



Guildford Borough Local Cycling and Walking Infrastructure Plan - Summary Report

SURREY COUNTY COUNCIL & GUILDFORD BOROUGH COUNCIL

21 FEBRUARY 2025



GUILDFORD
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Disclaimer

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1. Proposed cycling and walking networks

Cycling and Walking Phase 1 and Phase 2 networks

Phase 1 and Phase 2 Aspirational / long list (Figure 1 and Figure 2)

Figure 1 and Figure 2 present the aspirational list of cycling and walking networks that have been identified for improvement within Guildford LCWIP, following the Department for Transport's (DfT's) Local Cycling and Walking Infrastructure Plan (LCWIP) guidance ([external link](#)). The list is called the aspiration or long list, as it reflects all cycle routes and Core Walking Zones (CWZ) areas identified for the LCWIP.

The initial assessment of the proposed cycling and walking networks considered factors such as local demographics, key origins and destinations, walking and cycling demand, historical collision patterns and local topography to identify priority areas for network improvements.

Walking and cycling Phase 1 core walking zones and corridors

Following an assessment of the aspirational list of cycling corridors and CWZ, in line with the DfT's LCWIP guidance, eight cycling corridors and seven CWZ (including walking corridors) were identified to be taken forward to the next stage of design development¹.

Phase 1 cycle corridors (Figure 3)

Guildford town urban / suburban area

- » CC01 Guildford High and North Streets
- » CC03 Stoke Road to Town Centre and CC04 High St A3100 combined
- » CC11 Guildford College to Woking
- » CC27 Eastern Spoke - Epsom Road

Ash and Tongham urban area

- » CC18 Ash Street

Rural areas

- » CC28 Epsom Road East
- » CC47 Shalford to Chilworth

Phase 1 CWZ (Figure 4 and Figure 5)

Guildford town urban / suburban area

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

Ash and Tongham urban area

- » CWZ 12 Ash

Rural areas

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

¹ Cycle corridors and CWZ numbers reflect their original long list numbers.

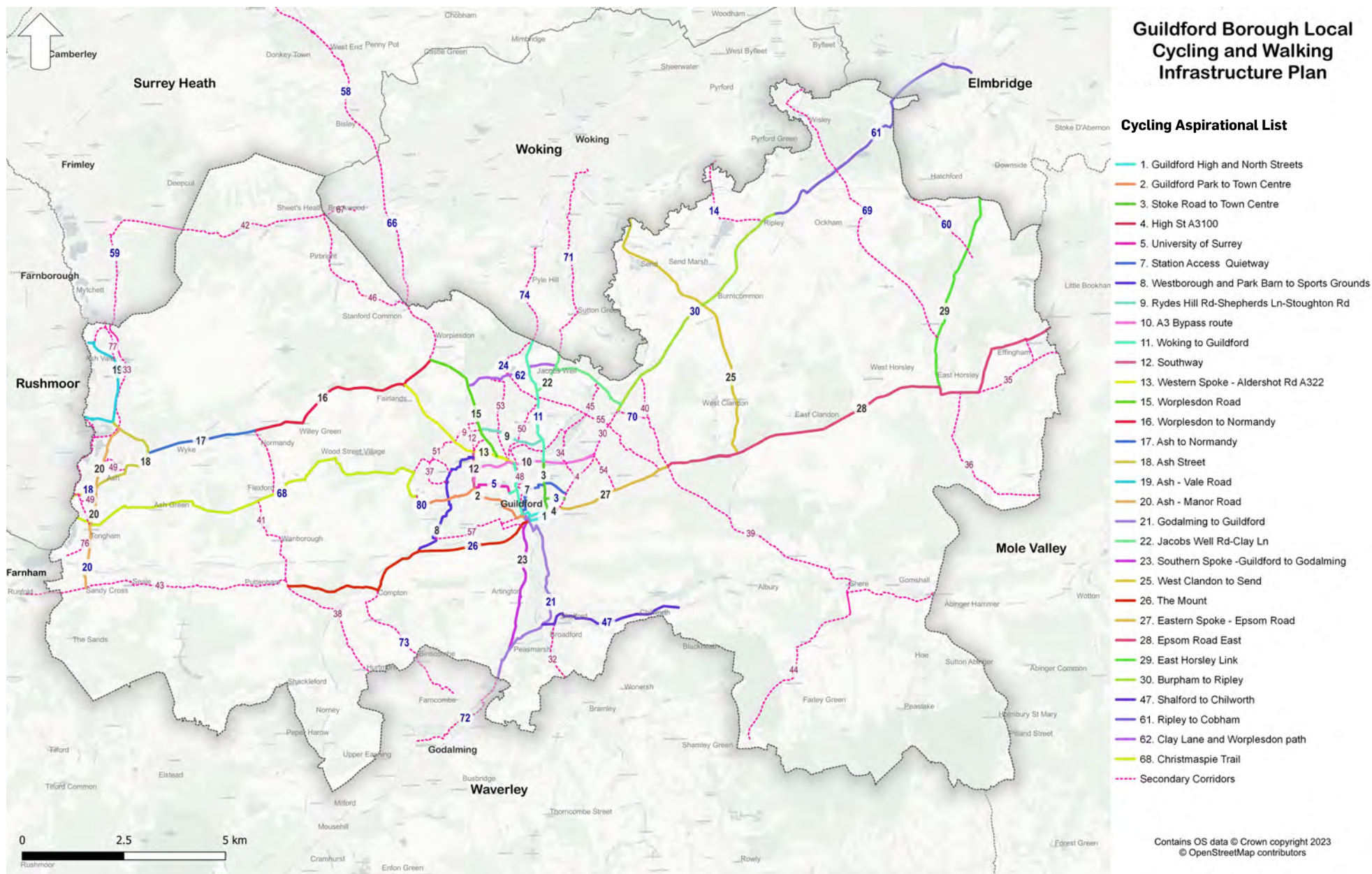


Figure 1. Cycling network aspirational list



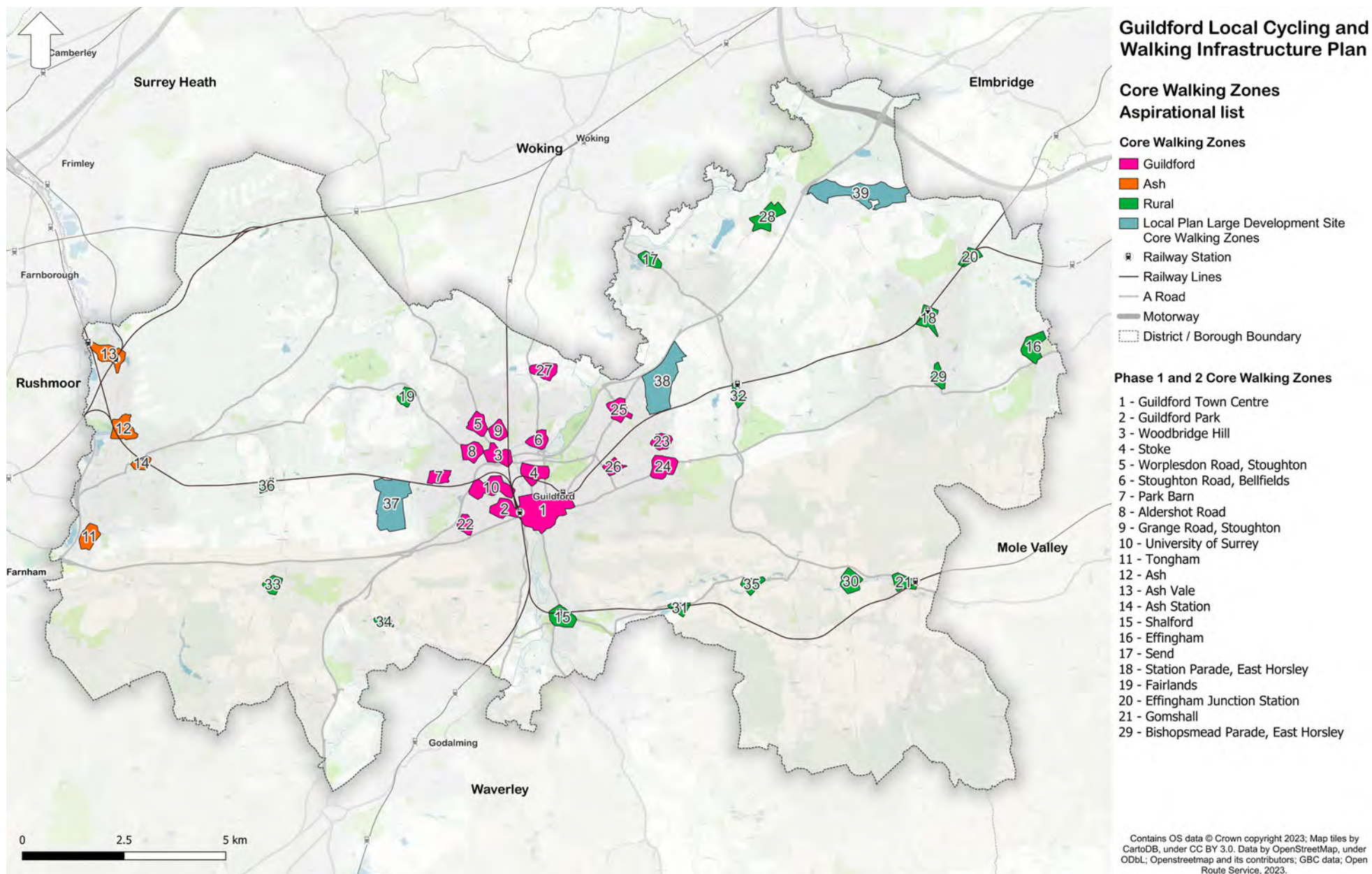


Figure 2. CWZ aspirational list

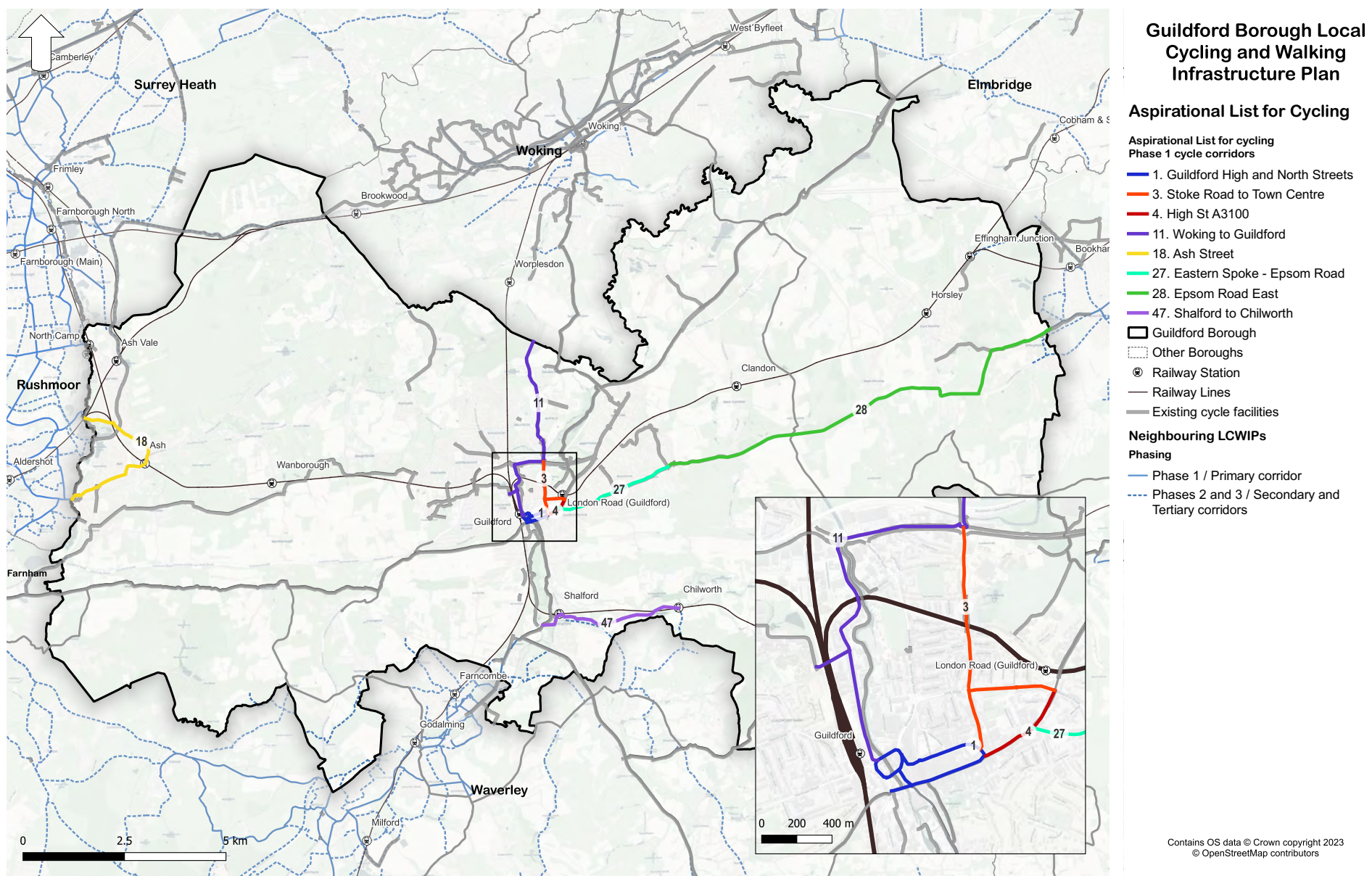


Figure 3. Phase 1 cycle network - Number (#) shows the ID number the corridor was initially assigned in the aspirational list.

