a cyclist, consideration needs to be given to other main passages – the Basingstoke Canal Towpath, and the Blackwater Valley Path, which are to a large extent paved or reasonably cyclable surface.	The towpaths are included in aspirational network. Improvements to the access to the paths are proposed as part of the scheme. In general there are concerns with off-road routes - safety concerns etc., conflict between cyclists and pedestrians Ownership of this land may make it more difficult to deliver improvements	No action required
21	Email	Cycling	18	2. Some of the best gains for cyclists would be to improve the surface of stretches of these paths. The rubble surface diversion of the BVP round one of the lakes between Lakeside Rd and the Northcamp station, the rough surface west of the A331 on the Canal towpath (this is probably in Rushmoor council).	The towpaths are included in aspirational network. Improvements to the access to the paths are proposed as part of the scheme. In general there are concerns with off-road routes - safety concerns etc., conflict between cyclists and pedestrians. Ownership of this land may make it more difficult to deliver improvements.	No action required
22	Email	Cycling	18	3. There are major traffic pinch points for cars which result in cyclist unfriendly traffic jams for the key east/west transit points: a) Lynchford Rd roadworks by North Camp (in Rushmoor, due to finish Apr 24)	The roadworks is temporary issue, LCWIP is 10 year plan	No action required



ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
23	Email	Cycling	18	b) Lakeside Rd underpass under Reading/Guildford railway is single lane, major traffic jam at rush hour. Separate underpass for pedestrians & cyclists, but issue for cyclists going east-west is crossing the road to access this.	The off-road underpass is proposed as the route for pedestrians and cyclists. Improvements to the access to the path are included.	No action required
24	Email	Cycling	18	c) Ash Rd Bridge. Proposed footbridge for network rail junction -will this also serve cyclists?	A shared use path is proposed - serving cyclists and pedestrians.	No action required
25	Email	Cycling	18	4. Have you surveyed the major schools in the area to get their views on what needs to be made safer for walking/cyclists to go to school?	Schools have not been surveyed. When schemes are progressed, these will go through the required consultation process.	No action required
26	Email	Cycling	18	5. Major narrow pinch points for cyclists on roads get scary – Lakeside Rd mentioned above, also Shawfield Rd under Reading/Guildford line	Noted - Pinch points will be reviewed in the next stage	No action required
27	Email	Cycling	18	6. Grove Rd as proposed cyclist route – very rough surface – partially made Rd (unadopted?)	Will review the need for resurfacing of this route.	Agreed / amended
28	Email	Cycling	18	Thanks for your comments. However, I am going to ask for caution on using the towpath and the Blackwater Valley Path until there is a protocol in place where cyclists give way to pedestrians. Unfortunately some cyclists, especially when in groups, tend not to treat pedestrians with respect and shout at people to get out of the way. Both paths are widely used by pedestrians and dog walkers but are not wide enough for cyclists to pass without someone giving way. That is not always possible without stepping off the path, in some places very close to the canal/river banks. Otherwise I agree with [another respondent's] comments.	The towpaths are included in aspirational network. Improvements to the access to the paths are proposed as part of the scheme. In general there are concerns with off-road routes - safety concerns etc., conflict between cyclists and pedestrians Ownership of this land may make it more difficult to deliver improvements	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
29	Email	N/A	28	Thank you very much for the presentation on Tuesday evening. Just to reiterate, this is the first time that West Horsley have been engaged in any consultation. I have reached out to East Horsley Parish Council and they too were unaware of your project and received no invitation to Tuesday's meeting. This is particularly concerning as you mentioned that the proposals for East/West Horsley have already progressed through to a concept design stage. We have a number of concerns to raise based on your proposals and will be meeting with other West Horsley Councillors next week to go through the plans in detail. We will then be in a position to provide an official response. I would be grateful if you would confirm the deadline date for responses. I look forward to hearing from you.	Emails were sent to the respective clerk email addresses	No action required
30	Email	Cycling	28	Attendee was concerned (section below) due to volumes and flows, a total separation for the cycle track and carriage way was necessary. Reference on A246 at Clandon Crossroads	A 2-way cycle track proposed at this locations. This gives segregation to cyclists.	No action required
31	Email	Walking and cycling	18, 28	I have discussed before how disjointed these proposals seem for the area that I cover.	N/A.	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
32	Email	Walking	18	1. There are no 'pins on the interactive map' from local residents to support the proposals for improving pavements for walking along East Lane in West Horsley. These pavements, as described from West Horsley Parish Council are already in a good state of repair and perfectly wide enough for pedestrians and push chairs. I note that the Parish Council are sending you a separate response in relation to this.	The proposed route to The Raleigh School has been amended following feedback from stakeholders noting that school students informally use Nightingale Avenue to access the school. The interventions have been updated to propose widening of the northern footway of East Lane (between Nightingale Avenue and Ockham Road North). Proposed widening may also include resurfacing if required. The proposal to widen the footway at this location is to ensure that the minimum standards set by Active Travel England are met, particularly when the route is used by school students. AtkinsRéalis will undertake further review of feasibility in the next stages of the LCWIP.	Agreed / amended

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
33	Email	Cycling	28	2. Cycle Corridors short list – it may have been explained on the night which I missed, but Cycle Corridor 28 Epsom Road A246 seems to end as it approaches Guildford Town in the middle of nowhere.	The prioritisation process for the cycle corridors was previously agreed to include three phase 1 routes within the Guildford urban area, and three phase 1 rural routes. Cycle corridor 27 (Epsom Road) was included in the aspirational list. Following the Phase 2 stakeholder workshops, feedback has been received regarding the need to connect the proposed cycle corridor 28 (Epsom Road) and corridor 3&4 (Stoke Road to Town Centre & High Street A3100). Based on this feedback, cycle corridor 27 (Epsom Road) will be progressed as a phase 1 corridor.	Agreed / amended
34	Email	Cycling	General	3. Cycle Corridors aspirational list pg 8 of slides. The colours do not correspond to the key e.g., 28 is yellow in the key and pink on the map? 29 is green on the map and pink in the key – this may be intentional of course.	Map is reviewed	Agreed / amended

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
35	Email	Cycling	General	4. What work has been done to link these proposed routes with the Cycling routes listed in GBC's Local Plan Part Two Development Management Policies.	An in-depth review of policies, previous studies and relevant schemes has been undertaken, both in the information gathering stage of the LCWIP, and in the identification of the aspirational cycling and walking networks. Guildford Borough Council's Local Plan Part Two: Development Management Policies has been reviewed, and the Comprehensive Guildford Cycle Network (incorporated into the Local Plan) has been utilised in the identification of the aspirational cycling network, routes, and prioritisation. For example, the routes identified in the Comprehensive Guildford Cycle Network were included as part of the quantitative and qualitative heatmaps which were used to identify the aspirational cycling network. Where identified routes were parallel to the Comprehensive Guildford Cycle Network, the alignment promoted in the Comprehensive Network was utilised. Furthermore, additional routes identified in the Comprehensive Network were included as Phase 3 (long term) routes in the aspirational network.	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
36	Email	Cycling	18	5. There are cycle corridors on the maps for 65 and 69 although the numbering is quite small. This is Old Lane and Ockham Road North. These two routes are currently promoted by Taylor Wimpey for their proposed development at the Former Wisley Airfield which is at appeal at the moment. SCC have stated that these routes are not suitable for the 'average' cyclist and are promoting other routes that do NOT appear on your map e.g., Long Reach in West Horsley to East Horsley Train Station.	we are not able to comment on the status of cycle corridors as set out by the Former Wisley Airfield appellant or on the proceedings of the appeal	Not agreed / not amended
37	Email	Walking and cycling	General	I have raised this before, and I'm sorry, but I would like some reassurance that all the right people connected with this are being communicated to. It feels that there has been limited consultation with the public as to the need for these proposals, and that we are in danger of sending time and money on something that is not going to work for the objective of achieving modal shift.	this is an early engagement process for the LCWIP. All key stakeholders (identified by SCC and GBC) have been invited to the workshops. Consultation at this stage is with internal stakeholders/officers, elected members, external stakeholders and neighbouring authorities' officers. Consultation with the public will take place in the next stage of the design development.	No action required
38	Email	Walking and cycling	RHS	I am copying this to both GBC and SCC with whom the RHS are closely engaged on the major infrastructure projects in the north of the Borough and where there is a clear opportunity to strengthen access alongside existing major infrastructure spend and alongside user hubs such as the 1.5m visitors per annum to Wisley.	N/A.	No action required



ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
39	Email	Walking and cycling	RHS	Thank you for inviting us to the second stage consultation. These are the RHS comments on the presentation which was put forward, with particular emphasis on cycling routes and bridleways.	N/A.	No action required
40	Email	Walking and cycling	RHS	It is not entirely clear to us how the proposals put forward at the stage one has been assessed and decided on for inclusion within stage two. Our observation is that the number of consultees who have attended is relatively small so we do not understand the degree of community engagement. We feel that the scope of consultee's responses should be more obvious in the process, including the level of input from local authorities in the decision-making.	This is an early engagement process for the LCWIP. All key stakeholders (identified by SCC and GBC) have been invited to the workshops. Consultation at this stage is with internal stakeholders/officers, elected members, external stakeholders and neighbouring authorities' officers. Consultation with the public will be as and when individual schemes are taken forward.	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
41	Email	Walking and cycling	RHS	<p>With regard to the northern part of Guildford Borough Council we are concerned to see that there is no mention of major infrastructure projects which are already in planning, or policy, and which affect sustainable transport and which are not highlighted in the proposals. In particular the M25 junction 10 National Highways scheme which includes a significant improvement to non-motorised user provision across a wide area. This also creates linkages to Woking and Elmbridge Borough Council and their networks. There is provision in your proposals via routes numbered 60, 61 and 69 but 69 ( see below) is not seen as high priority. We would argue that much greater emphasis and urgency is required by Guildford Borough Council and Surrey County Council to build on the benefits of the M25 scheme nonmotorised user network (NMU) The Wisley Airfield Local Plan allocated site is included in your planning and we are aware that at present it is subject to a planning appeal. However we feel that in the eventuality that the housing scheme goes ahead, or that there is a good prospect that the allocated site will go ahead in the planning period, provision needs to be made. The airfield is closely linked to the M25 scheme and will also rely on connectivity between Effingham or Horsley stations, with connections running north-west to Byfleet and Woking and New Haw stations. This sets up a significant travel route for the area. There is also the Sanway Flood Alleviation scheme being sponsored by the Environment Agency. This will improve sustainable connections on the Guildford and Woking boundary, particularly beneath the M25. This is due to go to planning in 2024 and will strengthen the sustainable transport opportunities from the M25 in a new project.</p>	<p>Development of cycle network considered relevant schemes (e.g. M25J10), and Wisley Airfield development. Routes to the area are part of the aspirational network for cycling and will be considered as separate schemes in the future as opportunities arise.</p>	No action required



ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
42	Email	Walking and cycling	RHS	Following the stage one consultation the RHS put forward statistics showing the opportunities for growing LCWIP connections between Guildford and Wisley along the A3 corridor, including routes towards Woking and along the Wey Navigation. We do not see that this has been specifically accounted in the stage two documentation. Given the volume of visitors and the cultural significance of the RHS Garden within the borough and county we feel that sufficient weight needs to be given to these opportunities.	the development of the cycle network has considered relevant schemes (including the M25 Junction 10 scheme) and the Wisley Airfield development. All comments from the Phase 1 workshop were considered and the routes were added to the aspirational network. The prioritisation exercise took place following the Phase 1 workshops to identify the routes and areas for infrastructure improvements as part of this LCWIP. Routes to the area are part of the aspirational network for cycling and will be considered as separate schemes in the future as opportunities arise.	No action required
43	Email	Walking and cycling	RHS	The RHS would welcome the opportunity to input directly to GBC and SCC authority officers about these matters and therefore request a meeting to do so as part of the consultation process.	N/A.	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
44	Email	Walking and cycling	General	2. Joined up thinking, responsibility, and land ownership. The minutes correctly record thinking and ownership in bullet 1 and 6, but my point was that LCWIP needs to consider the routes needed, then address the ownership/responsibility issues. Hence identify the A to B requirement, then identify the possible route and restrictions that need to be overcome, e.g. talk to National Highways or Thames Water. My in-meeting comments were a direct result of observing that LCWIP routes seemed to be along busy roads under SCC management, which was confirmed by SCC Cabinet Member for Highways, Transport and Economic Growth. The LCWIP should identify the best routes, leaving negotiating with other organisations to SCC, and only if agreement or compromise cannot be reached, implement the less than ideal path. Public opinion may help secure better paths.	Cycling network is based on connecting origins/destinations. Land ownership is important factor in terms of deliverability of a route/proposal - and needs to be considered in the LCWIP.	No action required
45	Email	Walking	General	3. Minutes correctly record at bullet 3 "Pedestrian traffic light response time requires a review." Please add to the LCWIP, " Pedestrians at the crossing should not be delayed after request button is pressed. Delays are not in line with the Highway Code. A delay giving priority to cars some distance away, leads to crossing against the lights and motorists delayed when no one is at the crossing."	Signalling and response times - reference to this is added to report.	Agreed / amended
46	Email	Cycling	General	Where cycle lane ends on a carriageway, signs stating "No Overtaking Cyclists" if the carriageway is narrow, or "No Overtaking Cyclists unless 1.5m clear" as stated in the Highway Code. Minutes bullet 7 gave an example of the need.	Note is added.	Agreed / amended



ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
47	Email	Walking and cycling	General	4. Minutes bullet 5; speed limit of 9mph for bikes, “especially” ebikes. Where there are no pedestrians in sight, a higher speed on lighter, non powered cycles may be acceptable, but how to manage and what about unseen pedestrians.	Note is added.	Agreed / amended
48	Email	Walking and cycling	General	5. Inter town routes were raised at the 1st in person meeting (pre meeting email) and the 2nd in person meeting. Existence of safe inter town routes supports commuters and leisure, encouraging active travel and exploration. Branch routes feed the local communities, including Guildford town. Part of these main routes exist or are under development/funded outside the LCWIP. LCWIP needs to interface to these routes and in some cases fund the enhancement. Routes are:	Development of cycle network considered relevant schemes e.g. SMC, Burpham Active Travel Phase 1 cycle corridors have been prioritised through the MCAF process, and the identification of the cycling network was based on various data and was consulted on in the Stage 1 stakeholder workshops	No action required
49	Email	Walking and cycling	General	a. Existing is the Sustainable Movement Corridor (SMC) from the Science Park via RSCH, Retail Park and Stokes Park	It has been considered and discussed with SCC & GBC - Connections to the corridor are provided. It is part of the aspirational list. Enhancements to provision for walkers is proposed as part of CWZ 2: Guildford Park Road, which includes the Ridgemount/ Alresford Road area of the existing SMC.	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
50	Email	Walking and cycling	General	b. Burpham to Guildford Active Travel Scheme aims to extend SMC to Burpham	It has been considered and discussed with SCC & GBC - Connections to the corridor are provided. It is part of the aspirational list Proposals for cycle corridor 3&4 extend the proposed Burpham to Guildford Active Travel Scheme to the town centre.	No action required
51	Email	Walking and cycling	General	c. LCWIP should include an extension of the SMC West from the Science Park to Aldershot upgrading and straighten the Christmas Pie track South of the rail line and upgrade branch paths to Wood Street and to Fairlands.	It is included in the aspirational list.	No action required
52	Email	Walking and cycling	General	d. LCWIP should include an extension of the SMC East to Cobham upgrading the existing A3 path via Ripley and using the National Highways M25 NMU bridge and new National Highways path from Cobham interchange to Cobham. Most of that path is National Highways, and G-BUG are consulting, but SCC is responsible for key links in that path.	It is included in the aspirational list.	No action required
53	Email	Walking and cycling	General	e. LCWIP is including a continuous path from Woking to A25/Woking Road SMC connection.	It has been considered and discussed with SCC & GBC - Connections to the corridor are provided. It is part of the aspirational list. This has been included in proposals for Cycle Corridor 11: Guildford to Woking.	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
54	Email	Walking and cycling	General	f. LCWIP should include a continuous path from Woking to Burpham SMC extension and upgrade Clay Lane to a continuous clean path to Blanchards Hill shared use road, which needs “No Overtaking Cyclists unless 1.5m clear” signs.	It is included in the aspirational list.	No action required
55	Email	Walking and cycling	General	g. LCWIP is including a continuous path from SMC to the station using Walnut Tree Close	It has been considered and discussed with SCC & GBC - Connections to the corridor are provided. It is part of the aspirational list. This has been included in proposals for CWZ 1: Guildford Town Centre and Cycle corridor 11: Guildford to Woking.	No action required
56	Email	Walking and cycling	General	h. LCWIP should include a connection from the station to Town Bridge – this is hard but necessary. Options are footpath in front of Wey House and new ramp to river side, or Walnut Bridge with new cycle ramp but impossible East of river connection to Town Bridge.	It has been considered and discussed with SCC & GBC -Proposal to be reviewed as part of Shaping Guildford's Future.	No action required
57	Email	Walking and cycling	15, 47	i. LCWIP should include the already agreed and part implemented Guildford Godalming Greenway.	It is included and proposals tie in with the scheme.	No action required
58	Email	Cycling	General	Intra town paths will get greater use if connected to inter town. Think how many would cycle to The Spectrum rather than drive. Ask how many RSCH staff would cycle rather than drive in the jams. I led two Kidical Mass 2.5 mile rides in 2023, with over 300 cyclists aged 2 to 80, many asked for a longer ride (out of Guildford).	Noted.	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
59	Email	Walking	18	Please find attached a letter on behalf of West Horsley Parish Council detailing their comments on the proposals in the Guildford Borough Council Local Cycling and Walking Infrastructure Plan. Page 3 of the attached PDF document has a map and photographs of the current condition of the pavements (as at December 2023) in the proposed 'resurfacing' zone.	n/a	No action required
60	Email	Walking	18	The route into West Horsley, from East Lane along to Northcote Road is NOT the route pedestrians from East Horsley take to the Raleigh School. They would enter via Nightingale Avenue which a) is far quicker and b) takes pedestrians off the main highway more quickly. This route also leads directly to the playground and cycle sheds. Therefore, we would question your suggestion that the route is via Northcote Road.	Proposals to be amended. Improved connections to Nightingale Avenue are proposed. Interventions can not be proposed on private roads.	Agreed / amended
61	Email	Walking	18	Additionally, there would seem no requirement for any pavement resurfacing along this stretch of East Lane. Please see attached document which shows the current condition of pavements at this location. They are all in good condition, hedges are well maintained and controlled by residents so as not to encroach on pavement width, so we would question the spending of public money on any such project	Proposal to resurface footways is removed & proposal to widen the footways will be added	Agreed / amended
62	Email	Walking	18	If you still wish to use Northcote as the entrance, then there is some nominal pavement improvement needed along Northcote Road, where the existing surface has many patch jobs and could benefit from resurfacing	Proposal added	Agreed / amended



ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
63	Email	Walking	18	Regarding your proposals for increasing pavement widths and installing several pedestrian crossings in East Horsley, we are greatly concerned that these measures, when combined with the already approved speed tables and zebra crossings (11 installations in total) for this stretch of road, will result in traffic inevitably redirecting through West Horsley to access the A246, creating a rat run through the heart of our village. This in turn, will significantly increase the risk to pedestrians walking to the Raleigh School or train station, from the Southern end of West Horsley. It is important that, in the creation of one safe pedestrian route, you are not inadvertently creating increased risk elsewhere.	Noted. Traffic modelling will be undertaken at next stage (feasibility design). Additional measures will be investigated following the modelling exercise to reduce any rat-running in the area.	No action required
64	Email	Walking	18	Pavements to the Southern end of West Horsley, from the A246 down to School Lane, are in dire need of attention and have been the Parish Council's focus for funding for some years. They are at the point of collapse and currently impassable for wheelchairs or pushchairs, with pedestrians forced to walk on the road in several places. Any increase in traffic along The Street, resulting from your proposals, would be of major concern for the Parish.	Improvements to West Horsley CWZ are part of in the aspirational list. Any modifications on the road network as part of the cycle scheme on the A246 and Station Parade CWZ will require modelling to estimate any impact on traffic to ensure any neighbouring area will not be affected negatively.	Not agreed / not amended
65	Email	Walking	18	In relation to this, we would like to understand what traffic modelling will be carried out to show the impact of any such installations on traffic flows, bearing in mind the anticipated increase in traffic volumes due to both local developments and the Wisley Airfield site, residents of which would need to travel to Horsley station for the train service.	Traffic modelling will be undertaken at next stage (feasibility design). Potential future developments e.g. Wisley Airfield have been considered.	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
66	Email	Walking	18	["Photos showing condition of pavements in proposed 'resurfacing' zone"] Northcote Road Pavements - Condition average, multiple patch up jobs and some deterioration. Requires some vegetation cut back in specific areas. East Lane - Pavements in good condition, no defects, clear of vegetation, level and safe.	the proposed route to The Raleigh School has been amended following feedback from stakeholders noting that school students informally use Nightingale Avenue to access the school. The interventions have been updated to propose widening of the northern footway of East Lane (between Nightingale Avenue and Ockham Road North). Proposed widening may also include resurfacing if required. The proposal to widen the footway at this location is to ensure that the minimum standards set by Active Travel England are met, particularly when the route is used by school students. AtkinsRéalis will undertake further review of feasibility in the next stages of the LCWIP.	Agreed / amended
67	Email	Cycling	18	Apologies that I was not available to attend the workshop. I am very pleased to see that cycle corridor 18 (Ash Street) now connects with the Rushmoor LCWIP cycle corridors and have no further comments at this stage.	Noted	No action required
68	Neighbouring authorities workshop	Cycling	18	reference to roundabout on A31 about desire lines and which side of the roundabout people are more likely to use. Is any information available. HCC to investigate	No information received from HCC. Proposal to be updated to follow southern alignment. To be reviewed in the next stage of design	Agreed / amended

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
69	External Stakeholders (in-person)	Walking and cycling	General	Pre-meeting Attendee outlined their key views: • Need for a joined up approach between SCC, GBC, National Highways etc., and the need for synergy between projects. • Guildford to Godalming Greenway requires more exposure. • Pedestrian traffic light response time requires a review. • Junctions are key accident hot spots, and more raised tables should be implemented. • Shared use paths are positive, however there should be a speed limit of 9mph for e-bikes. • Land ownership should not restrict proposals for schemes. • Boxgrove Road was flagged as the cycle lane ends meaning cyclists must use the carriageway. Additional signage (e.g. Narrow Lane Do Not Overtake Cyclists sign) is required. • Guildford Car Free Day was discussed. The need for continuous facilities for walking and cycling was raised.	Noted - The authorities are collaborating on the delivery of the LCWIP. - The proposals connect and complement the Guildford to Godalming Greenway works. - Traffic signals will be reviewed in the next stages of the design. Recommendations will be added in the report. - Modifications at the junctions are proposed to improve road safety. - Pedestrians have priority at the SUPs. - Land acquisition will be investigated at locations to ensure high quality facilities are proposed. - Boxgrove Road is included in the aspirational list. - Additional measures and policies are part of the SCC's LTP4. - Continuation of pedestrian and cycle facilities is one of the key principles for the recommendations	No action required
70	External Stakeholders (in-person)	Walking	General	Attendee highlighted Memorial Park where many people drive their children to school due to footways being too narrow which causes safety issues.	Improvements on London Road (cycle corridor in the aspirational list) are proposed by a separate scheme. Clay Lane and London Road are both in the aspirational list for cycling facilities	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
71	External Stakeholders (in-person)	Walking and cycling	2	Yorky's Bridge was highlighted as a useful link to the University of Surrey, and that there are a number of walking and cycling routes across the University campus which should be included in the LCWIP. It was flagged that not publicising the University's route network was a shortfall. It was noted that signs have been removed during building works and not replaced.	The University of Surrey is privately-owned and so is not a priority area where public money would be spent. The LCWIP proposes wayfinding close to the University of Surrey campus to support movements to/through this area. Improvements over Yorkies Bridge are included as part of CWZ 2: Guildford Park	No action required
72	External Stakeholders (in-person)	Walking and cycling	1	The pedestrianisation of the High Street was discussed, and following discussion it was concluded that deliveries should be kept one-way.	Proposals to note that deliveries will be one-way	Agreed / amended
73	External Stakeholders (in-person)	Walking and cycling	1	The 20mph zones were discussed, and attendee raised that they should be extended to cover the whole of Guildford town.	A town-wide 20mph zone is unlikely to be feasible; it will require extensive resources to be implemented and reinforced with mixed outputs. However, Atkins has identified key locations where fast moving traffic must be reduced such as close to schools, and residential areas and in these areas a 20mph zones are recommended.	Not agreed / not amended
74	External Stakeholders (in-person)	Walking and cycling	1	Public realm improvements in subways were discussed, and flagged that repainting and lighting improvements are very helpful, but CCTV system was required.	Need for improvements and CCTV can be added to notes/report	Agreed / amended



ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
75	External Stakeholders (in-person)	Walking and cycling	2	A woman was killed when crossing the A3 as she did not want to use the subway because it was unsafe. The need for cleaning and graffiti removal was highlighted, but also for CCTV.	Need for improvements and CCTV will be added as a note to the report.	Agreed / amended
76	External Stakeholders (in-person)	Walking and cycling	8	The footbridge over Dennis Roundabout requires the parapet to be raised to allow use by cyclists.	The bridge is too narrow to be used by cyclists. Aspirational proposal for widening or new bridge is to be added in the LCWIP.	Agreed / amended
77	External Stakeholders (in-person)	Walking	2	Attendee noted that the Guildford Railway Station footbridge (access from Guildford Park Road) is being redeveloped and access may change.	As the LCWIP is a 10 year plan the short term aspirations will include improved access to the footbridge	No action required
78	External Stakeholders (in-person)	Walking	8	Attendee highlighted the need to review waiting times for pedestrians at crossings at the Aldershot Road/Worplesdon Road junction.	Note added in the report.	Agreed / amended
79	External Stakeholders (in-person)	Walking	8	Attendee shared that there are plans being developed by the University of Surrey and the Church to green Southway. This could be a potential duplication of the linear park proposed for Southway in the LCWIP.	Discussed with GBC - no information on this scheme.	No action required
80	External Stakeholders (in-person)	Walking	8	Location highlighted on Southway where dropped kerbs are required.	Add to proposals for CWZ 8 Aldershot Road.	Agreed / amended
81	External Stakeholders (in-person)	Cycling	8	The Christmas Pie Trail was highlighted and connections to the Science Park and Hospital, highlighting the need for resurfacing and wayfinding. It was flagged that access to the hospital needs improvement. It was suggested that the alignment of the Christmas Pie Trail be made more direct.	Route is proposed as an aspirational route.	Not agreed / not amended

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
82	External Stakeholders (in-person)	Walking	8	Noted demand for off-road routes to Fairlands.	Route is proposed as an aspirational route.	No action required
83	External Stakeholders (in-person)	Walking	12, 18	The development at Ash Railway Station was discussed, particularly in terms of crossing facilities.	The existing level crossing on Guildford Road will be replaced by a footbridge in the future. The bridge will be fully accessible, e.g. via lifts or ramps.	No action required
84	External Stakeholders (in-person)	Walking	15	Attendee agreed that the path through Shalford Park is well used and that it should be included. Attendee agreed that the Guildford to Godalming Greenway requires resurfacing and widening, there are multiple locations where tree roots damaged the path's surface.	Noted. This path is included in the proposals.	No action required
85	External Stakeholders (in-person)	Walking	15	The area north of Shalford Park (north of the Rowing Club) where an existing cycle path joins the carriageway was flagged as a good example of transition point between off- and on-carriageway cycling infrastructure.	Noted.	No action required
86	External Stakeholders (in-person)	Walking	15	Why not follow the Guildford to Godalming Greenway instead of improving the A281? flagged pinch points near the church and the Seahorse Pub. Attendee suggested that if improvements are proposed for the A281, it would be better to propose them on the east side.	Some people would want to use the A281 alignment as well. Proposals on the east side of the A281 considered.	Agreed / amended
87	External Stakeholders (in-person)	Walking	18	Attendee highlighted The Drift (road south of East Horsley Golf Club) but suggested many users may drive.	Noted. Improvements to the link will be reviewed and proposals will be added	No action required



ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
88	External Stakeholders (in-person)	Cycling	General	Need for balance between shorter and longer cycling links was discussed	Sections of longer routes will be used by different users, agree that is important to include both longer and shorter routes.	No action required
89	External Stakeholders (in-person)	Cycling	Woking	[in relation to upcoming Woking district LCWIP], attendee suggested the following routes: • Aldershot to Cobham. • Woking to Guildford (connecting on to the Guildford to Godalming Greenway).	Noted.	No action required
90	External Stakeholders (in-person)	Cycling	General	Questioned the term 'mandatory cycle lane'.	Refers to on carriageway facility with road marking segregation where vehicles are legally prohibited from using this space	No action required
91	External Stakeholders (in-person)	Cycling	3 and 4	Attendee noted that there is an existing toucan crossing at the Stoke Road/A25 junction.	Some of the crossings shown on the map are existing and are added on the map to show the continuity of the routes in areas and in some cases improvements to the crossings are proposed	Agreed / amended

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
92	External Stakeholders (in-person)	Cycling	3 and 4	Stoke Fields: Southern section of Stoke Road was noted as being very narrow, with high volumes of vehicles high pedestrian flows, therefore the cycle corridor towards the town centre was proposed along Stoke Fields and Haydon Pl. It was noted that Stoke Fields was very narrow with parked cars and high pedestrian flows. Noted that the crossing of York Road to connect Stoke Fields with Haydon Place was likely to take a long time. GBC agreed that it might not be an appropriate alignment. Suggested an alternative was to close Stoke Road to vehicles south of the railway line. GBC discussed that previously in the Cycle corridor Assessment Study, options were considered such as a modal filter/bus gate.	It will be very difficult to close Stoke Road to traffic as the connection to London Road and Epsom Road will have to be diverted to York Road - Waterden Road. They are sensitive areas (railway station, schools) and the geometry of the road cannot accommodate the demand. Alternative via Artillery Road will be added and the route through Haydon Pl will be retained	Agreed / amended
93	External Stakeholders (in-person)	Cycling	3 and 4	suggested an alternative route behind the Lido at the northern end of Stoke Road, however ownership of this land was uncertain.	This alignment would not provide direct continuity heading northwards and would require an additional crossing of Stoke Road due to the proposed infrastructure being on the western side and the Lido being located on the east.	Agreed / amended
94	External Stakeholders (in-person)	Cycling	11	It was flagged that the proposals need to align with the Weyside Urban Village development proposals	Proposals will be updated to reflect the developers proposals with additional recommendations to improve cycle provision	Agreed / amended
95	External Stakeholders (in-person)	Cycling	3 and 4	Attendee suggested that the quietway proposed north of the G-Live building could be extended south to London Road (along Eastgate Gardens and through High Street Car Park). noted that the car park gets busy during peak school pick up and drop offs.	Added as alternative alignment with a note on concerns about cycling through the car park during peak hours	Agreed / amended

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
96	External Stakeholders (in-person)	Cycling	3 and 4	Attendee suggested looking at the London Road proposals which are currently under consultation.	Aware of the scheme and the plans	No action required
97	External Stakeholders (in-person)	Cycling	General	Attendee highlighted the need to consider the movement of drainage gullies, particularly when raising cycleways.	To be reviewed in the next stage.	No action required
98	External Stakeholders (in-person)	Walking and cycling	3 and 4	Attendee raised that on Upper High Street electric vehicle charging points have been recently implemented.	To be reviewed in the next stage	No action required
99	External Stakeholders (in-person)	Cycling	11	It was flagged that the traffic lights at the A3 slip lane are dangerous, as they are located too close to the on/off slip.	Agreed - however weyside village development is retaining the location of the crossing. Proposal to review the WUV Development plans and propose recommendations	Agreed / amended
100	External Stakeholders (in-person)	Cycling	11	It was noted that crossing facilities are required to facilitate access to shops on Stoughton Road, near to the proposed Weyside Urban Village.	Noted - a crossing is proposed	No action required
101	External Stakeholders (in-person)	Walking and cycling	11	Proposals for Walnut Tree Close were discussed, and it was concluded that it should be made clearer what is existing and what is proposed.	Examples will be added. Proposals will not be detailed at this stage. Further elements to be introduced to reduce traffic flows and allow for safer on-carriageway facilities for cyclists.	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
102	External Stakeholders (in-person)	Cycling	1	Attendee highlighted that on Friary Street (where a pedestrian/cyclist priority street is proposed) pedestrian flows are too high, and restaurants use the space for outdoor seating. Attendee suggested to use an alternative alignment via Town Wharf.	It was selected as it is the widest N-S corridor to link North Street to the High Street. If cyclists permitted it will increase permeability of the network. Alternatives via Town Wharf and Market Street will be proposed and section on North Street will be extended to Upper High Street	Not agreed / not amended
103	External Stakeholders (in-person)	Cycling	1	Suggested that subways and Town Wharf have mirrors added to corners to support cyclists.	Noted.	Agreed / amended
104	External Stakeholders (in-person)	Cycling	18	noted that the Basingstoke Canal is an important route and supported the off-main carriageway section in the village centre which follows the canal	Noted. The section discussed is included as an alternative alignment to Vale Road. The wider Basingstoke Canal is included in the aspirational network.	No action required
105	External Stakeholders (in-person)	Cycling	18	The roundabout between the A323 and A31 was discussed. When asked for feedback, suggested that a clockwise arrangement could work best for proposed cycle infrastructure.	Proposal to be updated to follow southern alignment. To be reviewed in the next stage of design.	Not agreed / not amended
106	External Stakeholders (in-person)	Cycling	47	Attendee identified an existing footpath along the railway line which could be utilised for the cycle corridor as an alternative to New Road.	Additional proposal to upgrade the existing path adjacent to the railway line to a shared use path, with additional improvements on New Road to Improve access to the school. It should be noted that the path would lack natural surveillance and would require lighting provision.	Agreed / amended

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
107	External Stakeholders (in-person)	Cycling	28	Attendee noted that Calvert Road is quiet but does not seem safe. An alternative alignment could go near the tennis club in East Horsley via Lynx Hill (private road).	Noted - alignment will be retained on Calvert Road as the more feasible and direct link in the area. Off road paths will require further work at a higher cost and may have environmental constraints	Not agreed / not amended
108	External Stakeholders (in-person)	Cycling	28	Attendee shared that changes have been made through setting back crossing points along Epsom Road and asked for same interventions as part of LCWIP	Noted, added in the report.	Agreed / amended
109	External Stakeholders (online)	Walking	15	Attendee noted that at the Trunley Heath Road junction with Horsham Road, a parallel crossing is proposed however this should be upgraded to a signalised crossing. This is because it is an existing cycling corridor and the existing island is too small.	Agreed	Agreed / amended
110	External Stakeholders (online)	Walking and cycling	General	Attendee suggested that across the borough, tightening of roundabout junctions is better than removing roundabouts and implementing signalised crossroads.	Agreed to be proposed on a case by case basis	Agreed / amended
111	External Stakeholders (online)	Walking	1	School students cross York Road to access London Road Railway Station.	Crossings are proposed every 200m	No action required
112	External Stakeholders (online)	Walking	1	The junction between Stoke Road and York Road, where the left hand slip lane has low usage and proposed it could be closed and the space converted to another use.	To be reviewed in the next stage	No action required
113	External Stakeholders (online)	Walking	1	Usage of gravel and electric bikes is increasing, and links to rural areas and the countryside are required. RF noted a well-used route between Westcott and Dorking.	Noted.	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
114	External Stakeholders (online)	Walking	1	Need to consider the impact of proposals on vehicle flows.	SCC/GBC are aware of and sensitive to this. Traffic modelling to be undertaken at later stages	No action required
115	External Stakeholders (online)	Walking	1	The junction between Waterden Road/Epsom Road was highlighted, which requires crossings on all arms (currently there are crossings only on three arms).	Agreed, crossing to be added	Agreed / amended
116	External Stakeholders (online)	Walking	1	The junction between Harvey Road/Cheselden Road was raised as being on a walking route to school. It was suggested to upgrade this crossing to greater than uncontrolled.	Crossing to be added	Agreed / amended
117	External Stakeholders (online)	Walking	1	Suggestion to extend the 20mph zone, for example to Burpham.	Proposals for 20mph zones are focused on the identified CWZs. When other schemes or further zones are being progressed, proposals for 20mph will be reviewed.	Not agreed / not amended
118	External Stakeholders (online)	Walking	1	Cross Lanes was highlighted as an environmental area, suggesting that it could be best to keep it as rural and to not improve the route. Maori Road or an adjacent road was suggested as an alternative.	It is proposed as a safe route away from traffic for the pupils. Improvements to the route will be investigated in the next stages	Not agreed / not amended
119	External Stakeholders (online)	Walking	1	It was shared that the schools in that area of the proposed school street on Cranley Road operate a voluntary one-way system.	Noted However Proposal for school street to be retained for improved access to the school	Not agreed / not amended
120	External Stakeholders (online)	Cycling	General	Attendee asked whether all developments have been considered.	All developments have been considered, as have other proposed schemes.	No action required



ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
121	External Stakeholders (online)	Walking and cycling	Development	Attendee discussed the Gosden Hill Farm development and London Road scheme and the need to convince residents that mode shift is required and change needed. Assumptions need to be made clear, for example will there be a park and ride facility at the Gosden Hill Farm development. Attendee explained that they support modal shift to cycling and walking, but the objectives of the schemes must be clear.	The LCWIP is the active travel planning work which underpins Surrey County Council's Local Transport Plan 4 (LTP4). The LCWIP is the DfT process for producing a ten year plan. The London Road scheme pre-dates the LCWIP, and the LCWIP considers all these interventions when proposing the cycling network. Feasibility will be considered in the next stage, and then the business case and public consultation. The objectives will therefore be outlined in the next stage. For the Gosden Hill site, specific requirements are set out in the Local Plan which the developer will need to meet.	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
122	External Stakeholders (online)	Walking and cycling	Development	Attendee noted that the thinking doesn't appear to be joined up since the Gosden Hill proposed development should have been covered in some way in the consideration of these cycle corridors.	Gosden Hill has been considered as part of these proposals, especially as the site allocation has a requirement that the applicant considers the implementation of the Sustainable Movement Corridor in the area. When it comes to including schemes which would support the Gosden allocation itself, this is not the focus of the LCWIP. This is because the LCWIP predominantly seeks funding from national sources. The impact of this development is for the developer to mitigate, through their own monies and proposed schemes. The LCWIP ensures connectivity to the SMC.	No action required
123	External Stakeholders (online)	Walking and cycling	General	Attendee raised a concern of history repeating itself. The LCWIP will produce schemes ready to submit for bids. If consultation and engagement is only done on specific proposals there may be push back, but the case for modal shift must be put forward. Attendee highlighted the need to consider this process, as there could be push back from the public on single schemes. Attendee identified the need to explain the story, provide the logic and bigger picture, and show why mode shift is needed. Another attendee explained that people need to see the big picture, understand the major routes and the key ideas (e.g. pedestrianisation, 20mph speeds), and why this is being done and the benefits.	This narrative and explanation is set out in LTP4. SCC will consider the feedback on developing the 'story' aspect of this.	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
124	External Stakeholders (online)	Cycling	3 and 4	Attendee asked whether cycle parking will be provided as people will cycle from London Road to the High Street. Attendee explained that the only safe storage is at Guildford Railway Station, and noted it would be good to have on the High Street.	The need for cycle parking will be included in the report. Parking at Guildford Railway Station is well used. The report will include suggestions for bike parking, but implementation will be through SCC	Agreed / amended
125	External Stakeholders (online)	Cycling	3 and 4	Attendee explained that the crossing of York Road at Stoke Fields was explained to be purposefully restrictive as parents were concerned about their children crossing at this point after a pedestrian underpass was closed.	Noted. Improvements to the crossing will be added as part of the proposals of the cycle corridor and the CWZ	Agreed / amended
126	External Stakeholders (online)	Cycling	3 and 4	Attendee noted that Nightingale Road is designated as a quietway however notes that it has lots of parking and is not really a quietway.	it is more an alternative east-west option as York Road cannot be improved significantly. this would be confirmed by looking at traffic flows in the next stage of the LCWIP.	No action required
127	External Stakeholders (online)	Cycling	General	Attendee raised the question of who the routes are for, confident or less confident cyclists. Attendee noted it was important to get beyond this distinction to address issues, and the proposals seem they are for people who are less confident to support them to cycle.	the proposals are for all but also to support people to start cycling.	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
128	External Stakeholders (online)	Cycling	1	It was asked about improving cycle options along the River Wey, how this might not be possible, and whether the LCWIP will seek to influence planning applications once routes are identified or whether routes can only be considered once they have been approved. Concerns were more about planning applications.	The route along the River Wey is an alternative aspirational route. The Wey Towpath is a direct route but noted that it is owned by National Trust and so is out of Surrey County Council/ Guildford Borough Council's control. As the land is private, it is difficult to include in the LCWIP as it may not be deliverable. It is proposed to be an alternative alignment to the gyratory and to Walnut Tree Close for less confident cyclists	No action required
129	External Stakeholders (online)	Cycling	RHS	RHS are concerned that the major strategic infrastructure projects in the north of the borough and with close links to Byfellet and Cobham are taken account of, the M25 J10 Non Motorised User (NMU) network innovations and its relationship to the Wisley Airfield Strategic Housing Site for example.	Major strategic infrastructure projects have been considered in the identification and development of the cycling and walking networks.	No action required
130	External Stakeholders (online)	Cycling	1	The route was suggested to be extended westwards towards Waterden Road, due to the steep gradient at this point. Attendee explained that it should be extended to make it more accessible, as it is an important entry point. Attendee highlighted that the entry point to the route from Guildford is narrow, steep, and a pinch point, and this should be considered.	Section of Waterden Road is included in the aspirational network. Improved access to cyclists will be provided along with a 20mph speed limit to improve the provision for cycles as part of cycle corridor 27.	Not agreed / not amended
131	External Stakeholders (online)	Cycling	28	Attendee noted that for cycle corridor 28 separation is required as the road is fast, and highlighted the road into Mellow from the Clandon Crossroads.	Due to the fast and high vehicular flows full separation is required and proposed.	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
132	External Stakeholders (online)	Cycling	28	Attendee highlighted Park Lane as a key area that should be considered due to future developments here. Attendee noted that Park Lane will be the route they take to access Epsom Road, and noted fast vehicle speeds. Another attendee agreed that Park Lane has fast vehicle speeds, and a speed review should take place next year. Attendee noted that a speed review is in the SCC plans.	It is included in the aspirational list	Not agreed / not amended
133	Internal Stakeholders	Walking and cycling	General	While discussing the proposals for pedestrian and cycle priority streets along the town centre, attendee asked for an example and suggested that the image presented as an example was not realistic for the location and asked the image to be replaced in the following presentation.	Noted	Agreed / amended
134	Internal Stakeholders	Walking and cycling	1	HGV access to the High Street was discussed. Attendee suggested that deliveries could be carried out using cargo bikes. Another attendee suggested the team should prioritise pedestrian and cyclist movement in the town centre.	A freight strategy could be put in place to mitigate against it. HGVs will be permitted one-way through the High Street during specific times of the day, indicating that cyclists should have priority along the road.	No action required
135	Internal Stakeholders	Walking	2	Attendee flagged the aspiration for a pedestrian link between Guildford Cathedral and Scholars Walk and would send the relevant drawing so that Atkins can incorporate that link in their proposals.	Agreed, section added in the proposals.	Agreed / amended
136	Internal Stakeholders	Cycling	1	The market twice a week along North Street and High Street was discussed.	Noted - reference to market stalls to be made The Market will be addressed in future phases of the LCWIP process. A parking survey will be required in the next stages of design.	Agreed / amended

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
137	Internal Stakeholders	Cycling	1	The connection between Walnut Bridge and Onslow Street was discussed, as the existing footway on Onslow Street is unlikely to accommodate both cyclists and pedestrians.	At this stage converting the existing footway to SUP seems as the feasible option, but following the Shaping Guildford's Masterplan further improvements may be implemented to enhance cyclists provision. In the next stage the design will investigate widening of the facility, but there are level issues on Onslow Road that may limit the provision.	Not agreed / not amended
138	Internal Stakeholders	Cycling	3 and 4	Attendee asked about whether CO2 reduction studies are taking place. Another attendee emphasised that any improvement to air quality in areas close to schools are fundamental	To be reviewed in the next stage of design	No action required
139	Internal Stakeholders	Cycling	3 and 4	Attendee mentioned that there is the Weyside Village development proposals along Woking Road that are under review. The cycle proposals should follow and complement the proposed interventions for the development. The facilities on Stoke Road should meet the proposed facilities on Woking Road	Proposals will be updated to reflect the developers proposals with additional recommendations to improve cycle provision	Agreed / amended
140	Internal Stakeholders	Cycling	11	Woking Road A320 development: It was discussed extensively how to deal with the scheme as there was a difference between Atkins proposal and the Markides scheme.	Proposals will be updated to reflect the developers proposals with additional recommendations to improve cycle provision	Agreed / amended
141	Internal Stakeholders	Walking	12	Attendee commented on the alignment of Ash Road Bridge, which is under development, and not correct on the map. They added that the scheme will be part of the development but partially funded by GBC, so the note on the map should be amended.	Noted - alignment updated	Agreed / amended

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
142	Internal Stakeholders	Walking	12	Attendee commented on the footbridge on Winchester Road as it is very constrained, and they were concerned that the improvements will be very difficult. Attendee asked to include the proposal for a new bridge as aspirational but also include improvements to the bridge as it is likely more feasible due to funding.	Noted	Agreed / amended
143	Internal Stakeholders	Walking	12	Attendee asked for examples of improvements for widened railway bridges.	Noted	Agreed / amended
144	Internal Stakeholders	Cycling	18	Attendee mentioned that on the A31/A323 roundabout the desire line for pedestrians and cyclists is on the south side of the roundabout. Their team did pedestrian counts, including counts during school arrival/dismissal times, as a lot of students take that route. They added that there were plans for capacity improvements at the roundabout which would include pedestrian and cycle facilities and new signalised crossings.	Proposal to be updated to follow southern alignment. To be reviewed in the next stage of design	Agreed / amended
145	Internal Stakeholders	Cycling	18	Attendee added that a north – south crossing of the A323 on the west arm of the roundabout (for access to the Blackwater Valley Path) is required for both pedestrians and cyclists, as the existing is well used and not suitable for safe movements.	Noted	Agreed / amended
146	Internal Stakeholders	Walking and cycling	15, 47	Attendee mentioned that the area in Shalford is common land which comes with constraints for improvements. Shalford to Bradstone Brook connection goes through private land (school).	Noted.	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
147	Internal Stakeholders	Cycling	47	Attendee commented that access to Tillingbourne School is difficult due to the high traffic flows on New Road.	Additional proposal to upgrade the existing path adjacent to the railway line to a shared use path, with additional improvements on New Road to Improve access to the school. It should be noted that the path would lack natural surveillance and would require lighting provision.	Agreed / amended
148	Internal Stakeholders	Cycling	47	[Relating to above comment r.e. Tillingbourne School] GBC added that there is an existing bridleway parallel to the railway lines that may be used.	Additional proposal to upgrade the existing path adjacent to the railway line to a shared use path, with additional improvements on New Road to Improve access to the school. It should be noted that the path would lack natural surveillance and would require lighting provision.	Agreed / amended
149	Internal Stakeholders	Walking	18	Attendee commented that the junction to the station access is wide to accommodate buses.	Noted	No action required
150	Internal Stakeholders	Walking	18	[AtkinsRéalis queried the off'-carriageway access to the railway station north of the junction, if improvements to the path and steps will be preferred, as it may provide a more direct link.] Attendee responded that it looks like a narrow path with different levels, and it is likely to be difficult to improve for all.	Noted	No action required
151	Elected members	Walking and cycling	1	Comments related to the traffic flows and how they will be affected following the implementation of these proposals.	SCC/GBC are aware of and sensitive to this. Traffic modelling to be undertaken at later stages	No action required



ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
152	Elected members	Walking and cycling	1	To what extent are the selection of routes taking into account the amount of traffic on those routes and a desire to replace car journeys?	AtkinsRéalis have used the Propensity to Cycle Tool as part of the MCAF assessment process, which measures the potential for journeys from each area and along corridors to be taken by cycle where they may not be at the moment. With regards to walking it more limited given the typical difference in journey lengths in walking vs vehicle, but interventions are indicatively measured in the local impact they may have. The selection and alignment of cycle corridors is based on Origin/Destination, demand, deliverability and stakeholder feedback. The typology is often dictated by the amount of traffic on those routes. However the purpose of the LCWIP is to encourage modal shift where more space is allocated to pedestrians and cyclists	No action required
153	Elected members	Walking and cycling	1	Attendees commented on current issues with traffic congestion in the town centre, particularly during school drop off and pick up hours. However, at non peak hours there are no issues with traffic congestion.	To be investigated in the next stage.	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
154	Elected members	Walking and cycling	General	x (Twitter) is full of pictures of schemes in London causing very significant traffic jams delaying everyone including buses. What analysis have you carried out on these schemes, what lessons have you learned from the impact of those schemes	The LCWIP is an early network planning and concept intervention exercise with the broad objectives listed in the presentation earlier at the heart of which is modal shift. At this point we are not looking at detailed analysis of scheme impacts. If schemes are taken forward then more detailed analysis, including potentially modelling, will likely be needed.	No action required
155	Elected members	Walking	1	The proposals for school streets and interventions around schools were supported by the attendees.	Noted	No action required
156	Elected members	Walking	1	Other comments related to the street market taking place along North Street.	Noted - reference to market stalls to be made The Market will be addressed in future phases of the LCWIP process. A parking survey will be required in the next stages of design.	Agreed / amended
157	Elected members	Walking	2, 8	Comments related to the management of the lack of parking.	Blue badge parking will be retained. If other parking were to be removed or partially removed, alternative options will be provided.	Agreed / amended
158	Elected members	Walking	2	The proposals for modal filter and school street in Guildford Park were supported by the stakeholders.	Noted.	No action required
159	Elected members	Cycling	11	Both Stoke Fields and Dene Road alignments were well received as well as the alternative route parallel to Woking Road (cycle corridor 11). Questions were raised if the cycle facility were one or two way;	It is confirmed that the cycle facility will be bi-directional. Alternative route is proposed	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
160	Elected members	Cycling	1	The attendees asked for clarifications on the proposals and the types of facilities along the High Street, and Walnut Tree Cl.	Noted. In both areas bi-directional cycling will be permitted on the carriageway as the vehicular flows will be low.	Agreed / amended
161	Elected members	Cycling	1	The connection between Walnut Tree Bridge and Onslow Street was queried, as the available space is limited.	At this stage converting the existing footway to SUP seems as the feasible option, but following the Shaping Guildford's Masterplan further improvements may be implemented to enhance cyclists provision.	No action required
162	Elected members	Walking and cycling	11	Additional recommendations from the stakeholders included: - HGV restrictions on Woking Road East - Improvements on York Road for pedestrians.	Noted - proposals added Old Woking Road would be more appropriate as access only, HGV movements would be minimal.	Agreed / amended
163	Elected members	Walking and cycling	12, 18	The attendees commented on the constrained environment on Lakeside Road, that any interventions are likely to be difficult, with the Lakeside Road/ Vale Road roundabout to be dangerous for both pedestrians and cyclists.	Noted.	No action required
164	Elected members	Walking and cycling	12, 18	Comments also included the provision for pedestrians and cyclists on Vale Road / Wharf Road roundabout and on Ash Street.	Noted.	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
165	Elected members	Cycling	18	Recommendations included alignment of the cycle corridors via the existing towpaths, and improved connectivity of the existing facilities to the road network	The towpaths are included in aspirational network. Improvements to the access to the paths are proposed as part of the scheme. In general there are concerns with off-road routes - safety concerns etc., conflict between cyclists and pedestrians Ownership of this land may make it more difficult to deliver improvements	No action required
166	Elected members	Walking and cycling	12, 18	Attendee expressed a desire for the path along the Blackwater River to be improved, including resurfacing of sections, and to provide better connections to North Camp station.	Noted - it is part of the aspirational routes. Therefore no design interventions at this stage.	Agreed / amended
167	Elected members	Walking and cycling	12, 18	Comments included the provision of lighting in the Basingstoke canal to make it safer.	Noted. Improved access to the Basingstoke Canal is proposed through improved crossing facilities, formalising existing access (shown by desire lines), and wayfinding. However, interventions along the Basingstoke Canal are not included in the scope of the LCWIP. Towpaths have been included in the aspirational cycling list therefore no design interventions are being developed at this stage.	Agreed / amended