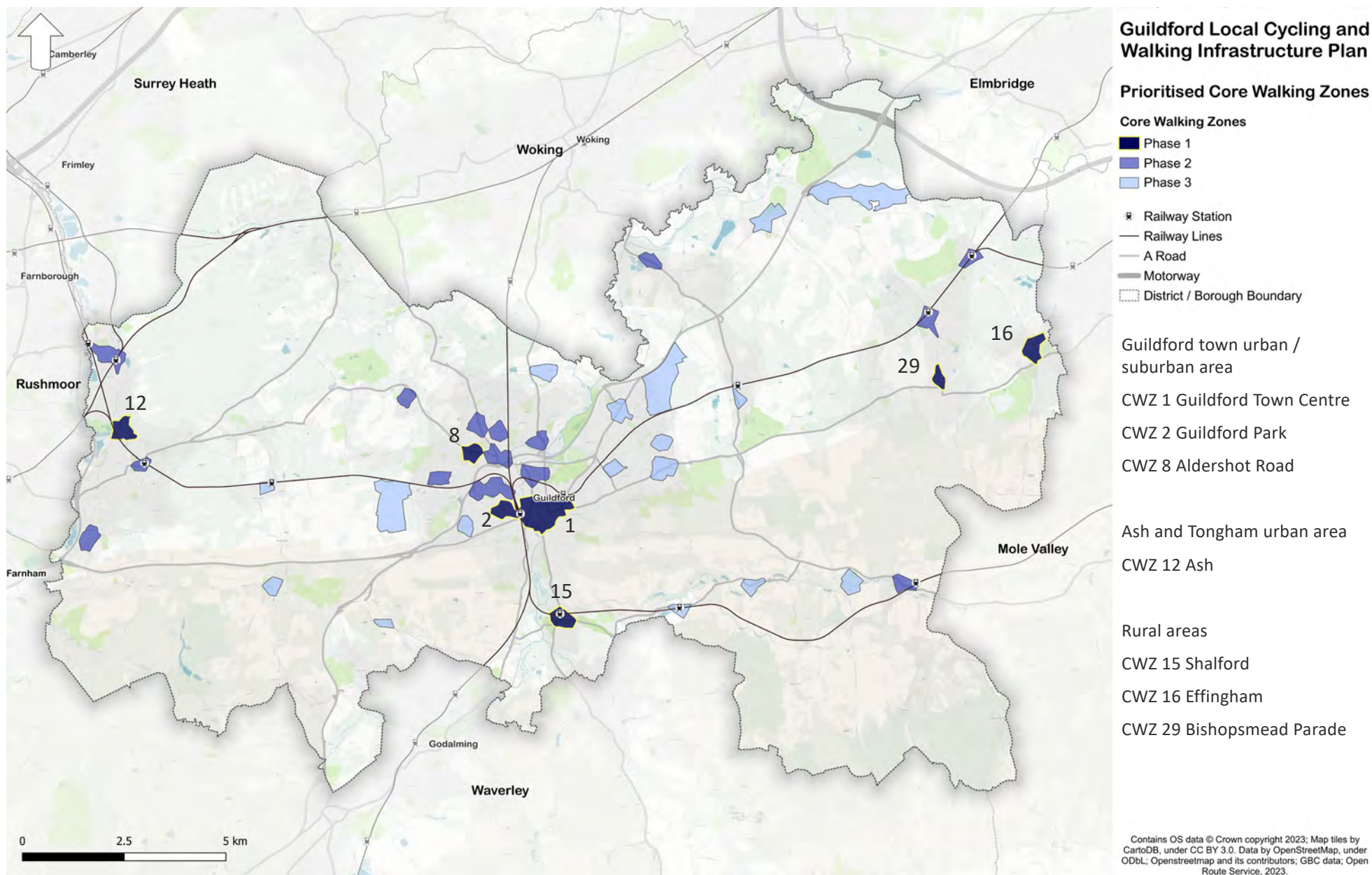


Figure 4. Phase 1 Core Walking Zones

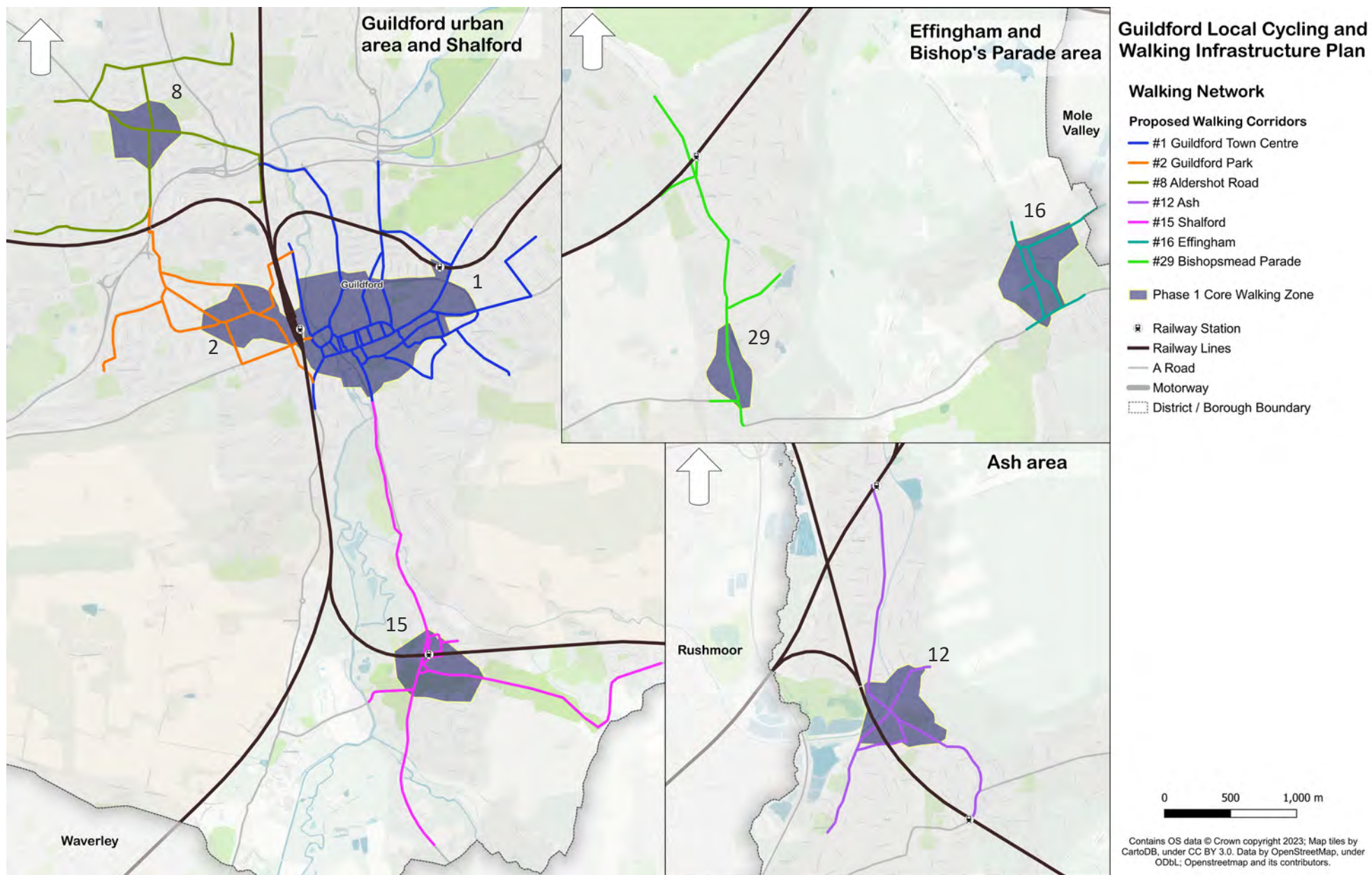


Figure 5. Phase 1 Core Walking Zones – identified walking routes network



2. Concept cycling proposals

Guildford town urban / suburban area

Cycle Corridor 1: High Street and North Street

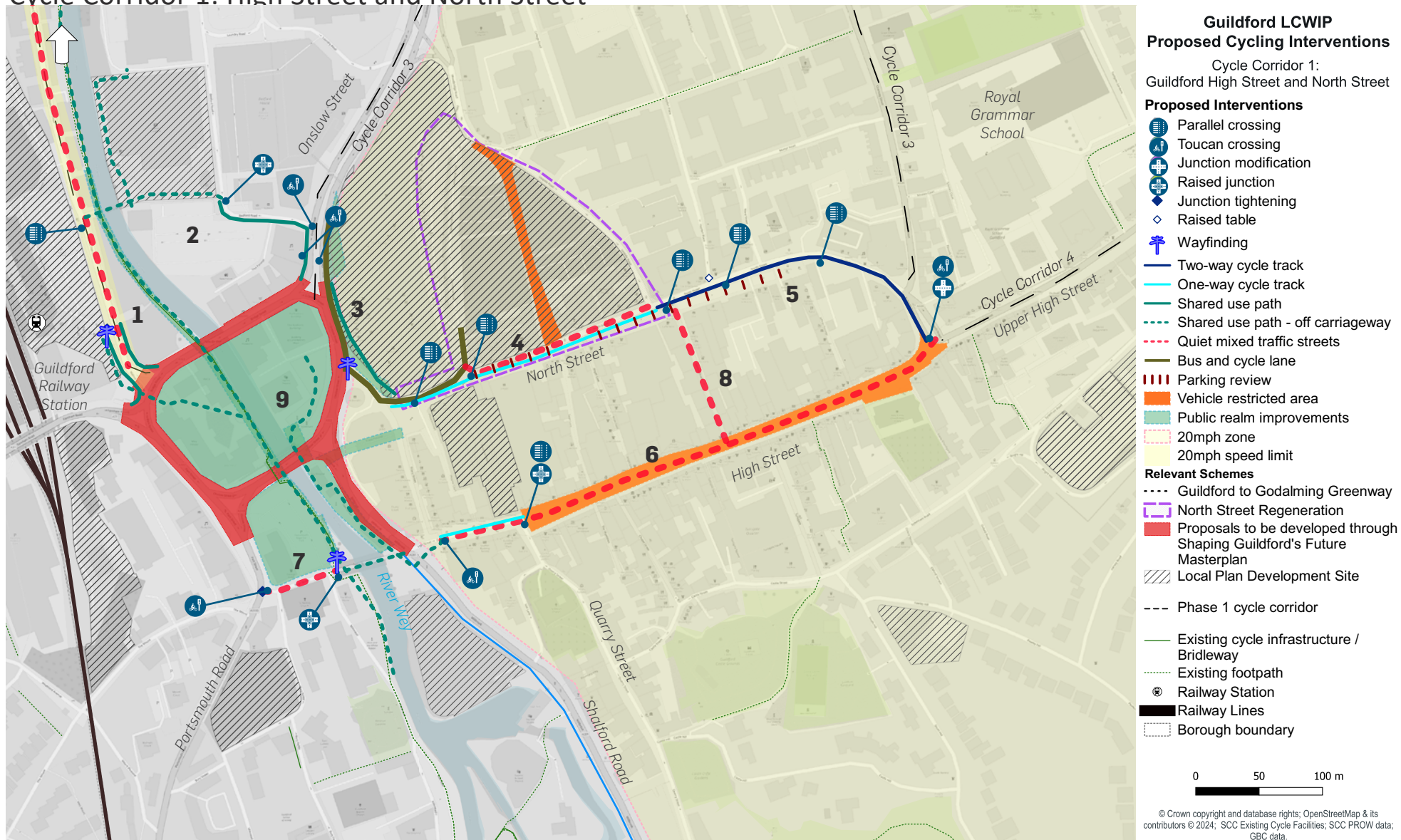


Figure 6. Cycle Corridor 1: High Street and North Street - key interventions

High Street and North Street (# 1)

The cycle corridor extends west - east through the retail centre in Guildford Town. It provides connections to Guildford Railway Station, the bus station and links to the towpaths along the River Wey. The proposed interventions complement proposals for the North Street Regeneration and Shaping Guildford's Future Masterplan¹.

Proposed Interventions:

- 1 Walnut Tree Close: Building on existing measures, designate as a quiet mixed traffic street². Reduce speed limit to 20mph and introduce traffic calming measures including horizontal deflection - buildouts to reduce vehicular speeds, introduce uncontrolled crossings with reduced crossing distance, and manage on street parking.³ Introduce a priority crossing on the approach to Walnut Bridge. Widen the footways on the approach to the gyratory to introduce short sections

- 1 The initial alignment of the corridor extended around the gyratory, however due to masterplan work the alignment now follows Walnut Bridge and the towpaths.
- 2 Following the recent changes in access to Walnut Tree Close and changing nature of the area (from industrial/commercial land use to residential and purpose-built student accommodation), the vehicular flows are estimated low. Speed reviews will be required in the future to ensure compliance with the speed limit.
- 3 Enforcement of 20 mph speed limit to be determined in the feasibility stage.



Figure 7. Access ramp to Walnut Bridge from Bedford Road. Improved access to be provided from here to Onslow Street.



Figure 8. Onslow Street / Bridge Street junction crossing. Busy junction and interaction between pedestrians and cyclists will need to be reviewed.

of shared use path, which allow access for cyclists to the existing crossings and a safer transition to the gyratory (mixed traffic)⁴.

- 2 Bedford Road: Wide shared use path along Walnut Bridge and on the south side of Bedford Road, by removing one of the traffic lanes on Bedford Road and tightening of the bellmouth at the entry to the section from Onslow Street.⁵ This will provide an east-west connection with a consistent typology of facilities between Walnut Tree Close and the town centre. A new signalised crossing on Onslow Street at the exit of Bedford Road is recommended as an aspirational proposal to enhance the connectivity and directness of the facilities.⁶ Investigate options to improve access to the towpaths from Walnut Bridge and to

- 4 Mixed traffic on the gyratory is not recommended by the LCWIP due to the high traffic flows. Proposal to be reviewed in the next stages of the design along with the Shaping Guildford's Future Masterplan.
- 5 Discussions may be required with Bedford Road Car Park for the location of the gate to ensure queuing traffic will not be obstructing the road.
- 6 The proposed aspirational crossing is required to be investigated in conjunction with the proposals for the Gyratory. The impact of the crossing on vehicle flows and southbound buses would require assessment in the feasibility stage.

introduce a pedestrian and cycle crossing on Onslow Street north of Bedford Road.

- 3 Onslow Street: Shared use paths proposed on both sides of Onslow Street to allow access for cyclists to the signalised crossings at Onslow Street / Bridge Street junction, and potentially provide a connection to York Road.⁷ Proposal will provide a consistent typology of facilities along the key corridors to the town centre. Potential widening of the existing footways is required to be investigated for the opportunity to offer comfortable facilities for pedestrians and cyclists.⁸ Upgrade existing crossings to toucan crossings. Upgrade the existing bus lane to a bus and cycle lane and extend to

⁷ See proposed cycle corridor 3/4.

⁸ Pedestrian flows are estimated high at the location. Segregation would be preferred to ensure comfort for both pedestrians and cyclists on the approach to the crossings. Proposed interventions to be reviewed in the next stages of the design along with the Shaping Guildford's Future Masterplan. The available space may be limited on the approach to the gyratory, and the proposed interventions will investigate reduction of the traffic lanes' width and/or the central island to reallocate space for the shared use path. Potential level issues at the island to be reviewed.



Figure 9. Eastern end of North Street. Pinch point on the south footway will be required to be addressed following the implementation of the cycle facilities.



Figure 10. Park Street/ High Street junction: wide bellmouth allows for high turning speeds and limits the space for pedestrians and cyclists.

the bus station to allow safe access for southbound cyclists to North Street⁹.

- 4 North Street between Onslow Street and Leapale Road: Improvements to align with the proposals set out in the North Street Regeneration plans, including footway widening, parking and vehicles access restrictions. Additional recommendations include A) North Street as one-way eastbound for vehicular traffic¹⁰ with a contra flow cycle lane for westbound cyclists¹¹ and mixed traffic for eastbound cyclists, including priority crossings to ensure safe transitions for cyclists. Parking to be allowed on the north side of the road. B) Public realm improvements at the entrance of Friary Shopping Centre to accommodate wider landing for cyclists at the crossings and allow cycle access for the northbound direction for cyclists exiting North Street¹². The additional recommendations for the eastern end of the North Street Regeneration Plan area to be reviewed in the next stages

9 Bus and cycle lanes may not be attractive for less confident cyclists. Alternative alignments proposed via the towpaths.

10 Proposal part of the North Street Regeneration plan.

11 Exact typology to be confirmed in the future stages of the design

12 North Street Regeneration plan proposals extend to North Street and Guildford Bus Station.

of the development of North Street Regeneration Plan.

- 5 North Street between Leapale Road and High Street: Two-way cycle track on the south side of the road¹³. Review on street parking and retain space for market stalls on the footway¹⁴. Improvements to the footway levels to be reviewed in the next stages of design. Introduce priority crossings at the key desire lines for pedestrians and cyclists. Improvements to North Street / High Street junction to tighten the approaches to the junction and introduce a priority crossing for pedestrians and cyclists.
- 6 High Street¹⁵: Pedestrian and Cycle Zone (vehicle restricted area) between Quarry

13 In short sections segregation between pedestrians and cyclists may not be achievable due to the limited highway width and a shared use path would be proposed. Locations of pinch points to be investigated further during the feasibility stage, subject to topographic surveys. Proposal will require relocation of the taxi rank.

14 Proposals will be subject to further consultation with relevant officers to understand needs of the market and any changes which may be forthcoming as part of the North Street redevelopment.

15 The road surface on the High Street, the high pedestrian flows and gradient do not provide an attractive option for cyclists. The High Street is proposed as part of the cycle

Street and North Street proposed, by restricting vehicular access at all times. Freight movements to be permitted during specific times of the day and market days. Cyclists to be permitted bi-directionally¹⁶. A quiet mixed traffic street is shown on the map through the High Street (VRA) to highlight the continuation of the cycle network through the town centre. Quiet mixed traffic area crossing is proposed at the western end of the High Street.

- 7 High Street between Quarry Street and Portsmouth Road: Improvements to include widening of the footways on the approach to the gyratory by reducing the carriageway width and reviewing the on-street parking needs¹⁷. Cyclists will be mixed with traffic in the westbound direction¹⁸. Permit bi-directional cycling by introducing one-way contra flow cycle track for eastbound cyclists. Introduce a priority crossing on the approach to Friary Street to allow access for eastbound cyclists to the new cycle facility. At the section west of Town

network to the cycle network to increase the permeability for cyclists and improve access to the shops. The alignment via North Street is promoted for east-west connections through the town centre.

16 Cyclists will be required to give priority to pedestrians.

17 Disabled parking to be retained.

18 Traffic flows are assumed to be low.



Figure 11. North Street Regeneration Plans June 2023 submission. Source: St Edward.

Bridge, proposed improvements include footway widening on the north side of the road by reallocating space from the carriageway. Cyclists will be mixed with traffic¹⁰. Proposal will allow junction tightening at Park Street/ High Street junction for opportunity to relocate the existing priority crossing at Park Street closer to the desire line (north of Park Street) and upgrade of the crossing to a toucan crossing for a safe exit for cyclists to the west.

- 8 Market Street: Quiet mixed traffic street to allow access between the High Street and North Street. Cyclists to be permitted bi-directionally¹⁹.
- 9 Town Centre Gyratory²⁰: Changes to the gyratory to be part of the Shaping Guildford's Future Masterplan. The proposed interventions for walking and cycling as part of the LCWIP will complement the proposals for the Masterplan. Recommendations for the gyratory to include improved provision for cyclists and pedestrians by providing segregated cycle facilities, widened footways and improved crossings. Additional public realm improvements

¹⁹ Cyclists will be required to give priority to pedestrians.

²⁰ Following the Shaping Guildford's Future Masterplan further improvements may be implemented to enhance pedestrian and cyclists provision.

are recommended along the Town Wharf for opportunity to widen the existing paths and improve personal safety. Public realm improvements are also proposed at Portsmouth Road car park, to improve the pedestrian and cycle environment. The proposal will require the reduction of space for parking and widening of paths, resurfacing where required, added planting, seating areas, shelters and added lighting. Public realm improvements proposed for the Town Wharf and the subways include repainting and lighting improvements and CCTV systems to improve personal safety.

General Items:

- » Introduce a 20mph zone for the Town Centre with additional improvements for crossings at junctions and further traffic calming measures to be reviewed in the next stages of design following speed surveys. Enforcement of 20mph speeds will be determined during the feasibility stage.
- » Improvements to the towpaths to include widening of the path with potential segregation between pedestrians and cyclists. Resurfacing is required in some locations. Added lighting will improve personal safety. Consideration should be given in the next stages of design on drainage along the path to mitigate any potential flooding issues. All proposed interventions to be discussed with National Trust.
- » Wayfinding: Review and update area-wide wayfinding system, including existing totems, to ensure up to date information is available to help cyclists (as well as pedestrians) navigate the area and illustrate the locations of local destinations and potential routes between them.
- » Cycle parking: As part of footway and public realm improvements, consider opportunities to integrate secure cycle parking near local destinations, such as Guildford Railway Station and the High Street.
- » Mobility hubs: Consider a network of mobility hubs across the area to encourage uptake of active travel modes and support place-making.

- » A separate freight study may be required for servicing in the town centre to investigate the opportunities to manage the HGV flows in the area, improve road safety and improve cycling in Guildford Town Centre. Consideration for a freight hub in the outskirts of the town and servicing to be provided with LGVs and cargo bikes. Further limitation of the hours when freight movements are permitted in the town centre may be investigated to reduce vehicular flows during peak hours. Such measures have been also identified in parallel workstreams, including the Guildford Town Centre Air Quality Action Plan.

Cycle Corridors 3 & 4: Stoke Road to Town Centre & High Street A3100

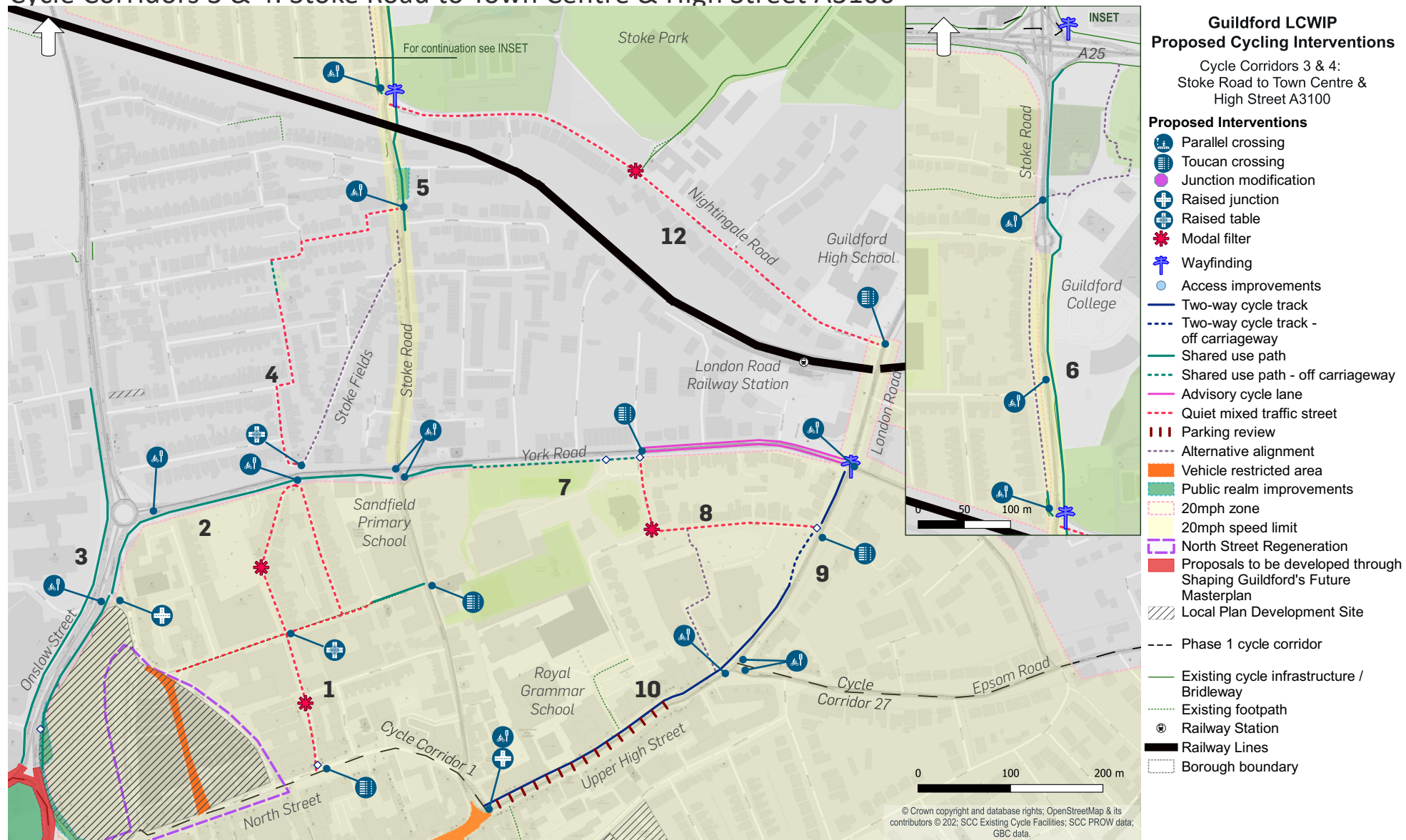


Figure 12. Cycle Corridors 3 & 4: Stoke Road to Town Centre & High Street A3100 - key interventions

Stoke Road to Town Centre & High Street A3100 (#3 & #4)

The cycle corridors extend east (#3) and north (#4) of Guildford Town Centre and provide connections to the A25, Guildford College and London Road Railway Station. The corridors were combined to ensure the continuity of the cycle network in the town centre. Additional proposals include facilities that will connect the proposed corridor to the gyratory.

The initial alignment of corridor #3 followed Stoke Road to link to North Street. However, due to space constraints and high vehicular flows on Stoke Road the alignment was amended to follow Park Road, Artillery Terrace and Haydon Place as Quietways to the Town Centre.

Proposed Interventions:

- 1 Haydon Place: Quiet mixed traffic street proposed to allow for a safe link between North Street and York Road. Introduce a modal filter south of Martyr Road and north of The Bars to restrict any through movements. Introduce additional traffic calming measures to reduce vehicular speeds. New crossing is proposed at North Street to ensure safe access to the Town Centre. Proposal to relocate the existing crossing on York Road to the east, as currently it does not follow the desire lines¹. Additional measures to ensure safe

¹ Proposal subject to topographic surveys to estimate the levels at the proposed crossing location.

access to the proposed crossings, and improvements to the levels at the road².

- 2 York Road between Stoke Road and Onslow Street: Shared use path³ proposed on the south side of the road by reallocating space from the verge and the carriageway. Consideration should be given to the levels of the facility at the western end of the section.
- 3 Onslow Street: Shared use paths proposed on both sides of the road by reallocating space from the carriageway⁴. Potential impact of proposals is to be assessed in the next stage. New crossings

2 Currently there is level difference between Haydon Place, York Road and Artillery Terrace which will be required to be reviewed in the next stages of the design to ensure the accessibility of the proposed facilities.

- 3 Segregation between pedestrians and cyclists is desirable according to LTN 1/20, but may not be feasible due to limited public highway space.
- 4 The proposal will be reviewed in the next stages of the design as there are level differences along Onslow Road. Removal of the guardrail may be required to increase the effective width of the shared use path. The desirable widths may not be achievable in short sections due to the limited highway width. Locations of pinch points to be investigated further during the feasibility stage, subject to topographic surveys.



Figure 13. Level difference between Artillery Terrace and York Road will be required to be resolved following the implementation of the new crossing.