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
168	Elected members	Walking	18	Attendee commented that the route via East Lane did not need footway widening (in fact it was not possible to do that to the limited space) and highlights that parents use Nightingale Ave to access Raleigh School therefore any work along East Lane was unnecessary. AtkinsRéalisis asked if Nightingale Ave was a private Road. Attendee replied it was but also a right of way.	Proposals to be amended. Improved connections to Nightingale Avenue are proposed. Interventions can not be proposed on private roads.	Agreed / amended
169	GBC	Cycling	General	Wish to see more cycle parking proposed at key destinations	Noted.	Agreed / amended
170	GBC	Walking	General	More could be made of continuous pavements and raised tables in the CWZ's themselves	Noted.	Agreed / amended
171	GBC	Walking and cycling	General	In the final report, could the photos used in the presentation of examples/predicant be added to maps to help readers follow what is being proposed in key locations?	Photos and examples will be added	Agreed / amended
172	GBC	Walking and cycling	General	The maps/plans should differentiate between existing and proposed infrastructure more	Noted	Agreed / amended
173	GBC	Walking and cycling	General	Traffic data - how much has been sourced at this stage and would further data in future phases potentially change proposals? E.g. if a shared use path was planned but there was the space for a higher standards of infra.	A note will be added in each section if data is available. Segregation will be the first priority however due space constraints SUPs are proposed. All will be investigated in the next stage of the LCWIP where more data will be available	Agreed / amended
174	GBC	Walking and cycling	General	Please revisit meeting minutes to ensure nothing missed/not addressed	Noted - completed	Agreed / amended

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
175	GBC	Walking	1	Clarification needed of High Street proposals - may be wrong to characterise as pedestrianisation if cyclists can use it? Please confirm. How would this differ (if at all) from current arrangements?	Pedestrian and cycle zone: LTN 1/20 chapter 7.4 (fig 7.5): Vehicle Restricted Areas are used in many towns and cities. Pedestrian Zones or Pedestrian and Cycle Zones are indicated by appropriate traffic signs (Figure 7.5). These zones often form hubs for radial routes to shops, services and employment. Restricting vehicular access in these areas can sever routes for cyclists unless they are exempted from the restrictions. VRAs signed to TSRGD diagram 619 ('No motor vehicles') allow access by cyclists, including those using e-bikes, while zones signed with the 'no vehicles' sign to TSRGD diagram 617 prohibit all vehicular traffic, including cyclists, from entering.	No action required
176	GBC	Walking	1	Include more proposals for raised tables/continuous pavements in town centre	To be added	Agreed / amended
177	GBC	Walking	1	Approach to 20mph zone to be reconsidered along likes of Pewley Way and Watford Road where the zone cuts off halfway along some cul-de-sacs	20mph zones to be amended to cover the extent of the roads	Agreed / amended
178	GBC	Walking	1	Quarry Street - we cannot see the benefit to peds/ cyclists of reversing the one-way flow. See comments below under cycle corridor 1	No proposals for Quarry Street will be included in the LCWIP	Agreed / amended



ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
179	GBC	Walking	1	Ensure explanation is given to the extents of the recent Walnut Tree Close works, and what is proposed on top of these works. The proposals at present conflate the two.	Examples will be added. Proposals will not be detailed at this stage. Further elements to be introduced to reduce traffic flows and allow for safer on-carriageway facilities for cyclists.	Agreed / amended
180	GBC	Cycling	1	Friary Street should not be promoted as a cycle route due to current pedestrian flows and extent of outdoor seating	No changes to Friary Street will be included in the LCWIP	Agreed / amended
181	GBC	Cycling	1	Extend the North Street proposals to the junction with High Street/Upper High Street	Proposal to be reviewed. Significant pinch points which will not allow segregation between cyclists and motorised traffic. Extend provision to Upper High Street	Agreed / amended
182	GBC	Cycling	1	The High Street currently operates as one way eastbound for vehicles. Reversing flow of Quarry St would also result in a reversal of flow for the bottom section of the High Street (between Quarry St and Millbrook outside the likes of Santander)? But if the main section of the High Street still remains eastbound the bottom section of High St would have to be made two way. Unless the whole flow of High St was reversed and during loading times vehicles were able to enter from Upper High Street? Either way I'm struggling to see what this is helping to achieve for peds/cyclists	No proposals for Quarry Street will be included in the LCWIP & no physical changes to the High Street are proposed. Proposal for the High Street to include:ped and cycle priority street, and cyclists to be permitted bi-directionally with a speed limit of 10mph. Freight movements will be permitted during specific times of the day and parking will be restricted to loading only during market days and times freight is permitted	Agreed / amended

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
183	GBC	Cycling	1	The bus lane proposed at the western extent of North Street already effectively exists as an access only arrangement into the bus station/ Commercial Road - can it be made clearer if something else is being proposed?	The signage does not indicate cycles. The proposals are shown as a continuation of the Bus and Cycle Lane on Onslow Street	No action required
184	GBC	Cycling	3 and 4	The route southbound along Onslow St should connect up with the bus and cycle lane proposed as part of Cycle corridor 1	Constrained at section but will be added	Agreed / amended
185	GBC	Cycling	3 and 4	Toucan crossing already in place at western extent of Nightingale Road - as part of Colleges Link+ shared use path	Noted.	Agreed / amended
186	GBC	Cycling	3 and 4	London Road proposals would benefit from being more continuous and more cohesive, they currently jump from one side of the road to the other over a short section	Noted - to be amended presenting the cycle facilities on the north side of the road. Northernmost section is proposed at one-way cycle tracks for continuation of the facilities proposed by the A3100 London Road cycle scheme - however are proposed to be amended to two-way throughout the section	Agreed / amended
187	GBC	Cycling	3 and 4	Park Road, Drummond Road and Artillery Terrace link should replace the Stoke Fields alignment	Noted.	Agreed / amended
188	GBC	Cycling	3 and 4	Can examples be provided of retrofitting modal filters into streets? More info needed - planters or kerb work? Danger they create more risks than they solve with reversing vehicles due to no turnaround facility.	Examples will be added in the report	Agreed / amended

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
189	GBC	Cycling	3 and 4	Not sure Sandfield Terrace ped and cycle priority route achieves anything in isolation - would remove	It is proposed as a continuation of Haydon Pl. Extend the proposals along The Bars (already low traffic flows and speeds)	Not agreed / not amended
190	GBC	Walking	2	Include Scholar's Walk PRow	Noted.	Agreed / amended
191	GBC	Walking	2	Extend quietway through the length of the Guildford Park Road car park development site	Noted.	Agreed / amended
192	GBC	Walking	2	Investigate whether Farnham Rd Bridge can be made more ped friendly - there is hatching which could allow the carriageway to be realigned to increase northern footway	Footway widening to be proposed	Agreed / amended
193	GBC	Walking	2	Bray Road is main entrance to Farnham Road Hospital car park - not convinced the proposal for a ped and cycle priority street would work here.	Proposed pedestrian and cycle priority street to be removed. Review on street parking on Farnham Road adjacent to the Hospital. There is sufficient space to widen the footway through narrowing the carriageway. This will require a review of emergency vehicle access.	Agreed / amended
194	GBC	Walking	12	Suggest removal of guardrail/high kerbs on Vale Road near junction with Lakeside Road	Noted.	Agreed / amended
195	GBC	Walking	12	Cut through via Shawfield Road near roundabout (nail salon) and Church Path should be included as there is potential for it to be well used.	Noted.	Agreed / amended

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
196	GBC	Walking	12	Footbridge over railway at Shawfield Primary - there should be proposals at the other side of the bridge at College Road	Noted.	Agreed / amended
197	GBC	Cycling	18	Do Rushmoor proposals connect right up to the Surrey/Guildford boundary?	Yes - all available information show connection up to the boundary.	No action required
198	GBC	Cycling	18	Lakeside Road - seems like width is sufficient for segregated facilities. Is shared use proposed due to estimated traffic volumes?	SUP is proposed as the road is constrained generally - but will be investigated in the next stage	Agreed / amended
199	GBC	Cycling	18	Can high level details be provided in terms of what improvements would be required to routes proposed as quietway	Examples will be added in the report	Agreed / amended
200	GBC	Cycling	18	Use southern alignment at A323 roundabout, based on anecdotal feedback	Proposal to be updated to follow southern alignment. To be reviewed in the next stage of design	Agreed / amended
201	GBC	Walking	15	Not sure of need for continuous footway at entrance to PROW/Shalford Mill (in northern diagram) as that is effectively what is already there	Noted.	Agreed / amended
202	GBC	Walking	15	The school street should extend to the front of the school, which appears to be the area of Station Row to the west of the school.	Noted.	Agreed / amended

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
203	GBC	Cycling	47	Ensure priority alignment through Bradstone Brook Estate is switched to more northern route	Additional proposal to upgrade the existing path adjacent to the railway line to a shared use path, with additional improvements on New Road to Improve access to the school. It should be noted that the path would lack natural surveillance and would require lighting provision.	Agreed / amended
204	GBC	Walking	16	Inclusion of Howard of Effingham related S278 works - shared use path on Lower Road and traffic calming on The St. Various uncontrolled crossings	Noted.	Agreed / amended
205	GBC	Walking	16	More detail needed on junction proposals shown as blank blue circles	Noted, map to be updated.	Agreed / amended
206	GBC	Walking	16	Junction tightening on Church Street required	Noted, proposal to be added.	Agreed / amended
207	GBC	Walking	16	Include proposals for double mini roundabout	Noted, proposal to be added.	Agreed / amended
208	GBC	Cycling	28	Inclusion of Howard of Effingham related S278 works - shared use path on Lower Road	As part of MV LCWIP the facility on Lower Road is two-way cycle	Not agreed / not amended
209	GBC	Cycling	28	Suggest further detail needed on proposals for junction of A246 and Ockham Rd South	Noted.	Agreed / amended

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
210	GBC	Cycling	28	Consideration of wider Epsom Road route in urban area, connecting to routes 3 and 4	The prioritisation process for the cycle routes was previously agreed to include three phase 1 routes within the Guildford urban area, and three phase 1 rural routes. Cycle corridor 27 (Epsom Road) was included in the aspirational list. Following the Phase 2 stakeholder workshops, feedback has been received regarding the need to connect the proposed cycle corridor 28 (Epsom Road) and corridor 3&4 (Stoke Road to Town Centre & High Street A3100). Based on this feedback, cycle corridor 27 (Epsom Road) will be progressed as a phase 1 corridor. An update will be provided in due course.	Agreed / amended
211	GBC	Walking	18	Inclusion of Ada Gardens related S278 works and planned S106 works - traffic calming measures, continuous footways, uncontrolled crossing, raised tables.	Noted.	Agreed / amended
212	GBC	Walking	18	Propose more continuous crossing in a similar style to that proposed at Ada Gardens for continuity	Noted.	Agreed / amended
213	GBC	Walking	18	Rethink of connection to school, investigate use of Nightingale Crescent, whether East Lane resurfacing is required	Proposals to be amended. Improved connections to Nightingale Avenue are proposed. Interventions can not be proposed on private roads.	Agreed / amended