Figure 14. Onslow Street: dual carriageway with high traffic flows. Existing footways have guardrail. Opportunity to widen the footways to accommodate shared use path to provide access to the town centre. Source: Google Street View.

are introduced on the eastern arm of York Road / Onslow Street roundabout and on the approach to the bus station, along with improvements to the junction. Additional proposals to include public realm improvements and footway widening where feasible on the east side of Onslow Street to provide the shared use path.

- 4 Park Road - Artillery Terrace: Quiet mixed traffic street and shared use path. The road currently is low traffic, with a 20mph speed limit. Improvements to levels at the northernmost section of Artillery Terrace (section as shared use path) and replace the steps to accessible ramps. There is an existing modal filter and cyclists will be permitted. Alternative alignment via Stoke Fields proposed.
- 5 Stoke Road between Park Road and Nightingale Road: Introduce a shared use path⁵ on the east side of the road by reallocating space from the carriageway. Additional proposals include upgrading the existing crossing south of Park Road to a toucan crossing and public realm improvements in the area of Kings Road southbound bus stop. Improve the access to the railway underpass and upgrade the crossings at the junction north of the railway to incorporate a new crossing of Stoke Road.

⁵ Segregation between pedestrians and cyclists is desirable according to LTN 1/20, but may not be feasible due to limited public highway space.



Figure 15. Stoke Road / Nightingale Road junction: There is no crossing on the north arm of the junction to allow access to the shared use path. Source: Google Street View.

- 6 Stoke Road between Stocton Road and A25: Introduce a shared use path on the east side of the road by reallocating space from the carriageway⁶. New crossings are proposed at Guildford College and north of the roundabout to link to the existing cycle facilities and footpaths, and improvements to the existing crossings are proposed on the A25 with increased pedestrian running phases and reduced average waiting times⁷. The area west of

⁶ Segregation between pedestrians and cyclists is desirable according to LTN 1/20, but may not be feasible due to limited public highway space. At locations the desirable widths for the shared use path may not be achievable. Alternative alignments proposed via the service road on the west side of Stoke Road and via off-carriageway paths through Guildford LIDO.

⁷ Junction modelling will be required at the location to estimate the impact of the proposals.

Stoke Road is proposed as a 20mph zone with additional traffic calming measures to be proposed.

- 7 York Road between Stoke Road and Denmark Road: A shared use path⁸ and advisory cycle lanes are proposed. The proposed facility will extend through the green space at Foxenden Quarry Playground⁹, along a widened path. The eastern extent of York Road is very constrained and segregation between cyclists and motor traffic is not feasible¹⁰. Introduce a parallel crossing at the eastern end of the shared use path to allow safe transition between the off-carriageway cycle facilities and the advisory cycle lanes. The proposed crossing will improve access to London Road Railway Station.

⁸ Segregation between pedestrians and cyclists is desirable according to LTN 1/20, but may not be feasible due to limited public highway space and potential environmental constraints.

⁹ Existing levels at the path will be required to be investigated further in the next stage of the design.

¹⁰ The traffic flows are estimated >10,000 vehicles per day (annual average daily traffic - AADT) which is above the recommended threshold for on-carriageway cycle facilities by LTN 1/20. Options for segregation were considered but likely not feasible due to carriageway and public highway constraints. An alternative alignment is proposed to provide the east-west connection.

8 Denmark Road - Dene Road: Designate as a quiet mixed traffic street as the traffic flows are assumed to be low. Investigations are required in the next stage of the design to ensure road safety at the access to the car park. Introduce a contraflow cycle lane on Dene Road to increase the permeability of the cycle network. Proposal will require review of the on-street parking. Introduce a 20mph speed limit complemented by traffic calming measures.¹¹ Introduce a modal filter to reduce any through movements and allow for a safer cycle environment.

9 London Road: Two-way cycle track on the north side of the road. Reallocate space from the carriageway at the section north of Dene Road and utilise the existing path through the green space at the section south of Dene Road¹². On-street parking requirements will need to be reviewed for opportunity to provide wider pedestrian and cycle facilities. New priority crossings are proposed at Epsom Road/London Road roundabout and improved cycle crossing at the York Road / London Road / Waterden Road junction, to allow safe transition for cyclists from the segregated cycle facilities to mixed traffic.

¹¹ Enforcement of 20 mph speed limits to be determined in the feasibility stage.

¹² Path through the green space preferred as it will not affect on-street parking at the section.



Figure 16. Off street path on London Road may accommodate cyclists. Source: Google Street View.



Figure 17. Wide highway space along Upper High Street may accommodate segregated cycle facilities, widened footways as well as on-street parking.

10 Upper High Street: Two-way cycle track on the north side by reallocating space from the carriageway. On-street parking review, it is proposed to be on the footway level at designated bays. Improvements to North Street / High Street junction to tighten the approaches to the junction and introduce a toucan crossing.

11 Nightingale Road: Quiet mixed traffic street through the residential area and to the access to Stoke Park. Introduce a modal filter east of the park entrance to reduce the vehicular flows¹³. Introduce a priority crossing on the approach to London Road to improve the access to the railway station.

General Items:

- » Introduce a 20mph zone for the Town Centre with additional improvements for crossings at junctions and further traffic calming measures to be reviewed in the next stages of design following speed surveys. Enforcement of 20 mph speed limits will be determined during the feasibility stage.
- » Wayfinding: Review and update area-wide wayfinding system. Consider measures such as wayfinding totems at key locations (e.g., railway stations, High Street/town centre) to help cyclists (as well as pedestrians) navigate the area and illustrate the locations of local destinations and potential routes between them.
- » Cycle parking: As part of footway and public realm improvements, consider opportunities to integrate secure cycle parking near local destinations, such as London Road Railway Station and the High Street.

¹³ Stakeholders reported rat-running through Nightingale Road as drivers avoid traffic on York Road.

Cycle Corridor 11: Guildford College to Woking

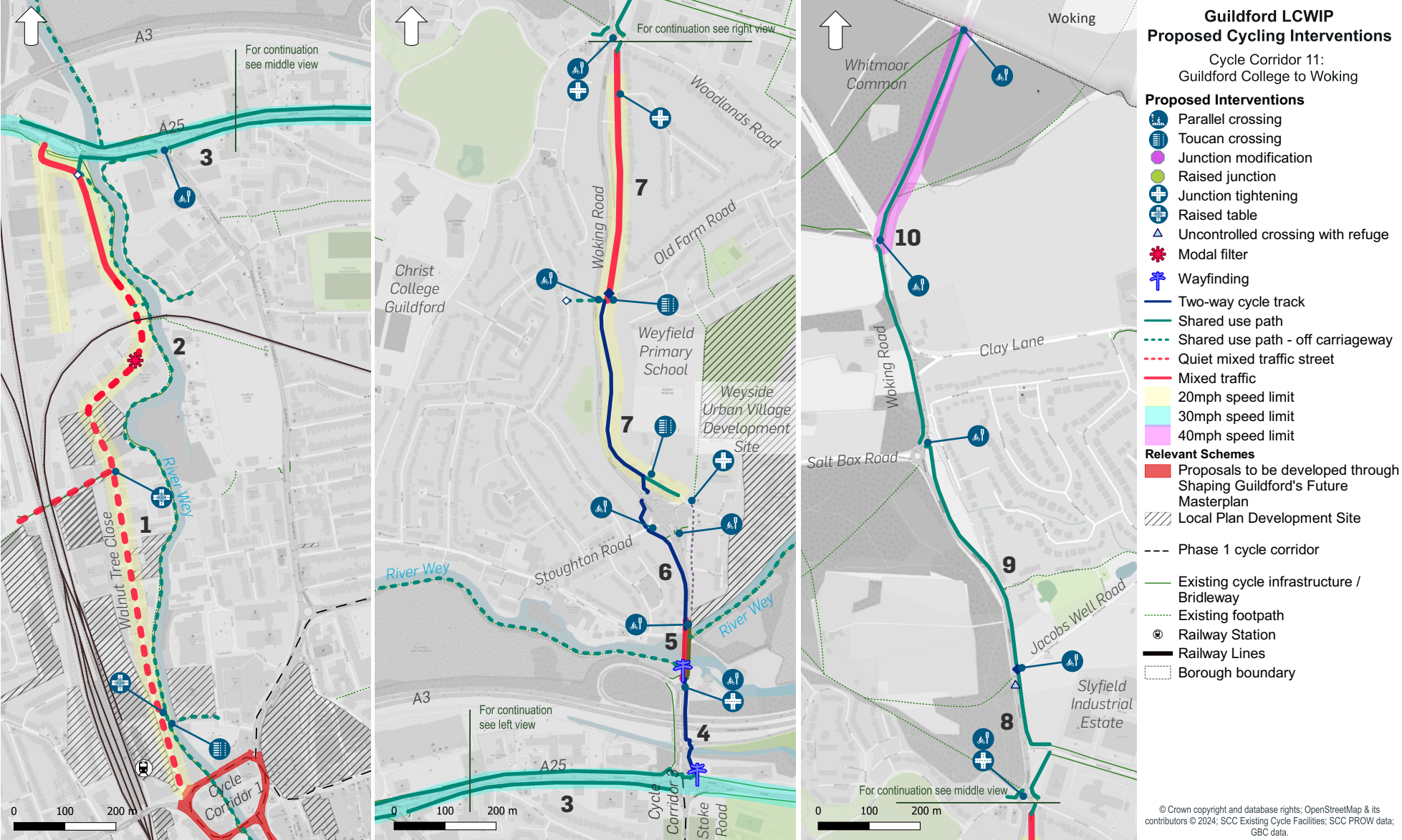


Figure 18. Cycle Corridor 11: Guildford College to Woking - key interventions



Guildford College to Woking (# 11)

The cycle corridor extends between Guildford Town Centre and Woking Borough boundary. The initial alignment connected Woking Borough and the A25. However, following stakeholder input, it was agreed to extend the corridor to link to Guildford Railway Station as well. The corridor provides connections to Woodbridge Meadows Industrial Estate east of the railway lines, River Wey towpaths, and Slyfield Industrial Estate.

The Weyside Urban Village (WUV):

Development site extends east of the cycle corridor. As part of the development proposals to improve the capacity of Woking Road have been developed¹. The proposed interventions were reviewed as part of the LCWIP and the following recommendations aim to complement the scheme.

Continuation of the proposal can be explored as part of the forthcoming Woking Borough LCWIP².

Proposed Interventions:

- 1 Walnut Tree Close: Building on existing measures, a quiet mixed traffic street is proposed. Reduce speed limit to 20mph and introduce a modal filter south of the

1 The proposals have S106 funding and at the time of the LCWIP the detailed design was being developed.

2 Study to commence in Q2 2024.

railway underpass^{3,4}. Additional traffic calming measures proposed to include horizontal deflection - buildouts to reduce vehicular speeds which will also introduce uncontrolled crossings with reduced crossing distance and manage on-street parking. Introduce a priority crossing on the approach to Walnut Bridge. Widen the footways on the approach to the gyratory to introduce short sections of shared use path to allow access for cyclists to the existing crossings.

- 2 River Wey towpath (National Trust owned): An off-carriageway shared use path is proposed as an alternative alignment of Walnut Tree Close. Improved and accessible access to the path is proposed to be investigated via Walnut Bridge⁵. North of the railway lines cyclists are proposed to use the towpath up to

3 Recent changes in the access to Walnut Tree Close restrict southbound through traffic. Proposed modal filter will restrict any through traffic in both directions. The vehicular flows are estimated to be low. Northern section of Walnut Tree Close is estimated to have higher flows of HGVs due to the access to the business park.

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

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



Figure 19. Existing modal filter on Walnut Tree Close allows northbound through traffic and restricts southbound through traffic. Cyclists are permitted bi-directionally. Proposal to restrict all through traffic and allow access only.



Figure 20. Improvements to the existing towpath are required to enhance accessibility and improve personal safety.

the A25⁶. Improvements to the path are proposed (widening, added lighting, and resurfacing) as well as improvements to the access from Walnut Tree Close via the car park. Proposed interventions to be discussed with National Trust.

- 3 A25: Improve the shared use paths on both sides of the road⁷. Proposals

6 Northern section of Walnut Tree Close is estimated to have higher flows of HGVs due to the access to the business park therefore some cyclists may not feel safe using the road.

7 Segregation between pedestrians and cyclists is desirable according to LTN 1/20, but may not be feasible due to limited public highway space. Proposal to be investigated in the next stage of design following topographical surveys.



Figure 21. Existing shared use paths on the A25 have inconsistent width and at locations are very narrow. Improvements to the facilities are required to enhance the connectivity of the network.

include widening of the facilities to higher standards, where feasible, with an addition of a 0.5m green buffer along the A25. The speed limit on the A25 is proposed to be reduced to 30mph to improve road safety through the town. Additional improvements at the side roads with raised tables and priority crossings where required.

- 4 Woking Road between A25 and A3 eastbound slip lane: Proposals include a two-way cycle track on the east side by reallocating space from the carriageway. Proposals are part of the WUV development.
- 5 Woking Road between A3 eastbound slip lane and (WUV) development site access: Mixed traffic provision. Southbound



Figure 22. River Wey Navigation bridge at A320 Woking Road: constrained pedestrian and cycle environment and high traffic flows.

cyclists may use the bus lane⁸. Introduce priority crossing north and south of the bridge to allow for a safe transition for

8 The bridge over River Wey is very constrained with two-way traffic and a southbound bus lane. The existing footways are narrow (2m width) and allow cyclists to use them. Due to space constraints no segregation may be proposed at the section. There are high traffic volumes on Woking Road (estimated >13,000 vehicles per day (annual average daily traffic - AADT)) and the vehicular speeds are estimated low, therefore the proposal is not suitable for all cyclists. The narrow width of the traffic lanes will allow cyclists to stay on the primary position on the carriageway with motorised traffic not being able to overtake them. Aspirational proposal to consider a cycle bridge.

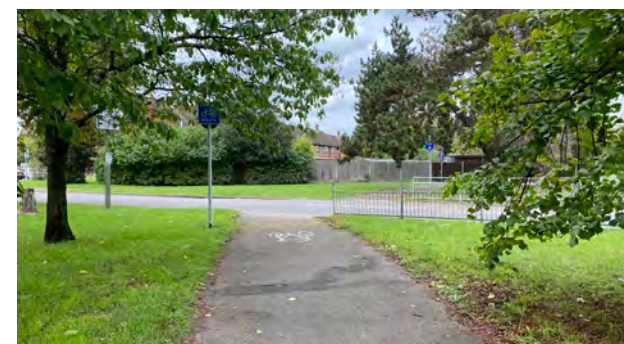


Figure 23. Existing shared use path on Woking Road to be upgraded to segregated cycle facility. New crossing of Stoughton Road required.

cyclists between the proposed segregated cycle facilities (items 4 & 6) and the on-carriageway facilities. Investigate the opportunity to convert the Woking Road / A3 eastbound slip lane roundabout to a priority junction for the implementation of the proposed crossing⁹.

- 6 Woking Road between Weyside Urban Village development site access and Stoughton Road: Two-way cycle track on the west side of the road is proposed by reallocating space from the carriageway and the verge. Introduce a priority crossing on Stoughton Road and utilise the existing crossing on the north arm of the roundabout to access Woking Road East (service road). Additional proposal to include tightening of the Woking Road/ Bellfields Road/ Mangles Road junction to reallocate space from the carriageway and introduce priority crossings.
- 7 Woking Road East (service road) between Stoughton Road and Woodlands Road: Two-way cycle track is proposed between the roundabout and Old Farm Road, by converting the western footway to cycle track¹⁰. The proposal also includes

9 Proposal may allow for wider footways and the pedestrian crossing to be located closer to the desire lines.

10 Pedestrians in the area are likely to use only the eastern footway as it extends along the houses, while the western footway extends along a wall to the A320



Figure 24. No crossings are provided at Woking Road / Woodlands Road /Hazel Avenue roundabout. Converting the roundabout to a priority junction will help tidy the movements and reallocate space for cycle facilities and new crossings.



Figure 25. New segregated cycle facility proposed along Woking Road (north of Salt Box Road) by reallocating space from the verge.

mixed traffic provision¹¹ north of Old Farm Road with additional traffic calming measures. Introduce priority crossings at key locations:

- » Priority crossing north of School Close to access the existing toucan crossing on Woking Road (north arm of Woking Road / Stoughton Road roundabout.
- » Priority crossing south of Old Farm Road to provide a safe transition between the two-way cycle track and the mixed traffic section. Additional proposal to upgrade the uncontrolled crossing on Woking Road (at the location close to Old Farm Lane) to a toucan crossing to provide a connection to Fir Tree Road.

Additional measures to consider restrictions to HGVs and 20mph speed limit.¹²

- 8 Woking Road between Woodlands Road and Jacobs Well Road: Shared use path by reallocating space from the verge¹³. Convert Woking Road / Woodlands Road / Hazel Avenue roundabout to a signalised junction¹⁴ and introduce toucan crossings.

11 Traffic flows are assumed to be low.

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

13 Segregation between pedestrians and cyclists is desirable according to LTN 1/20, but may not be feasible due to environmental constraints (area is common land).

14 Weyside Urban Village Development proposal.

- 9 Woking Road between Jacobs Well Road and Salt Box Road: Shared use path on the east side of the road by reallocating space from the verge¹⁵. Introduce a toucan crossing at Jacobs Well Road.
- 10 Woking Road between Salt Box Road and Woking Borough: Shared use path on the west side of the road by reallocating space from the verge and the carriageway¹⁶. The speed limit is proposed to be reduced to 40mph to improve the safety and comfort of cyclists. New toucan crossing north of Salt Box Road to allow cyclists to change sides of the road, and at Burdenshott Road. The proposal terminates at the border of Guildford Borough, where a toucan crossing is proposed to link to the existing bridleways and footpaths. Continuation of the proposal can be explored as part of the forthcoming Woking Borough LCWIP.

General Items:

- » Wayfinding: Review and update area-wide wayfinding system. Consider measures such as wayfinding totems at key locations (e.g., railway stations, business park, industrial area) to help cyclists to navigate the area and illustrate the locations of local destinations and potential routes between them.
- » Improvements to the towpaths to include widening of the path with potential segregation between pedestrians and cyclists. Resurfacing is required in some locations and additional lighting will improve personal safety. In the next stage of design, considerations should be given to drainage along the path to mitigate any potential flooding issues. Proposed interventions to be discussed with National Trust.
- » Cycle parking: As part of footway and public realm improvements, consider opportunities to integrate secure cycle parking near local destinations, such as Guildford Railway Station and commercial areas.

15 Pedestrian flows are assumed to be low along this section, therefore segregation is not required.

16 Pedestrian flows are assumed to be low along this section, therefore segregation is not required. Potential environmental constraints.

Cycle Corridor 27: Eastern Spoke - Epsom Road

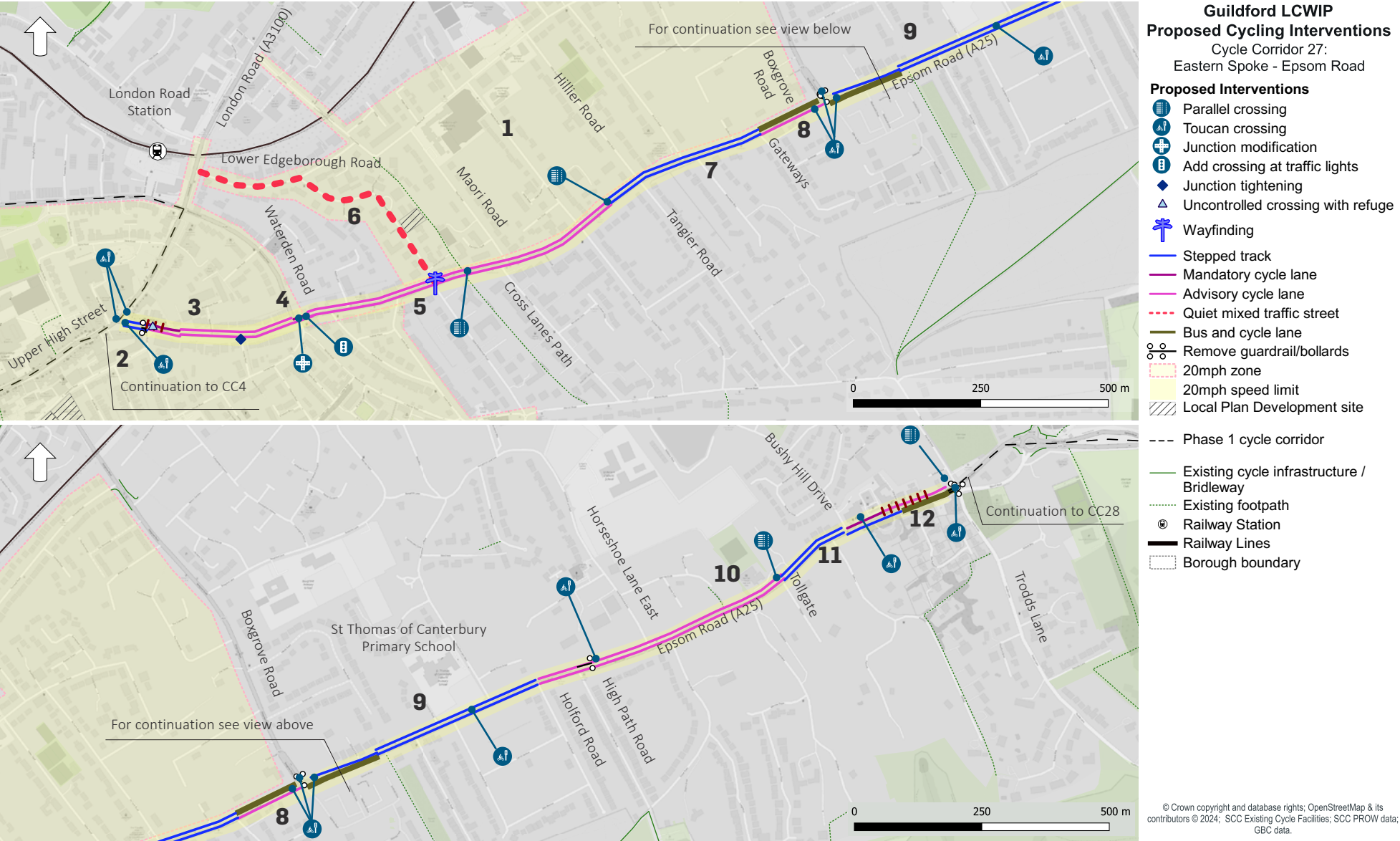


Figure 26. Cycle corridor 27: Eastern Spoke - Epsom Road - key interventions



Epsom Road (# 27)

The proposed route along the A245 and A25 connects cycle corridor #4 on Guildford Upper High Street with the village of Merrow in the north-east of Guildford where it offers onward continuity towards Effingham at the borough boundary. The route proposes a mix of stepped track and advisory cycle lanes, with short sections of mandatory cycle lane as well as bus and cycle lanes¹.

Proposed Interventions:

- 1 Epsom Road between Upper High Street and Trodds Lane: 20mph speed limit reduction along the entire link is proposed.² This would be especially beneficial in the sections with limited carriageway space available where segregated cycle facilities cannot be provided and advisory cycle lanes are proposed instead.
- 2 Upper High Street junction: Toucan crossings are proposed on all three arms to improve connectivity with Guildford High Street and London Road. Potential modification and signalisation of the junction to minimise the risks of cyclists

¹ Due to high traffic flows and limited public highway space available in multiple sections, it is not possible to provide LTN 1/20 compliant route along the entirety of the corridor.

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



Figure 27. A short section of mandatory cycle lane in front of the shops near junction with Upper High Street will provide space for cyclists travelling uphill.



Figure 28. Removal of short right turn lane at Waterden Road junction will offer space for dedicated (mandatory) eastbound cycle lane (uphill), and provision of signal-controlled crossing on the eastern arm.



Figure 29. Sections of Epsom Road offer enough carriageway and verge space to provide full segregation (stepped tracks).



Figure 30. Existing signal-controlled crossing near High Path Road to be upgraded to toucan and the guardrail removed.

using a roundabout to be investigated in the next design stage.

- 3 Epsom Road between Upper High Street and Jenner Road: The westernmost end proposes stepped track on either side of the road, with mandatory cycle lane in front of the shops where parking revision is also proposed to accommodate cycle infrastructure. This section of the eastbound cycle track has steep gradient and a mandatory cycle lane will allow cyclists to travel uphill at a slower pace.
- 4 Epsom Road junction with Waterden Road: Junction modification is proposed which would include removal of short westbound right turn lane and reallocation of carriageway space to provide short section of eastbound mandatory cycle lane for the uphill movement. A new signal controlled crossing is also proposed on the junction's east arm.
- 5 Epsom Road between Jenner Road and Tangier Road: Due to limited space available advisory cycle lane on either side of the road is proposed. A parallel crossing is also proposed in the location where Cross Lane Path intersects with Epsom Road, and the existing uncontrolled crossing east of St Omer Road bus stops to be upgraded to a priority crossing (potentially parallel).
- 6 Lower Edgeborough Road: A quiet mixed traffic street is proposed along the road

as an alternative to the main corridor to connect Epsom Road with London Road Railway Station.

- 7 Epsom Road between Tangier Road and Boxgrove Road junction: This segment proposes sufficient carriageway space to provide full segregation (stepped track) in the majority of this section, with bus and cycle lane and advisory cycle lane near Boxgrove Road junction.
- 8 Boxgrove Road junction: The LCWIP proposals for this section incorporate interventions suggested as part of the A25 Epsom Road bus improvement scheme. The proposal includes a bus and cycle lane on the eastern and western approach to the junction, with westbound advisory cycle lane between the junction and Gateways. It is also proposed to upgrade the signal-controlled crossings on the western, northern and eastern arms of the junction to toucans.
- 9 Epsom Road between Boxgrove Road junction and Holford Road: The proposals for this section include predominantly stepped track, with the uncontrolled crossing outside St Thomas Primary School upgraded to toucan.
- 10 Epsom Road between Holford Road and Tollgate: Due to limited space available, advisory cycle lanes are proposed on either side of Epsom Road, with the existing signal-controlled pedestrian crossing near the junction with High

Path Road upgraded to toucan and the guard railing associated with the crossing removed.

- 11 Epsom Road between Tollgate to Bushy Hill Drive: The section proposes stepped track on either side of the main road, with uncontrolled crossing between Tollgate and Redwood Close upgraded to a priority crossing (parallel).
- 12 Epsom Road between Bushy Hill Drive and Trodds Lane: The LCWIP proposals for this section incorporate interventions suggested as part of the A25 Epsom Road bus improvement scheme. Along the north side of Epsom Road it includes a mandatory eastbound cycle lane from the junction to the petrol station, which then is converted to advisory cycle lane towards Merrow Street. This section will require an on-street parking review to accommodate a cycling facility alongside parking. On the south side a stepped track is proposed in the westbound section, and bus and cycle lane in the eastbound section towards Trodds Lane junction. Parallel crossing is proposed at the junction with Merrow Street, and existing staggered toucan crossing on the A25 is to be redesigned to a single stage toucan to offer better onward connectivity towards Trodds Lane. At this point the Epsom Road route also connects to Cycle Corridor 28 (Epsom Road East).



Figure 31. Existing on-street parking outside shops to be reviewed and rearranged to accommodate eastbound advisory cycle lane.



Figure 32. Merrow Street / Trodds Lane toucan crossing requires improvements to provide better onward connectivity along Epsom Road and in other directions.