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
214	GBC	Walking	18	Possibility and likelihood of footway widening along such a long stretch to be considered further	ATE required footways greater than 1.5m - current footways are narrow. The proposal includes widening to required accessible standards	Not agreed / not amended
215	GBC	Walking	18	Include proposals in front of shopping parades (Bishopsmead Parade), and the junction of Ockham Road South and A246, and the junction with Lynx Hill. The addition of proposals at these locations is to reflect that some pedestrian improvement works are already approved to take place near Station Parade CWZ as part of approved planning applications.	Agreed proposals will be added in the report	Agreed / amended
216	GBC	Cycling	11	Ensure explanation is given to the extents of the recent Walnut Tree Close works, and what is proposed on top of these works	Examples will be added. Proposals will not be detailed at this stage. Further elements to be introduced to reduce traffic flows and allow for safer on-carriageway facilities for cyclists. Modal filter south of the railway lines to be considered.	Agreed / amended
217	GBC	Cycling	11	Both footways along A25 at Ladymead are already shared use paths - proposals should explain what type of works will bring them up to a higher standard	Noted. Proposals to improve the existing facilities, ensuring the continuity of the facility at side roads, widening and introducing a buffer between ped/cycles and the traffic to be in line with LTN 1/20 and ATE	Agreed / amended
218	GBC	Cycling	11	Stoke Road/ A25 crossroads are already comprised of toucan crossings	Shown as existing.	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
219	GBC	Cycling	11	Ensure Alignment with Weyside Urban Village works	Proposals will be updated to reflect the developers proposals with additional recommendations to improve cycle provision	Agreed / amended
220	GBC	Walking	8	Roundabout at Southway/Egerton Road/Park Barn seems very large - could this be tightened up to release footway space and make crossings more direct for peds?	Proposal to be added but be investigated in the next stages of design.	Agreed / amended
221	GBC	Walking	8	Not sure enough focus has been given to the core of the CWZ - the area outside the shops does seem to work quite well but feels very car centric. Given the space available could be improved with public realm improvements	Noted.	Agreed / amended
222	GBC	Walking	8	Northway - may be better to describe proposals as 'rationalise parking' as opposed to 'restrict parking'. Arguably the parking is not problematic, it's the fact it's currently on the footway.	Noted.	Agreed / amended
223	East Horsley Meeting	Cycling	18	Are you considering cycling?	Focus in East Horsley has mainly been on walking, due to the prioritisation of the Core Walking Zone, open to cycling proposals to be suggested in feedback	No action required



ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
224	East Horsley Meeting	Walking and cycling	18	Need to consider cycling before widen footways. There are locations where footway could be widened but this would restrict cycling on the carriageway.	Noted. East Horsley has been prioritised for walking interventions and the focus is on pedestrian improvements. The LCWIP seeks to future proof works for cycling in areas where only walking infrastructures are proposed. SCC's LTP4 sets out the hierarchy of pedestrians at the top, then cycling, therefore pedestrian improvements should not be sub-standard for the benefit of cyclists. Interventions can be considered, such as modal filters, one-way systems, which seek to lower traffic flows, and improve safety for all users, including cyclists.	No action required
225	East Horsley Meeting	Walking	18	Are you improving crossing points, particularly near the pub and the petrol station? Is that in the scope?	Yes. We have proposed crossing points which aim to ensure pedestrians have clear routes at the proposed locations. LCWIP aims to follow ATE standards which require a crossing every 400m (minimum), this depends on flows and speeds, and further locations will be investigated	No action required
226	East Horsley Meeting	Walking	18	Asked about parking restrictions. Anything you can do to address parking on footway is good. The car park is used lots. The GP at the end of this stretch [Kingston Avenue], there doesn't seem plans to expand cycling for GP parking. Cannot reduce parking, but need to reduce car journeys by people walking. It is a balance.	Noted. Parking is proposed to be reviewed at this location. A particular focus will be to limit parking on footways, by introducing parking bays on the carriageway.	Agreed / amended

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
227	East Horsley Meeting	Walking	18	Parking for the village hall also gets busy (but for short periods), alongside busy periods at GP surgery. My hunch is that people parking on road are probably local residents. There is a fair amount of parking in the village, e.g. parking behind the shops. The people parking there [Kingston Avenue] do they need to park on the road, or can they park on drives? Maybe a time limited parking could address	Noted. Parking is proposed to be reviewed at this location. A particular focus will be to limit parking on footways, by introducing parking bays on the carriageway.	Agreed / amended
228	East Horsley Meeting	Walking	18	[Kingston Avenue] Footway is on the wrong side, people walk on the other side to walk to the Medical Practice.	Noted. Will review proposals.	Agreed / amended
229	East Horsley Meeting	Walking	18	Need for dropped kerbs in this area [Kingston Avenue]	Noted. Will add proposal for dropped kerbs at all side roads.	Agreed / amended
230	East Horsley Meeting	Walking	18	Please try to deter parking on footways.	Noted. Parking is proposed to be reviewed at this location. A particular focus will be to limit parking on footways, by introducing parking bays on the carriageway.	Agreed / amended
231	East Horsley Meeting	Cycling	18	There are some walking routes we would like to include. Lynx Hill route to Effingham - it is surfaced then turns into bridleway - not good quality.	Noted. It is a private road with the PROW. Proposals for improvements are introduced as part of the LCWIP and discussions with the landowners are required in the future stages of design	Agreed / amended
232	East Horsley Meeting	Walking	18	At the junction with East Lane/The Drift: children want to use The Drift, could there be a proposal here?	Proposals for improvements are introduced as part of the LCWIP and are looking to introduce a new footway and investigate options to reduce vehicular speeds	Agreed / amended



ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
233	East Horsley Meeting	Walking and cycling	18	[The Drift] the forest is the grey area on southern side of the Drift – a local amenity you can walk through, but its muddy – couldn't really cycle through. I would guess that walking paths would be desired locally. And to access forest road, and to school and to village – look at village road	Proposals for improvements are introduced as part of the LCWIP and are looking to introduce a new footway and investigate options to reduce vehicular speeds	Agreed / amended
234	East Horsley Meeting	Walking and cycling	18	Highlands Road and lynx hill may be private roads	Noted. It is a private road with the PROW. Proposals for improvements are introduced as part of the LCWIP and discussions with the landowners are required in the future stages of design	Agreed / amended
235	East Horsley Meeting	Walking and cycling	18	The Highlands provides route to shops, children would follow to the junction with East Lane	Improved access to the Highlands is proposed by forthcoming development related highway improvements	Agreed / amended
236	East Horsley Meeting	Walking and cycling	18	[The Drift] walking routes to be friendly to children on bikes – make them wide enough for slow cyclists/ small children on bikes	Proposals for improvements are introduced as part of the LCWIP and are looking to introduce a new footway (potentially to upgrade to SUP if widths allows) and investigate options to reduce vehicular speeds	Agreed / amended
237	East Horsley Meeting	Walking	18	Could also widen footpaths between East Lane and shopping – if reduce carriageway and lower speeds (20mph)	Improved pedestrian facilities are proposed by forthcoming development related highway improvements	Agreed / amended
238	East Horsley Meeting	Walking and cycling	18	Some roads are very narrow – there are a couple pinch points, but this keeps traffic moving slowly (slow speeds), making roads narrow to slow the traffic	Noted.	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
239	East Horsley Meeting	Walking and cycling	18	GBC asked if there are issues with rat running on The Drift? It was confirmed there were issues. Attendee shared that it is being considered to reduce speeds to 30mph, and noted it was worth doing something here.	Proposals for improvements are introduced as part of the LCWIP and are looking to introduce a new footway (potentially to upgrade to SUP if widths allows) and investigate options to reduce vehicular speeds	Agreed / amended
240	East Horsley Meeting	Walking and cycling	18	Pinch points could be used as people know you already cannot fit 2 cars there, could extend these	Noted.	No action required
241	East Horsley Meeting	Walking and cycling	18	Kingston avenue – it continues as footway/cycleway but comes out at narrow road, but can something be done at the end to support access – as just ends. Attendee flagged the football pitch there that could be improved access to.	Footway widening is proposed along Kingston Avenue to support improved access to the Village Hall	Agreed / amended
242	East Horsley Meeting	Walking and cycling	18	What are the timescales?	Hopefully by the end of next year the LCWIP will be adopted.	No action required
243	East Horsley Meeting	Walking and cycling	18	is there budget set aside?	There is budget for feasibility design. There is no budget for detailed design. SCC/GBC can use the LCWIP to apply for funding.	No action required
244	East Horsley Meeting	Walking and cycling	18	do you have the travel route for the A246/A25 to see those plans also as connects us to Effingham and Guildford	AtkinsRéalis sent the PowerPoint slides.	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
245	Email	Cycling	General	Yes, right up my street. However, just not the notice – duty doctor tomorrow face-to-face though to at least 6:00. Really need safe ways to cross the town centre. Lots of anti-cycle measures – like hatching down the middle of the railway bridge on Farnham road to force cars into the curb and no room for cyclist. We need a bicycle lane around the gyratory system... I could go on!	Proposals to improve cycling provision through the town centre are included as part of the LCWIP. The road safety measures in the neighbourhoods will aim to help non confident cyclists to sift to active travel	No action required
246	Email	Walking and cycling	General	Having further reviewed the material, I have a couple more comments:	No action.	No action required
247	Email	Walking and cycling	1	1. I'm concerned about making the High Street two way for cyclists. Downhill cyclists could achieve a very high speed making it hazardous for pedestrians. There would be no way of segregating the two as any physical changes to the high street would not be allowed (or at the very least strongly opposed) due to the historic nature of the high street.	No physical changes to the High Street are proposed. Proposal for the High Street to include: ped and cycle priority street, and cyclists to be permitted bi-directionally with a speed limit of 10mph. Freight movements will be permitted during specific times of the day and parking will be restricted to loading only during market days and times freight is permitted	No action required
248	Email	Walking and cycling	1	2. Chapel Street is also quite narrow with multiple restaurants with outdoor seating meaning I also do not think this is suitable for cycling	Agreed - proposals will be removed from the LCWIP. Cyclists will be directed to Quarry Street for the SB direction and along the Guildford to Godalming Greenway along Millbrook for the NB direction	Agreed / amended

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
249	Email	Walking	2	3. On CW2, it might be helpful to label pedestrian access to the A3 from St Johns Road. This enables someone walking from town to cross over egerton road and then go under the A3 via the subway to access the hospital. I would always go this way rather than along Ridgemount and then past the university entrance to access the subway.	Noted. There is already wayfinding at this location directing pedestrians to the Hospital/Research Park and Guildford Town Centre/Guildford Railway Station. Additional wayfinding to be proposed at both entrances from the A3 (to St John's Road, and subway to Egerton Road) to highlight access to Guildford Town Centre, and to the Hospital. Improvements on Farnham Road for pedestrians will be included in the report	Agreed / amended
250	Email	Walking	8	4. For CWZ 8, has any account been taken of plans for a new train station in the Park Barn/hospital area (not sure if this is still on the table)	The proposed railway station has been identified in the Local Plan. However, based on discussions with GBC/SCC, the proposed station will not be in use within the next ten years, whilst the LCWIP is a ten year infrastructure plan. Therefore, although proposals for a new railway station have been noted and included in the relevant schemes section of the report, they have not informed the development of this CWZ or the proposals. Further recommendations as part of the railway station will be included in the development plans and inform the LCWIP.	No action required



ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
251	Email	Cycling	47	5. For Cycle corridor 47, the road through Chilworth is heavily used by motorbikes especially at weekends in the summer so any traffic calming measures should take account of this	Noted. Traffic calming measures will be proposed in later stages of the scheme. The main alignment will be along the off-road path parallel to the railway lines.	Agreed / amended
252	Email	Walking and cycling	General	Thank you for the copy of the slide presentation and the minutes of the on-line event. May I raise a few queries and comment, please?	No action.	No action required
253	Email	Walking and cycling	1	Why are you proposing changing the direction of flow on Quarry Street? I am puzzled about the emergence of this proposal in the context of walking and cycling. Is it something that GBC is asking for? Is the direction of flow on Castle Street affected too? Castle Hill is two way. And what happens at the bottom of the High Street? In the proposal does traffic turn south from Quarry Street? Is Mill Lane affected?	Proposals on Quarry Street no longer included as part of the LCWIP.	Agreed / amended
254	Email	Walking and cycling	1	I believe you explained that the High Street would become 'fully pedestrianised', but there was also mention of cyclists using it. At present pedestrians use the street without any regards to cycling during the main part of the day. Mixing cycling with walking in the shopping context seems problematic, particularly on the steep hill. Another aspect is that in the evening, there is parking on both sides, as people visit the amenities in the area. If this option is removed, will business suffer?	Proposal for the High Street to include: ped and cycle priority street, and cyclists to be permitted bi-directionally with a speed limit of 10mph. Freight movements will be permitted during specific times of the day and parking will be restricted to loading only during market days and times freight is permitted (full details to be developed in the next phase of design). Businesses will be engaged in the next stage of the design	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
255	Email	Cycling	3&4	Re cycling on Stoke Road, as I am sure you are aware, the London Road Active Travel scheme could well result in more traffic using Stoke crossroads and Stoke Road, so the congestion could well increase, and fitting the route will be a challenge.	All proposed interventions will be reviewed in the next stage of the LCWIP which will include traffic modelling to estimate the impact of the proposals to the environment and the vehicular flows. The London Road scheme pre-dates the LCWIP, and the LCWIP considers all these interventions when proposing the cycling network. There is coordination between the two schemes to ensure the proposed interventions provide a coherent network and mitigate any issues following a holistic approach for vehicular traffic	No action required



ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
256	Email	Walking and cycling	2	I am a bit puzzled as to why the walking route from Ridgemount down to Guildford Park Road is not extended to the station entrance.	Ridgemount is proposed as a pedestrian and cyclist priority street. Due to bus routes on Guildford Park Road, it would not be suitable to propose this road as a pedestrian and cyclist priority street. Improved pedestrian facilities are proposed along the main road such as side road treatments and improved crossings. Junction modification at the junction between Ridgemount and Guildford Park Road is proposed to support pedestrians and cyclists in navigating the junction. Further crossings and wayfinding are proposed to support pedestrian movement towards the Guildford Railway Station entrance.	No action required
257	Email	Walking and cycling	General	I should know how to sell Atkins, having worked there for many years!	No action	No action required
258	Email	Walking and cycling	General	As Ramblers we would like to see green routes into/out of Guildford improved and also to see cycling routes used more to reduce the reliance on cars. This could lead to conflict of interest and physically but we should be able to work together to find solutions. Details on infrastructure in the towns does however not fall within our remit.	Noted. The LCWIP is looking at a Borough wide network and off-road paths are promoted for both pedestrians and cyclist for all types of trips	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
259	Email	Walking and cycling	General	A few years ago we did a review of all the footpath problems in the Guildford area and submitted our findings to Surrey CC Access Dept. We are still working with Surrey CC, recording the usability of the footpaths/bridleways and helping SCC check up on footpath problems - The Ramblers Association has over 800 members in the Surrey area which is a lot of manpower if we can find a good way to coordinate it with SCC.	Noted.	No action required
260	Email	Walking and cycling	General	1) Through routes not on your maps – Wey Navigation tow path going south from Guildford Your maps of cycle corridors are missing some sections of the Wey Navigation Tow Path within and south of Guildford, which is often a Public Right of Way (PRoW) but locally a permissive path and cycling route. I think it would be useful to show all of this route consistently, and label it as it is a main feeder into Guildford itself and losing cognisance of where it is and its current status is not helpful. In summer this is heavily used by walkers and cyclists. In winter the mud keeps all but the keenest walkers and cyclists off the section north of Shalford. I think the surfacing could and should be improved to encourage its use for transport (as has been the cycle corridor 22 which is parallel to the A281). No one is going to use this route to get to the office in the winter with the surface in its present state. I assume this is one of your objectives – to get people out of their cars?	Agreed - the maps will be updated to show the extent of the towpath. Recommendations will be provided for improve surface along the paths.	Agreed / amended

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
261	Email	Walking and cycling	General	2) The Wey Navigation Tow Path going north of Guildford is often missing from your maps – this is a feeder route into Guildford and in the summer I cycle and walk it between Byfleet and Guildford. Surfacing near Guildford would improve usage. In summer it is a good walking and cycling route but in mid-winter it is locally impassable for all but the best shod Rambler. Investment in surfacing would improve short and longer journeys.	Agreed - the maps will be updated to show the extent of the towpath. Recommendations will be provided for improve surface along the paths	Agreed / amended
262	Email	Walking and cycling	General	3) Basingstoke Canal Tow Path – a good example This is in part a PRoW and part permissive. It is fully surfaced between Brookwood and Byfleet where it joins the Wey Navigation. It is heavily used by walkers and cyclists to get to Woking. Surfacing it has greatly increased the usage. It also has an acceptable/good surface as far as the Deep Cut bridge to the west but after that is somewhat muddy. It needs improving between Deep Cut and Mytchett where it is again partly surfaced. It would be useful to show this existing route on your maps?	Agreed - the maps will be updated to show the extent of the towpath. Section between Deep Cut and Mytchett is within Surrey Heath	Agreed / amended
263	Email	Walking and cycling	General	4) A3/A31 junction There are several truncated footpaths which cross the line of the A3 between the M25 and the Hogs Back that are no longer usable as many lack bridged crossing and to cross the A3 on foot would be suicidal. Given where these crossing points are there would get very little usage and a bridge would be too expensive to contemplate.	Noted. Area outside the prioritised schemes	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
264	Email	Walking and cycling	General	One such route, FP480, leading up from the north onto the east end of the Hogs Back is unusable for this reason. However, there is solution to the problem in this case in the form of a private bridge leading to Blackwell Farm and it would be good to make this a PRow linking to FP14 which goes along the Hogs Back into Guildford. There are proposals to develop the area for housing and this would be a good planning gain so that the new residents and Ramblers can consider walking into Guildford. This could be made a PRow now but would probably meet resistance – it would need the council to get behind the project to make it happen.	Noted. Area outside the prioritised schemes.	No action required
265	Email	Cycling	11	5) The cycling route 11 along the A320 from Guildford to Woking has sections of cycle paths and shared pavements. To me it appears to be little used. The cycle corridor that you show going north on the Wey towpath from the centre of Guildford is shown as stopping at the A25 and diverting to the east. It is unclear to me why this towpath route is not shown as continuing northwards on the drawings.	Woking Road is prioritised as a key and direct corridor to link Woking to Guildford, the industrial areas and the residential areas in North Guildford and has high demand. Improvements to the direct alignment will enhance priority for active travel along a non isolated path.	No action required
266	Email	Cycling	11	The Slyfield junction could be improved for cyclists as there is room in the wood to the west to make a cycle track.	Noted. Improvements to Slyfield Junction are introduced as part of the Weyside Urban Development proposals	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
267	Email	Walking and cycling	General	At Mayford there are permissive paths and PRow beside the river as far as the Woking Leisure Centre where they continue through the park into Woking and on to the Basingstoke Canal Tow Path. These could be improved and better signed – they are not well used. There is some surfacing on the path beside the river – can Woking be persuaded to provide more with their funds in their present state?	Area outside Guildford.	No action required
268	Email	Walking and cycling	General	6) Traffic lights at Newlands Corner. The crossing point for the North Downs Way and to the cafes/ restaurants is on a bend at the brow of a hill. It is very dangerous. I have requested and obtained warning signs but lights are needed.	Noted. Area outside the prioritised schemes.	No action required
269	Email	Walking and cycling	General	7) Downs Link appears to get no attention. I would have thought that it should get a mention as it is a major leisure route links to Route 22 at Shalford and could be a commuting route for cyclists living in Bramley.	Will be included in the aspirational list.	Agreed / amended

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
270	Email	Walking and cycling	General	We have not had any internal conversations about re-routing this section of NCN and would typically only be looking to re-route a section of the NCN if it would be an improvement to the standard route. Although High Street, when opened to traffic, is one-way, North Street is also one-way from Woodbridge Road. If the NCN was re-routed through North Street, it would also be a case of determining how it would be best connected to the rest of route 223 if avoiding High Street. I've spoken to a colleague who manages the NCN in this area, and she has recommended that instead of re-routing, perhaps improvements could be made to the existing alignment along High Street, for example allowing contraflow for cyclists, and using signage to enforce pedestrian priority. Another option could be having both alignments. If re-routing this section of NCN is an option you'd like to further explore, we do have some checkboxes to fill in, which include: - Route promoters must engage with local communities and other stakeholders - the Cycling Level of Service tool should be used to assess the quality of the route - new routes should be designed in accordance with the nine NCN design principles (National Cycle Network design principles - Sustrans.org.uk) - new routes or sections should include permanent signing We also do have an approval process as well which includes a sign-off by Sustrans regional/national director and some others.	Proposals for a bidirectional alignment along the north street will be included as part of the LCWIP. Sustrans, SCC and Guildford may discuss re-routing of the NCN route. Some opposition from the stakeholders during the engagement on allowing cyclists bi-directionally on the High Street due to the gradients and the high pedestrian flows.	No action required
271	Email	Walking and cycling	General	Consider changing the symbology for 'New speed limit 20mph' as it's difficult to see on the map	Maps will be updated.	Agreed / amended



ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
272	Email	Walking	CWZ 1	Consider increasing the size of the bus stop icons, and ensure that shelter, bins and seating facilities are recommended at bus stops where they are currently missing in all CWZs	General comment will be added in the report.	Agreed / amended
273	Email	Walking	CWZ 1	Change the symbology for 'uncontrolled crossing' as it is difficult to see on the map	Symbology is used in the other LCWIP areas in Surrey - icons to be retained to ensure the reports are similar throughout the county.	Not agreed / not amended
274	Email	Walking	CWZ 1	What is the black arrow pointing to?	It was a proposal to reverse the direction of Quarry Street - proposal will be removed.	No action required
275	Email	Walking	CWZ 1	Specify What public realm improvements are being recommended in the blue shaded area	Open spaces, sitting and shelters, added planters and lighting.	No action required
276	Email	Walking	CWZ 12	There is an uncontrolled crossing near Christine Close. Consider upgrading to provide pedestrian priority	Crossing to be added.	Agreed / amended
277	Email	Walking	General	Consider increasing the size of the 'Raised table' icon, it is very small and difficult to see on the map	Maps will be updated.	Agreed / amended
278	Email	Walking	CWZ 12	The footway is narrow along some sections of the A323; consider a recommendation to widen them	A SUP is proposed along the road which will require widening of the existing footway on one side of the road. In the next stage of the design a full review of the footways will be undertaken and proposals for widening to accessible standards will be added.	Agreed / amended

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
279	Email	Walking	CWZ 12	There are also guardrails along the A323 which could be removed. Alternatively, consider replacing guardrails with planters (or something similar) to still provide a separation or shielding effect	The guardrails are proposed to be removed to increase the effective width of the footway. Adding planters may hinder people with disabilities.	Not agreed / not amended
280	Email	Walking	CWZ 8	Consider specifying what 'public realm improvements' are being recommended	Note will be added in the report.	Agreed / amended
281	Email	Walking	CWZ 16	What are the blue circles?	Improvements to the junctions.	No action required
282	Email	Walking	General	Change the symbology for 'Uncontrolled crossing' as the white icon blends in with the white background in the legend	Maps will be updated.	Agreed / amended
283	Email	Walking	CWZ 18	What are the blue circles?	Improvements to the junctions.	No action required
284	Email	Walking	CWZ 18	The roundabout icon is missing from the legend	There is no icon for a roundabout.	No action required
285	Email	Walking	CWZ 18	The footway is missing in some sections along Ockham Road North. Consider including some lines for 'New footway' on the map	Due to space constraints it is proposed to improve the existing footway and the access to the footway where there footway only on one side of the road.	Not agreed / not amended
286	Email	Walking	CWZ 18	Consider including a crossing along Ockham Road North	Crossing will be added to access East Lane	Agreed / amended
287	Email	Walking	General	Change the symbology for 'footway resurfacing' and 'footway widening' as currently the colours are too similar	Agreed - to be reviewed.	Agreed / amended
288	Email	Walking	General	Include cycle parking recommendations	Recommendation will be added in the report	Agreed / amended



ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
289	Email	Walking	General	Change the symbology for '20 mph' as it's currently difficult to see on the map	Maps will be updated.	Agreed / amended
290	Email	Cycling	CC18	Consider including crossings on Vale Road	Noted.	Agreed / amended
291	Email	Cycling	CC28	Change the symbology for 'uncontrolled crossing' and 'uncontrolled crossing with refuge island' as they are hard to see	Symbology is used in the other LCWIP areas in Surrey - icons to be retained to ensure the reports are similar throughout the county	Not agreed / not amended
292	Email	Cycling	CC28	Review if crossings are necessary over the A246 (there are some sections of footway)	Crossings are provided where we estimate there is desire line/demand.	Not agreed / not amended
293	Email	Cycling	General	We are content with the planned routes. Thanks for seeking our views and keep us posted/engaged.	Noted.	No action required
294	Email	Cycling	15 and 18	Thank you for your hard work and very informative meeting, here are some comments from myself and Cllr Houston, I hope you can consider regarding Shalford and Chilworth.	Noted.	No action required
295	Email	Cycling	15	Shalford infant school- Proposed School Street. • Please consult with the school.	Noted. School will be consulted in next design stage.	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
296	Email	Cycling	15	This infant school combines a nursery and infant school with ages ranging from 2.5 years – 7 years old and around 126 students. Currently schools cover a large catchment area and taking away the only road they can park in and potentially Orchard Rd, will only mean these parents can no longer safely pick up their children. There are limited spaces in front of the school and this space is also shared with the public, businesses and rail users in the area so this only leaves a handful of spaces available which isn't sufficient. The school has no car park and a high number of families come from far and wide. If they cannot park in Tillingbourne Rd it will force them to park in Station Approach, Station Road and Kings Road twice a day which will then potentially bring the neighbouring roads to a standstill at these times.	"The main objectives of school street are; to reduce the amount of traffic on streets outside the school, tackle congestion, improve air quality, and create a more pleasant environment for everyone. Parents and carers are encouraged to use active travel modes to school, or park a little further away and walk the last few minutes of their journey. It is acknowledged that with a large catchment area many parents and carers will choose to drive to school, and some form of alternative parking in nearby area may need to be provided to accommodate that demand. However, following discussions with SCC the proposal for a school street on Tillington Road was not included in the LCWIP."	No action required
297	Email	Cycling	15 and 18	Parking is an extremely delicate issue with residents and businesses in Shalford now and there simply isn't enough, loss of parking on Kings Road will cause further issues.	Kings Road is also part of a separate public realm improvement scheme. The scheme will provide improved environment for pedestrians, and visitors to local shops and restaurants. Existing parking will be better formalise and any potential loss of parking spaces assessed in next design stage.	No action required



ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
298	Email	Cycling	15 and 18	Station Rd- This road is very unsafe and bends round past Pound Place, which is a blind spot, so may need some safety measures there.	To support mixed traffic arrangement and slow down traffic on Station Road, speed limit reduction to 20mph and introduction of traffic calming measures are proposed. Their details and locations will be investigated further in next design stage.	No action required
299	Email	Cycling	18	Shared use path that connects Shalford to Hornhatch, Chilworth. It great to see you have adapted this to follow the right of way and just a note to remind you that behind the allotments the path does become extremely muddy and slightly flooded so may need some raised path or bank management.	Noted.	No action required
300	Email	Cycling	18	As this path enters Hornhatch Lane there would be plenty of room for a cycle lane next to the path but not on Hornhatch lane road, but next to the pedestrian path on the raised bank. Hornhatch Lane is dangerous for cyclist and walkers with a long, large hedge that runs along the Hornhatch Lane. Yellow lines are advised on this bend that enters Hornhatch as cars parked on this area can obscure the sight line. Please see map attached where I have highlighted the need for yellow lines on the corner only.	Agreed.	Agreed / amended

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
301	Email	Walking	15	Plans to prevent parents using Tillingbourne Road to park and drop off during morning and afternoon school and nursery drop off times will place more stress on parking in other parts of Shalford and will unfairly impact upon the lives of the carers of children (majority being women). Carers often have multiple schools to visit and travel from various other villages. Our view is that making cycling and walking easier and more attractive will naturally result in reduced need for parking and any other 'behavioural change' strategies can be considered at a later date. Heavy-handed 'banning' will result in resentment of the scheme.	"The main objectives of school street are; to reduce the amount of traffic on streets outside the school, tackle congestion, improve air quality, and create a more pleasant environment for everyone. Parents and carers are encouraged to use active travel modes to school, or park a little further away and walk the last few minutes of their journey. It is acknowledged that with a large catchment area many parents and carers will choose to drive to school, and some form of alternative parking in nearby area may need to be provided to accommodate that demand. However, following discussions with SCC the proposal for a school street on Tillington Road was not included in the LCWIP."	No action required
302	Email	Walking and cycling	15 and 18	b) Are LCWIP consulting with the Guildford Godalming Greenway teams and Surrey County Council who all have plans for managing traffic and encouraging cycling?	Some sections of the LCWIP programme rely on delivery of Guildford to Godalming Greenway. The greenway alignment and proposed locations where it links with the LCWIP walking and cycling network have been taken into account while developing the LCWIP interventions.	No action required



ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
303	Email	Walking and cycling	15 and 18	c) Why is a path needed to be cut across the 'triangle' outside Snooty groceries?	The path across the 'triangle' is a high level alignment of Shalford to Chilworth cycle corridor, which is proposed along the existing road network, or footway verge. It follows Kings Road, which is part of a separate public realm improvement scheme which will provide quiet environment suitable for cyclist, and potentially short section of shared use path between Shalford Barbers and Boots pharmacy, to connect with Station Road and provide onward connectivity.	No action required
304	Email	Walking and cycling	15 and 18	d) Who will have responsibility for maintaining new paths once they are installed?	Maintenance is out of the LCWIP scope.	No action required
305	Shalford Workshop	Walking	15	Attendee was happy with the proposals. They mentioned the Kings Road slip road, which tie in with the work SCC, is doing in the area. Proposal up for consultation, the side road will be closed to through traffic - open only for access for deliveries and residents parking. They also mentioned that maintenance is as important as the interventions themselves.	Noted.	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
306	Shalford Workshop	Walking	15	Attendee asked when school would be engaged. AtkinsRéalis responded that the schools would be consultant (as well as the public) in the next design phase – feasibility design. Attendee responding to the school street idea, mentioned that this would be impractical as the catchment area of the school was quite large and many families had to drive children to school. Attendee also mentioned that some of the children were quite young and would not be able to walk long distances (if parking is removed). AtkinsRéalis replied that proposal would be reviewed. Attendee also asked about possible improvements to the bridge. AtkinsRéalis was suggesting improvements to the approaches but not to the bridge itself due to 3rd party ownership	"The main objectives of school street are; to reduce the amount of traffic on streets outside the school, tackle congestion, improve air quality, and create a more pleasant environment for everyone. Parents and carers are encouraged to use active travel modes to school, or park a little further away and walk the last few minutes of their journey. It is acknowledged that with a large catchment area many parents and carers will choose to drive to school, and some form of alternative parking in nearby area may need to be provided to accommodate that demand. However, following discussions with SCC the proposal for a school street on Tillington Road was not included in the LCWIP."	No action required



ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
307	Shalford Workshop	Walking	15	Attendee agreed with other attendee on the implications of lack of parking and school access. They also questioned to what extent would the proposed interventions affect traffic (mentioned the Chiswick example as an unsuccessful scheme). AtkinsRéalis replied that the current proposals were at concept design level and traffic modelling will take place in the next phase of design to assess the impact, if any, of any proposal to vehicular flows and speeds.	"The main objectives of school street are; to reduce the amount of traffic on streets outside the school, tackle congestion, improve air quality, and create a more pleasant environment for everyone. Parents and carers are encouraged to use active travel modes to school, or park a little further away and walk the last few minutes of their journey. It is acknowledged that with a large catchment area many parents and carers will choose to drive to school, and some form of alternative parking in nearby area may need to be provided to accommodate that demand. However, following discussions with SCC the proposal for a school street on Tillington Road was not included in the LCWIP.	No action required
308	Shalford Workshop	Walking	15	Attendee also agreed with other attendees on the school street scheme. They then asked the need for a path across the green (Kings Road / Dagley Lane). AtkinsRéalis replied that the alignment was part of the Guildford / Godalming Greenway proposal.	Dagley Lane section of the corridor is part of Guildford to Godalming Greenway. Kings Road section provides connection to the greenway towards west, and onward connectivity along the cycle corridor east, towards Chilworth railway station.	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
309	Shalford Workshop	Cycling	18	Attendee was Happy with the changes in the alignment. Attendee also asked what typology was being considered along Hornhatch Lane. Attendee also asked if the Lolly Pop Lady was to remain along Tillingbourne Junior School and suggested that she remains. AtkinsRéalisis team agreed.	"The main objectives of school street are; to reduce the amount of traffic on streets outside the school, tackle congestion, improve air quality, and create a more pleasant environment for everyone. Parents and carers are encouraged to use active travel modes to school, or park a little further away and walk the last few minutes of their journey. It is acknowledged that with a large catchment area many parents and carers will choose to drive to school, and some form of alternative parking in nearby area may need to be provided to accommodate that demand. However, following discussions with SCC the proposal for a school street on Tillington Road was not included in the LCWIP."	No action required
310	Shalford Workshop	Cycling	18	Attendee noted that a cycle priority area along New Road should not be introduced.	Alternative alignment, along the railway line is now proposed, with New Road section retained as optional route.	No action required

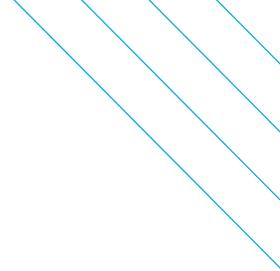


ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
311	Shalford Workshop	Cycling	18	Attendee mentioned that he was very happy with the proposals, in particular the elimination of the alignment across Royal Grammar School grounds. However attendee believes that 2 types of cycle facilities should be included in the area: A main cycle facility following the rail line (as currently proposed) with a link to Tilling borne School (to help those coming from Shalford Infant School) and some facility along New Road as residents may use it.	Additional alignment of shared use path which follows existing public right of way alongside the railway line was added, whilst the Royal Grammar School grounds diagonal alignment was also retained. Access to Tillingbourne Junior School is provided either along Hornhatch Lane or Chantry Lane. New Road alignment was retained as an optional route alignment for more confident cyclist.	Agreed / amended
312	Merrow Residents' Association call	Cycling	27	General comment about lack of joined up thinking between Atkins, GBC and SCC, that there are separate initiatives that do not appear to be covered in the presented proposals, or the proposals discussed for the A25 going through Merrow.	Noted that multiple schemes are being developed simultaneously. LCWIP programme looked at relevant schemes taking place in the area, future developments and incorporated them as much as possible into the walking and cycling infrastructure development programme.	No action required
313	Merrow Residents' Association call	Cycling	27	Concerns about parking review outside the shops in Epsom Road Merrow. Short stay parking is necessary to get to the shops, incl. Boots pharmacy. Customers need to be able to drop into the pharmacy without difficulty, particularly elderly and people with mobility problems. The pavement outside the shops is Epsom Road is so wide that it could accommodate both a dedicated footpath and a cycle lane without encroaching on the roadway, hence no need for review of parking	It is acknowledged that parking is required and will be retained in this area. Parking review involves analysis of future interactions between parking and proposed cycle track, to minimise or eliminate the risk of cyclists being hit by people opening car's door.	No action required

ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
314	Merrow Residents' Association call	Cycling	27	Concerns about a bus priority scheme being considered for Epsom Road. A review only took place recently and was managed by SCC, it resulted in the removal of the bus stop lay-by at Levylsdene, buses now stop in the main carriageway and block the traffic flow. The removal of bus layby was objected at the time but was overruled by SCC based on argument it improves the bus service and reduces unnecessary waiting time. Bus improvements schemes for the area need to be looked at to ensure there is no wasteful repeat of what was a fairly contentious initiative.	The Epsom Road bus priority scheme is looking at additional bus journey times improvements and it is currently in its very early stages. The scheme has not been consulted on yet, but the LCWIP design proposals aim to incorporate those potential improvements which may be implemented as part of the bus priority project.	No action required
315	Merrow Residents' Association call	Cycling	27	Pedestrian crossing opposite the Horse and Groom needs improvements, currently cyclists approaching from Guildford on Epsom Road tend to cross the main road using the pedestrian refuge opposite the Horse and Groom and then use the footpath by the public house to get to Trodds Lane. They do not use the pedestrian crossing.	The existing crossing in this location is already a toucan. It can be improved to offer better alignment and connectivity for onward cycle trips.	No action required
316	Sustrans	Cycling	27	Suggestion to change the colour of the mandatory cycle lane symbology on the map, as currently it poorly contrasts with the map.	Noted. Maps were updated.	Agreed / amended
317	G-BUG	Cycling	27	Upper High Street and Epsom Road mini roundabout should not be converted to signalised junction. It operates well as a roundabout, minimising delays to all users. Signal-controlled junction will mean long waits for pedestrians, cyclists, cars and buses. It should remain a mini roundabout but with parallel zebra crossings on each arm. If segregated cycling facilities will not fit, they could be removed if needed, but parallel/zebra crossings on each arm are much more preferable than a signalised junction.	Introduction of signal-controlled junction is a high level aspirational intervention to be investigated in next stage of the design. It seems like there is not enough space to provide a small Dutch style roundabout, but it can be investigated further in the next phase when OS mapping or topographical survey are available.	No action required



ID	Source	Walking /Cycling	CWZ / Corridor	Comment	Response	Status
318	G-BUG	Cycling	27	Why can't stepped/fully segregated cycle track be provided along the whole route? The road is not that narrow.	There are section of Epsom Road where LTN 1/20 compliant segregated infrastructure cannot be provided due to existing space constraints. More detailed information about available space along the corridor will be obtained/available in next stage of the design, and if sufficient space is available the proposed facility will be upgraded.	Not agreed / not amended





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