General Items:

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

Ash and Tongham urban area

Cycle Corridor 18: Ash Street

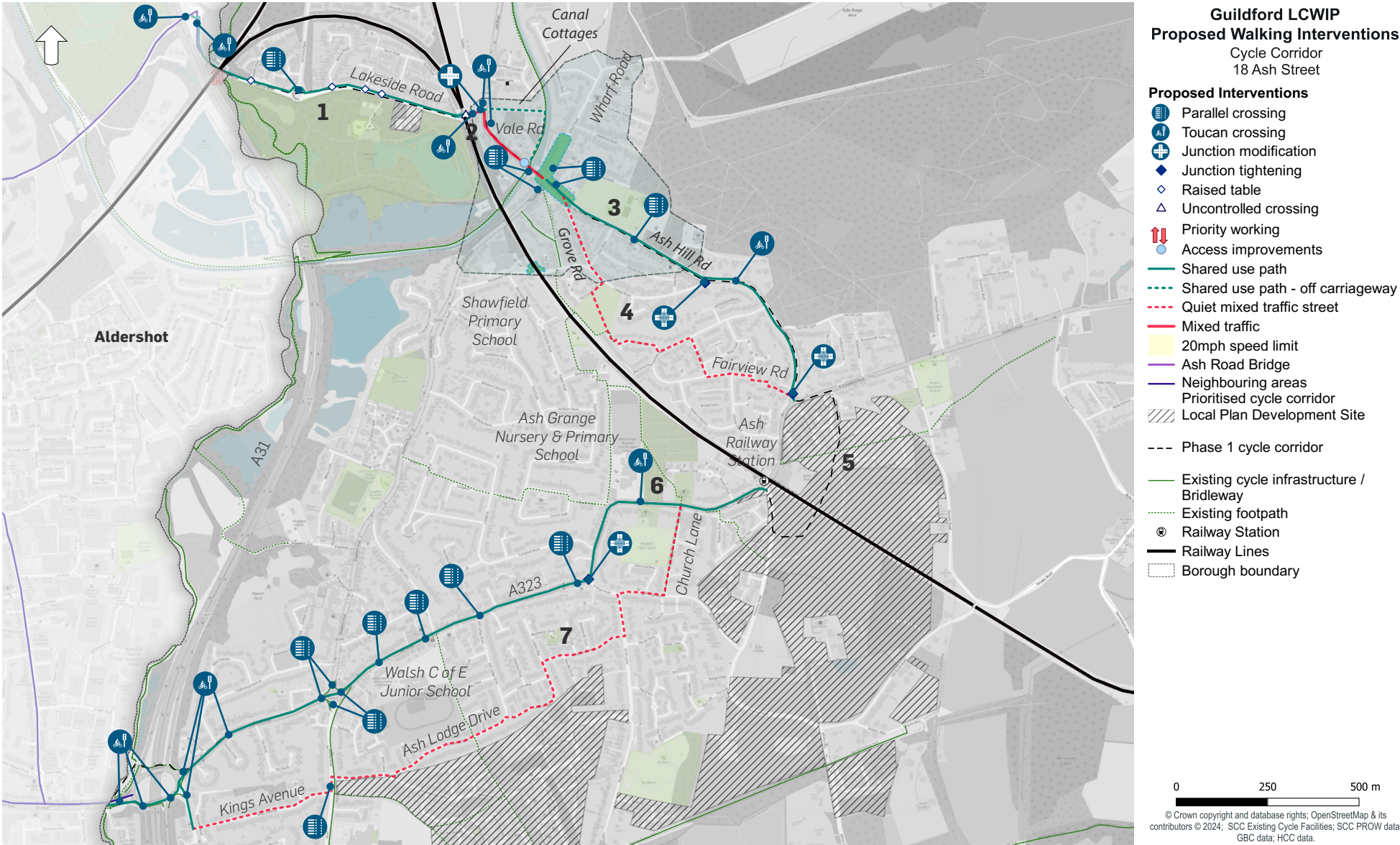


Figure 33. Cycle Corridor 18: Ash Street - key interventions



Ash Street (# 18)

The proposed route along Ash Hill Road / Aldershot Road connects cycle corridor #18 to proposed cycle corridors in neighbouring Aldershot, which explains its inverted 'C' shape. It starts at Lakeside Road, continues to Ash Railway Station, terminating at Aldershot Road roundabout at the borough boundary. The proposed interventions, described below, will start from the Lakeside Road end.

Proposed Interventions:

1 Lakeside Road: Due to the limited available space, interventions along Lakeside Road include a shared use path (SUP) along the existing footway with raised tables at the junctions to enhance priority for both cyclists and pedestrians. It also includes a parallel crossing by Old Farm Place.

2 Lakeside Road roundabout: Where Lakeside Road approaches the roundabout with Vale Road, there is very limited space, and the footway is narrow. There is not sufficient space for a segregated facility or even a SUP; therefore, for a small section (approximately 250m) the cycle corridor will be mixed traffic (accompanied by footway widening), including junction modification (replacing the mini roundabout with a priority junction).¹ To

1 Proposals for junction modification and/or removal of roundabouts will be assessed in the feasibility stage, including consideration

improve safety for cyclists and comply with cycling guidelines (LTN 1/20), it is proposed to reduce the speed limit to 20mph.² As an alternative, it is proposed to improve the connection between Canal Cottages and the existing path along Basingstoke Canal. From there, cyclists can stay along the canal or join back to Vale Road, avoiding the roundabout (refer to CWZ 12 on page 57).

3 Vale Road: Along Vale Road, further safety measures include toucan and parallel crossings, junction tightening and a 20mph speed limit.² 20 mph limit

of the impact on flows, and the type of crossings (signalised or non-signalised) to be proposed.

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



Figure 34. Alternative alignment to Ash Hill Road including the existing path (off Old School Close). Source: Google Street View.

also proposed for a section of Shawfield Road as part of CWZ interventions (Figure 33). There is an alternative route, a mixed traffic route along Vale Road (accompanied by footway widening), or via Canal Street, where a shared use path is proposed. Canal Street connects Vale Road with Basingstoke Canal towpath, leading to Ash Hill Road. which will provide connection to Vale Road south, near the canal bridge. The access from Canal Street to Basingstoke Canal towpath will benefit from signage, resurfacing and possibly lighting improvements.

4 Ash Hill Road and Fairview Road: There are also two alignments for this stretch. There is a shared use path along Ash Hill Road (accompanied by footway widening), or via a quiet mixed traffic



Figure 35. Example of SUP to be widened and uncontrolled crossing / pedestrian refuge to be upgraded to parallel crossing. Source: Google Street View.

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

- 5 Ash Road Bridge development: Between the Ash Hill Road/Guildford Road roundabout and the Guildford Road/Foreman Road junction, the Ash Road bridge is designed to include a shared use path. It is anticipated pedestrian levels on the bridge will be low as pedestrians will still be able to use the more direct and convenient alignment along Guildford Road (crossing the railway tracks via a footbridge at Ash Railway Station), and would not have to divert via the new road bridge.
- 6 Aldershot Road / A323: Due to space constraints, the cycle corridor between Ash Railway Station and A323 / Aldershot Road roundabout (across A331) is proposed as a shared use path. The existing section of shared use path is proposed to be widened. Further proposals include parallel and toucan crossings and junction tightening to support the accessibility of cyclists and pedestrians.
- 7 Alternative alignments: For both the north and south sections of the cycle corridor, there are two alternative



Figure 36. Sections to be widened along Church Lane. Source: Google Street View.

alignments. In the north there is an alternative alignment proposed along Grove Road and Fairview Road. This would be a quiet mixed traffic street and would require resurfacing in sections (as discussed in Item 4). The southern alternative alignment is along Church Lane³, Southlands Road and Ash Lodge Drive. This would be a quiet mixed traffic

³ Public Right of Way.

street, accompanied by 20mph speed limits and resurfacing and / or widening of Church Lane. Review of lighting also required.⁴

General Items:

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

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

Rural areas

Cycle Corridor 28: Epsom Road East

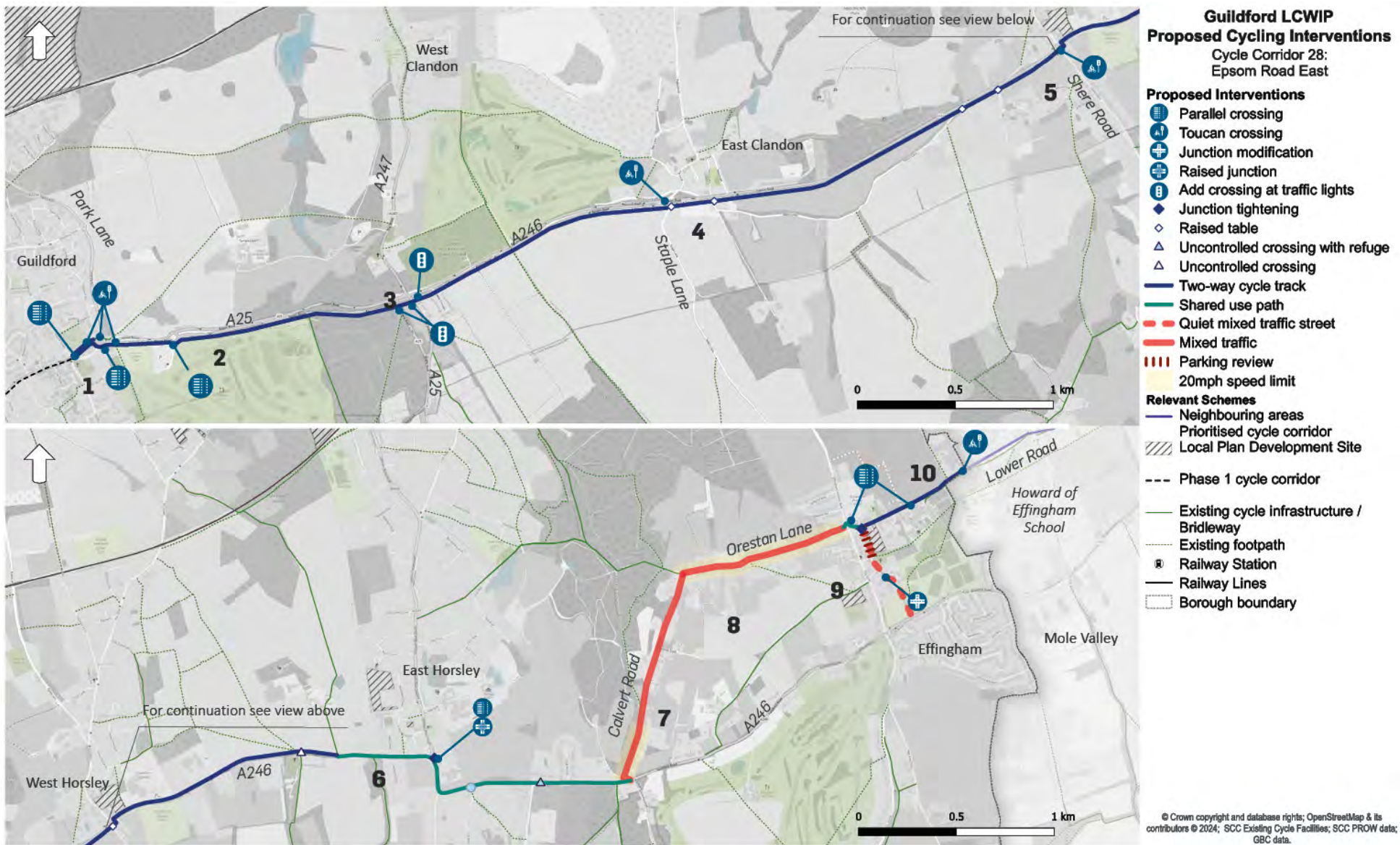


Figure 37. Cycle Corridor 28: Epsom Road East - key interventions

Epsom Road East (# 28)

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

Proposed Interventions:

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



Figure 38. Park Lane roundabout currently does not offer cycle priority crossings and is difficult to navigate for pedestrians and cyclists.



Figure 39. Existing verge along south side of Epsom Road between Park Lane roundabout and Merrow Park & Ride provides sufficient space to accommodate two-way cycle track.



Figure 40. Staple Lane junction with Epsom Road proposal includes introduction of toucan crossing on the minor road. Source: Google Street View.



Figure 41. Ockham Road junction with Epsom Road proposals include junction tightening, introduction of raised table and parallel crossing.

- 3 Epsom Road junction with A25 in West Clandon: The proposal includes integrating new cycle crossings into existing signal-controlled junction.
- 4 Epsom Road junction with Staple Lane in East Clandon: Introduction of toucan crossing to provide access to East Clandon, and raised table on Staple Lane to support onward eastbound route continuity.
- 5 Epsom Road junction with Shere Road in West Horsley: A signal-controlled crossing to enable cycle corridor transition from the south side of the A246 to the north side, and improve access to West Horsley.
- 6 East Horsley: Due to anticipated limited space available in this section of the A246, a shared use path is proposed on the north side until the Dirtham Lane/ Calvert Road junction. A raised junction treatment with parallel crossing is proposed at Ockham Road South junction in East Horsley.
- 7 Calvert Road in Effingham: The link is assumed to have low traffic speeds and flows. Traffic calming and speed limit reduction to 20mph in the southern section of the road is proposed to support mixed traffic arrangement (the northern section of Calvert Road has posted speed of 20mph).¹

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



Figure 43. Potential modification of the roundabout at the junction of The Street with Lower Road to provide safer environment for cycling.

- 8 Orestan Lane in Effingham: The link is assumed to have low traffic speeds and flows. Traffic calming and speed limit reduction to 20mph is proposed along this section to support mixed traffic arrangement.²
- 9 Orestan Lane / The Street roundabout: The proposal includes parallel crossing at north arm of the junction and a short section of shared use path on the north side of Lower Road. The Street / Lower Road roundabout junction could be potentially modified to improve cycle movements across the intersection.³

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

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



Figure 42. Orestan Lane junction with Effingham Common Road uncontrolled crossing with an island to be upgraded to parallel crossing.

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

- 10 Lower Road in Effingham: Short section of shared use path near St Lawrence Primary School which will require minimal carriageway space reallocation. Further east the route will transition to a two-way cycle track⁴ on the north side which provides connection to Mole Valley

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

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

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

General Items:

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

Cycle Corridor 47: Shalford to Chilworth

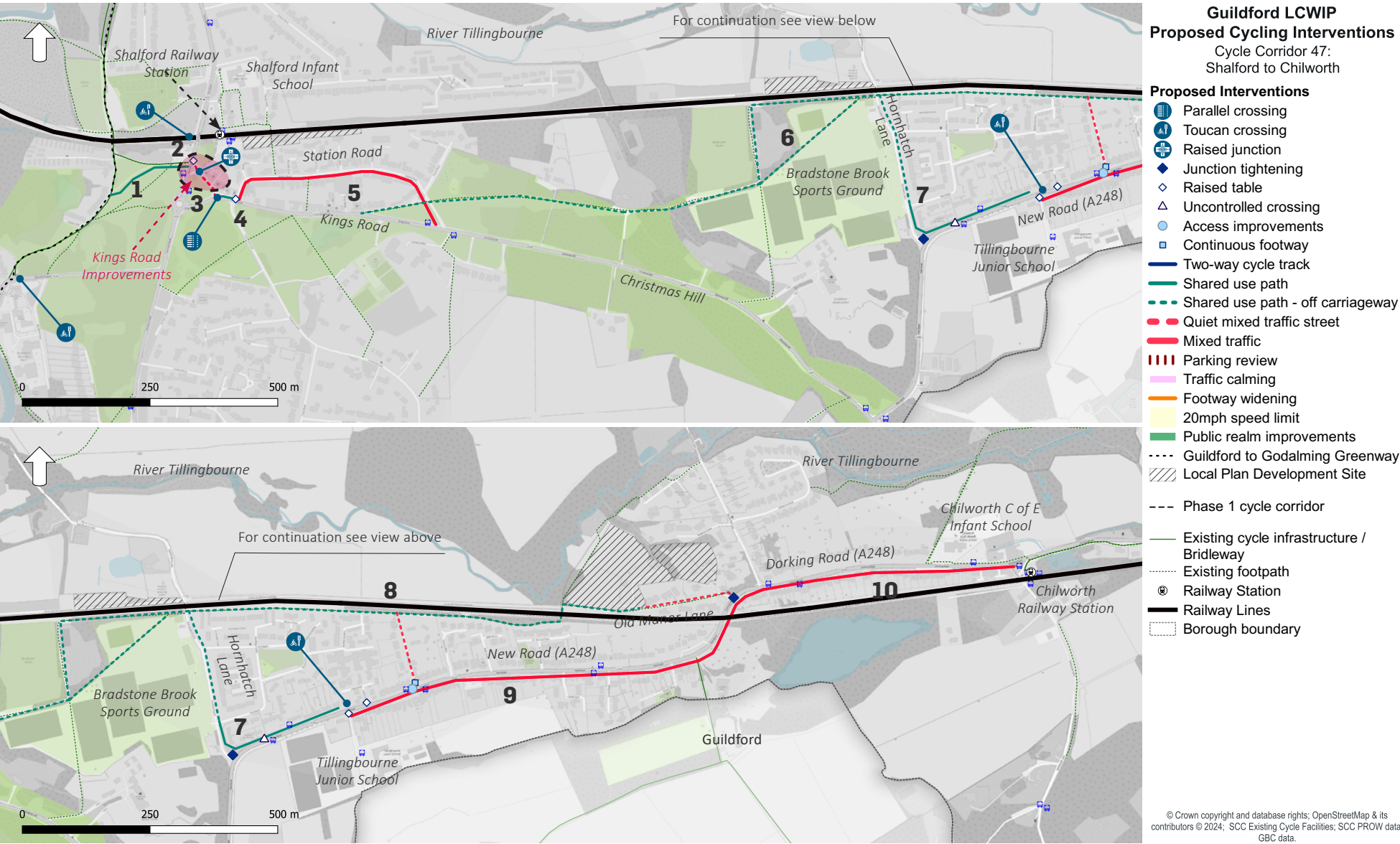


Figure 44. Cycle Corridor 47: Shalford to Chilworth - key interventions

Shalford to Chilworth (# 47)

The cycle corridor intersects with Shalford Core Walking Zone, and multiple proposed interventions in Shalford centre are relevant to both walking and cycling improvements. The corridor provides a link between Shalford Infant School and Tillingbourne Junior School in Chilworth, and its westernmost section includes the proposed Guildford to Godalming Greenway. Multiple design interventions included as part of this cycle corridor are relevant and are included in Shalford Core Walking Zone #15 and are described in more detail on page 61.

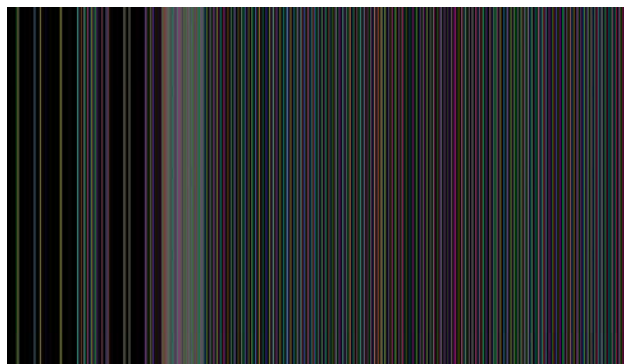


Figure 45. Dagley Lane requires resurfacing to provide high quality off-line link for cyclists and pedestrians. It will be delivered as part of Guildford to Godalming Greenway work.

Proposed Interventions:

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



Figure 46. King's Road intersection with Horsham Road offers an opportunity for junction redesign and removal of the short section of carriageway between Kings Road and Horsham Road south of the water drinking fountain.

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

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



Figure 47. Raised junction treatment is proposed for King's Road junction with Station Approach.

treatment is proposed at the junction with Station Approach, to slow down traffic and offer additional protection to cyclists in mixed traffic arrangement. Alternatively, the cycle corridor could utilise the northern verge of common land located immediately to the south of King's Road¹.

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

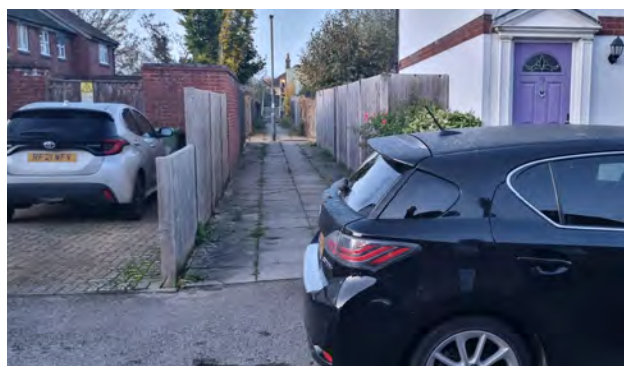


Figure 48. Localised parking review is proposed along Station Road to improve quality of mixed traffic arrangement and pedestrian accessibility local destinations.

- 4 King's Road junction with Station Road: A parallel crossing is proposed at the King's Road priority junction, near Snooty Fox, and a short section of shared use path in front of Boots pharmacy, which will provide onward connectivity and link with the mixed traffic arrangement along Station Road. Additional cycle parking is also proposed in the commercial centre of the village. Further engagement with Shalford Placemaking project is required to ensure synergies between the two workstreams.
- 5 Station Road: It is proposed to reduce speed limit to 20mph and provide additional traffic calming measures to support mixed traffic arrangement along the road, and slow down traffic especially



Figure 49. Existing public footpath through Bradstone Brook Sports Ground can potentially offer alternative alignment to the public right of way alongside the railway line.

near the Pound Place junction blind spot.² A localised on-street parking review is also proposed to improve pedestrian comfort along the road and permeability of the area.

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

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



Figure 50. Potential to introduce a toucan crossing on New Road near Tillingbourne School access.

- 7 Hornhatch Lane: Existing footway on the eastern side of the road is proposed to be upgraded to shared use path, and Hornhatch Lane junction with New Road to be tightened.
- 8 PROW alongside railway line: Investigate whether there is sufficient width to upgrade existing right of way to shared use path (bridleway). It will connect Shalford with Chilworth by bypassing a large section of New Road. This alignment requires the route to cross over the railway line, and details of potential crossing have not been investigated at this stage. In the eastern section the route will continue along Old Manor Lane in a quiet mixed traffic street arrangement until the junction with Dorking Road.
- 9 New Road: Short section of shared use path is proposed in the western section of the road between Hornhatch Lane junction and Tillingbourne School, with an uncontrolled crossing near the bus stops and a toucan crossing outside the school. This will provide an active travel connection to the school separated from traffic. Traffic calming features are proposed along New Road, with a parking review undertaken in the vicinity of Tillingbourne School to be investigated further in next stage of design. Additionally, a quiet mixed traffic street arrangement is suggested along Chantry Road, which will connect the

New Road corridor with the shared use path proposed alongside the railway line.

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

General Items:

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



3. Concept walking proposals

Core Walking Zone 1: Guildford Town Centre

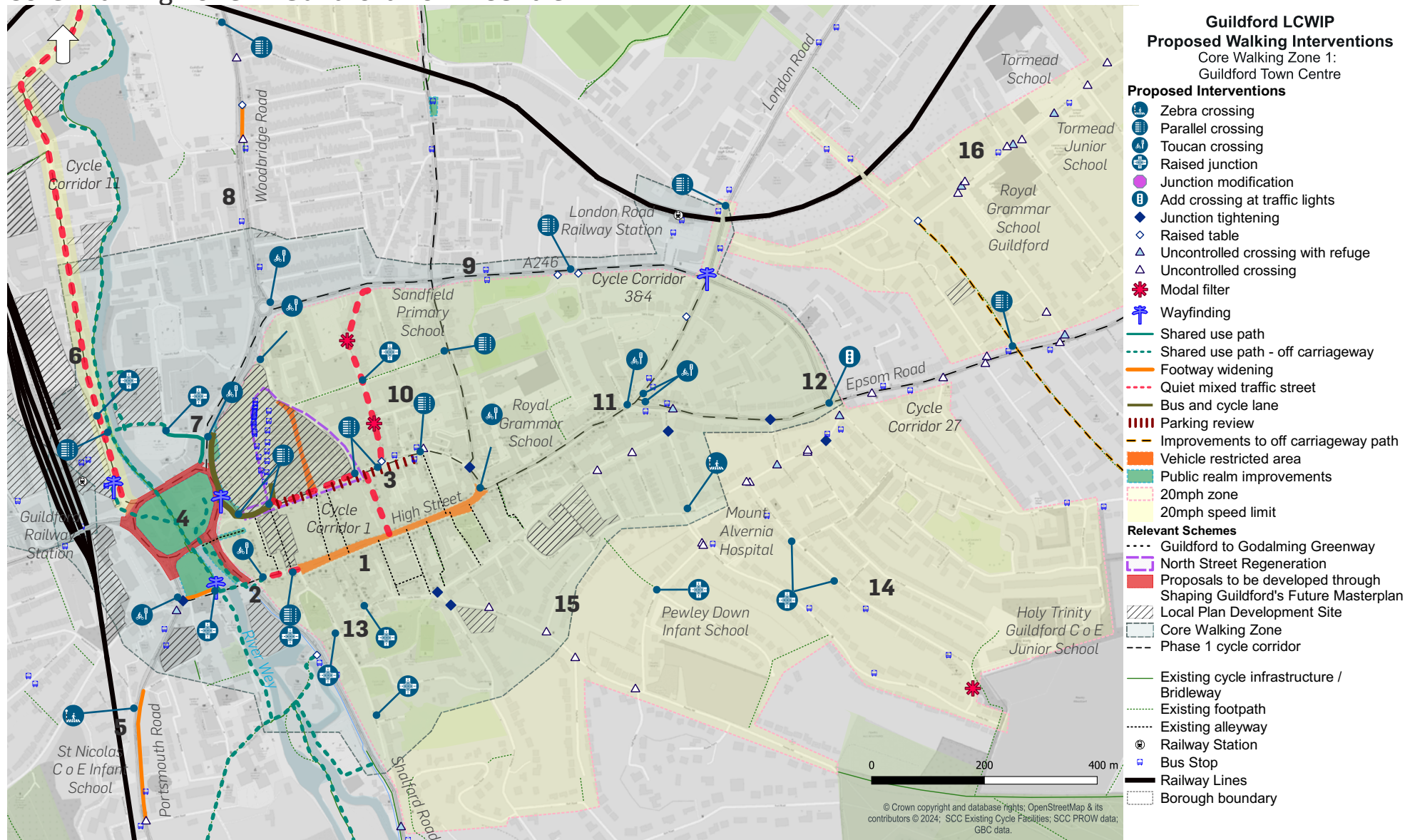


Figure 51. Core Walking Zone 1: Guildford Town Centre - key interventions

Guildford Town Centre (# 1)

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

Proposed Interventions:

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

¹ Cyclists will be required to give priority to pedestrians.



Figure 52. Guildford High Street. Wide space is provided for vehicular use when access is permitted for motorised traffic. Opportunity for public realm improvements including parklets and sitting areas.

- for this section also include: parklets with planting to increase the green infrastructure along the High Street, shelters to protect from the weather and cycle parking.
- 2 High Street between Quarry Street and Portsmouth Road: Improvements to include widening of the footways on the approach to the gyratory by reducing the carriageway width and reviewing parking needs². Introduce a priority crossing on the approach to Friary Street at the key desire line to allow access to the vehicle restricted area north of the High Street. At the section west of Town Bridge improvements include footway widening on the north side of the road by reallocating space from the carriageway.

² Disabled parking to be retained



Figure 53. Guildford High Street (east of Portsmouth Road): Wide carriageway and narrow footways. Proposal to enhance the public realm at the location with widened footways and improvements in the car park to the right of this figure.

- Proposal will allow junction tightening at Park Street/ High Street junction for opportunity to relocate the existing signal-controlled crossing at Park Street with a toucan crossing closer to the desire line.
- 3 North Street: Improvements to align with the proposals set out in the North Street Regeneration plan between Onslow Street and Leapale Road. Proposals include footway widening, access restrictions and public realm improvements. East of Leapale road, review on street parking and retain space for market stalls on the footway. Improvements to the footway levels to be reviewed in the next stages of design. Introduce priority crossings at the key desire lines for pedestrians and cyclists.

- 4 Town Centre Gyratory³: Changes to the gyratory to be part of Shaping Guildford's Future Masterplan. The proposed interventions for walking and cycling as part of the LCWIP will complement the proposals for the Masterplan. Recommendations for the gyratory to include improved provision for cyclists and pedestrians by providing segregated cycle facilities, widened footways and improved crossings. Additional public realm improvements are recommended along the Town Wharf for opportunity to widen the existing paths and improve personal safety. Public realm improvements are also proposed at Portsmouth Road car park, to improve the pedestrian and cycle environment. The proposal will require reduction of the space for parking and widening of the paths, added planting, seating areas and shelters.
- 5 Portsmouth Road: Footway widening on the east side at the section where there is no footway on the west side. Introduce a zebra crossing at the southern end of the western footway to allow safe transition between the two sides of the road.
- 6 Walnut Tree Close: Building on previous interventions, designate as a quiet

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

mixed traffic street. Reduce speed limit to 20mph and introduce traffic calming measures including horizontal deflection - buildouts to reduce vehicular speeds, introduce uncontrolled crossings with reduced crossing distance, and manage on street parking. Introduce a priority crossing on the approach to Walnut Bridge and tighten the approaches to the railway station car park to improve access for pedestrians⁴. Investigate options to improve access to the towpaths from Walnut Bridge⁵.

- 7 Onslow Street - Bedford Road: Localised footway widening is proposed to accommodate a wide shared use path on both sides of Onslow Street⁶ to allow improved access to the signalised crossings at Onslow Street / Bridge Street junction⁷, and provide a connection to

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

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

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

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



Figure 54. Woodbridge Road: High traffic flows, and narrow footways. Opportunities for localised footway widening, improve side road crossings and new crossing south of the railway lines to access Walnut Tree Close.



Figure 55. Upper High Street: Wide carriageway space may be reallocated for widened pedestrian facilities and new cycle facilities.

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

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

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

9 Proposed interventions are additional recommendations for the eastern end of



Figure 56. Upgrade existing crossing on Harvey Road to a zebra crossing to improve access to the town centre and the hospital. Source: Google Street View.

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

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

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

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

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

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

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

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

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

- 14 Residential area south of Harvey Road: Introduce a modal filter/bus gate at Addison Road to restrict through traffic on the approach to Holy Trinity School. Additional traffic calming measures to include raised junctions and improved crossings to enhance the pedestrian environment and reduce vehicular speeds. Introduce a zebra crossing at Harvey Road to provide a link to the Town Centre.
- 15 Introduce a 20mph zone for the Town Centre with additional improvements for the crossings at the junctions and further traffic calming measures to be reviewed in the next stages of the design following speed surveys.
- 16 Residential area north of Epsom Road: Crossing improvements to support access to Tormead and RGS schools. Improvements to the Cross Lanes path, including widening, and added lighting from Epsom Road. Introduce a 20mph zone with supporting traffic calming measures.

General Items:

- » Wayfinding: Review and update area-wide wayfinding system. Consider measures such as wayfinding totems at key locations (e.g., railway stations, High Street/town centre) to help pedestrians navigate the area and illustrate the locations of local destinations and potential walking routes between them.
- » Accessibility: Install improved dropped kerbs and tactile paving at side road crossings/junctions where they are currently missing.
- » Planting, seating, and shelter: As part of footway and public realm improvements, consider opportunities for additional planting, street trees, seating, and/or shelter to improve the accessibility of walking to a wider range of the population.
- » Cycle parking: As part of footway and public realm improvements, consider opportunities to integrate secure cycle parking near local destinations, such as Guildford Railway Station and the High Street.
- » Mobility hubs: Consider a network of mobility hubs across the CWZ to encourage uptake of active travel modes and support place-making.
- » A separate freight study may be required for servicing in the town centre to investigate the opportunities to manage the HGV flows in the area, improve road safety and improve cycling in Guildford Town Centre. Consideration for a freight hub in the outskirts of the town and servicing to be provided with LGVs and cargo bikes. Further limitation of the hours when freight movements are permitted in the town centre may be investigated to

reduce vehicular flows during peak hours. Such measures have been also identified in parallel workstreams, including the Guildford Town Centre Air Quality Action Plan.

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

Core Walking Zone 2: Guildford Park

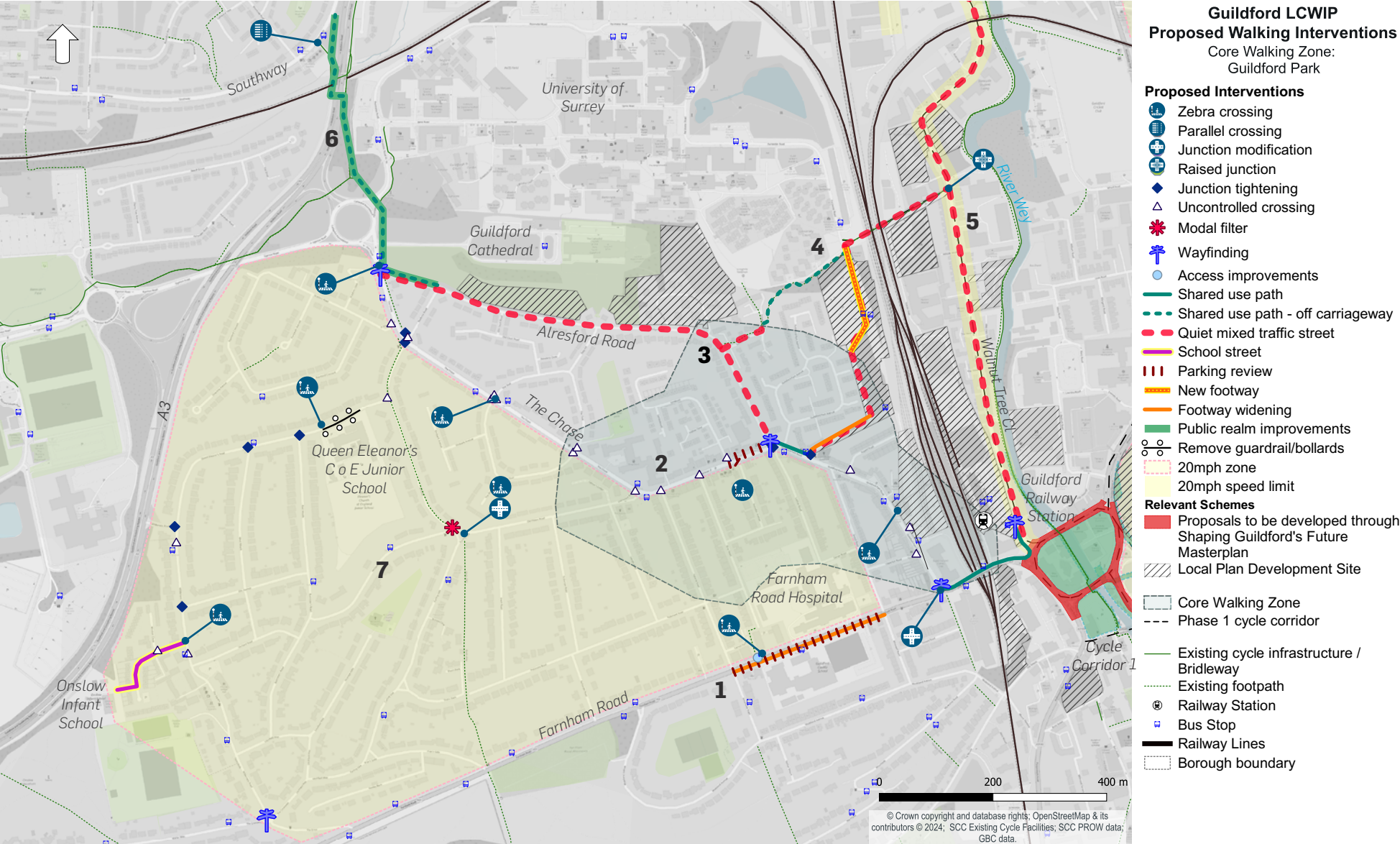


Figure 57. Core Walking Zone 2: Guildford Park - key interventions

Guildford Park (#2)

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

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

Proposed Interventions:

- 1 Farnham Road: Improve connectivity across the railway tracks by widening the northern footway on the railway bridge and introducing a shared use path¹. Convert Farnham Road / Guildford Park Road roundabout to a signalised junction for opportunity to widen the footways

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

at the junction and introduce a priority crossing for pedestrians and cyclists.² Review on-street parking needs around the hospital for opportunity to widen the footway on the approach to the hospital and Guildford County School and introduce a zebra crossing.

- 2 Guildford Park Road - The Chase³: It is a key corridor through the CWZ with a number of interventions. Improve access to the railway station bridge by introducing a zebra crossing. Investigate footway widening at the section between Ridgemount and Guildford Park Road to introduce a short section of shared use path to improve the connection between the route to the University and the route to Yorky's Bridge. Tighten Guildford Park Road / Ridgemount junction and introduce a zebra crossing. Review on-street parking needs along the shops west of Ridgemount and investigate potential to relocate parking to the side roads. Introduce a zebra crossing east of the Oval to improve access to the bus stops. Tighten The Chase / Benbrick Road

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

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

/ St John's Road junction to complement the implementation of a new zebra crossing (as part of a separate scheme)⁴. Improve side roads along the road by introducing uncontrolled crossings.

- 3 Alresford Road - Ridgemount: Quiet mixed traffic street. Reduce speed limit to 20mph and introduce traffic calming measures including horizontal deflection.
- 4 Yorky's Bridge: Improved pedestrian facilities at the approach to the bridge along Guildford Park Road with a new footway through the current Guildford Park Road Car Park⁵. Improve the existing off-carriageway path to Scholar's Walk. Resurface and widen the path, add lighting and improve access to the path. East of the railway, improvements to include managing of on-street parking and a raised junction on Walnut Tree Close with uncontrolled crossings.
- 5 Walnut Tree Close: Building on existing measures, designate as a quiet mixed traffic street. Reduce speed limit to 20mph and introduce traffic calming

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

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



Figure 58. Opportunity to widen footways along Farnham Road (along the school and the hospital) by reallocating space from the carriageway (parking). Source: Google Street View.



Figure 60. Parking on the footway along the local shops was observed. Measures to restrict parking on the footway to allow for unobstructed pedestrian environment to be investigated.



Figure 59. West entrance to Guildford Railway Station. Existing crossing to be upgraded to zebra to improve safety for the access to the station.

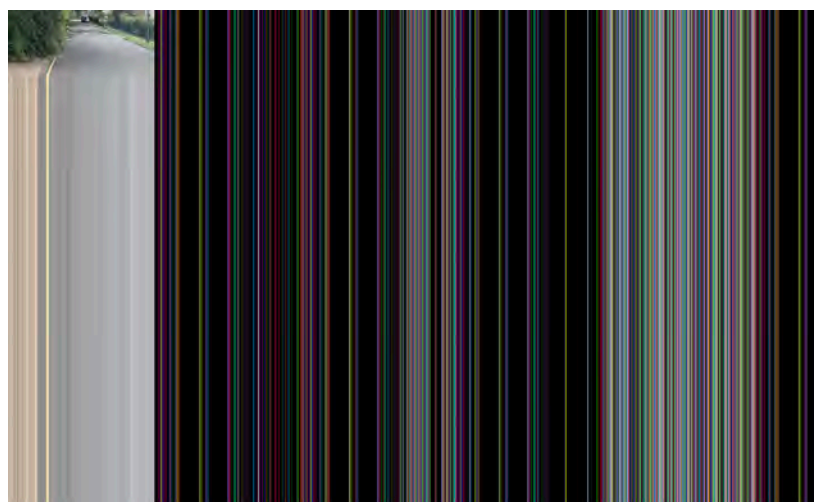


Figure 61. Quietway along Alresford Road. Existing traffic calming measures to be retained and enhanced.

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

- 6 A3 underpass: Public realm improvements for personal safety, including enhanced lighting, better vegetation management repainting of the subway, an improved CCTV system, and review of desire lines at the northern entrance. Through vegetation maintenance management, the ramp leading to the footbridge may be widened. Introduce a priority crossing on Southway at the exit of the off-carriageway path to improve access.
- 7 Residential area east of The Chase: Introduce a 20mph zone with additional improvements for the pedestrian crossings, tightening of the junctions and further traffic calming measures.⁷ Propose a modal filter at Elmside / Old Palace Road to restrict through movements and modify the junction of Curling Vale by tightening and removing the slip road and introducing a zebra crossing. Propose a school street to improve safety

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

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

and encourage active travel modes for daily trips to Onslow Infant School⁸ and introduce a zebra crossing on Wilderness Road to access the school. Upgrade existing uncontrolled crossing at Queen Eleanor's School to a zebra crossing and remove the bollards to increase the effective width of the footway.

General Items:

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

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

destinations, such as Guildford Railway Station and retail areas.

- » Mobility hubs: Consider a network of mobility hubs across the CWZ to encourage uptake of active travel modes and support place-making.
- » Footway width: Existing footway widths along the identified walking corridors to be reviewed in the feasibility design stage when more accurate measurement information will be available in so far as all footways meet accessibility standards.

Core Walking Zone 8: Aldershot Road

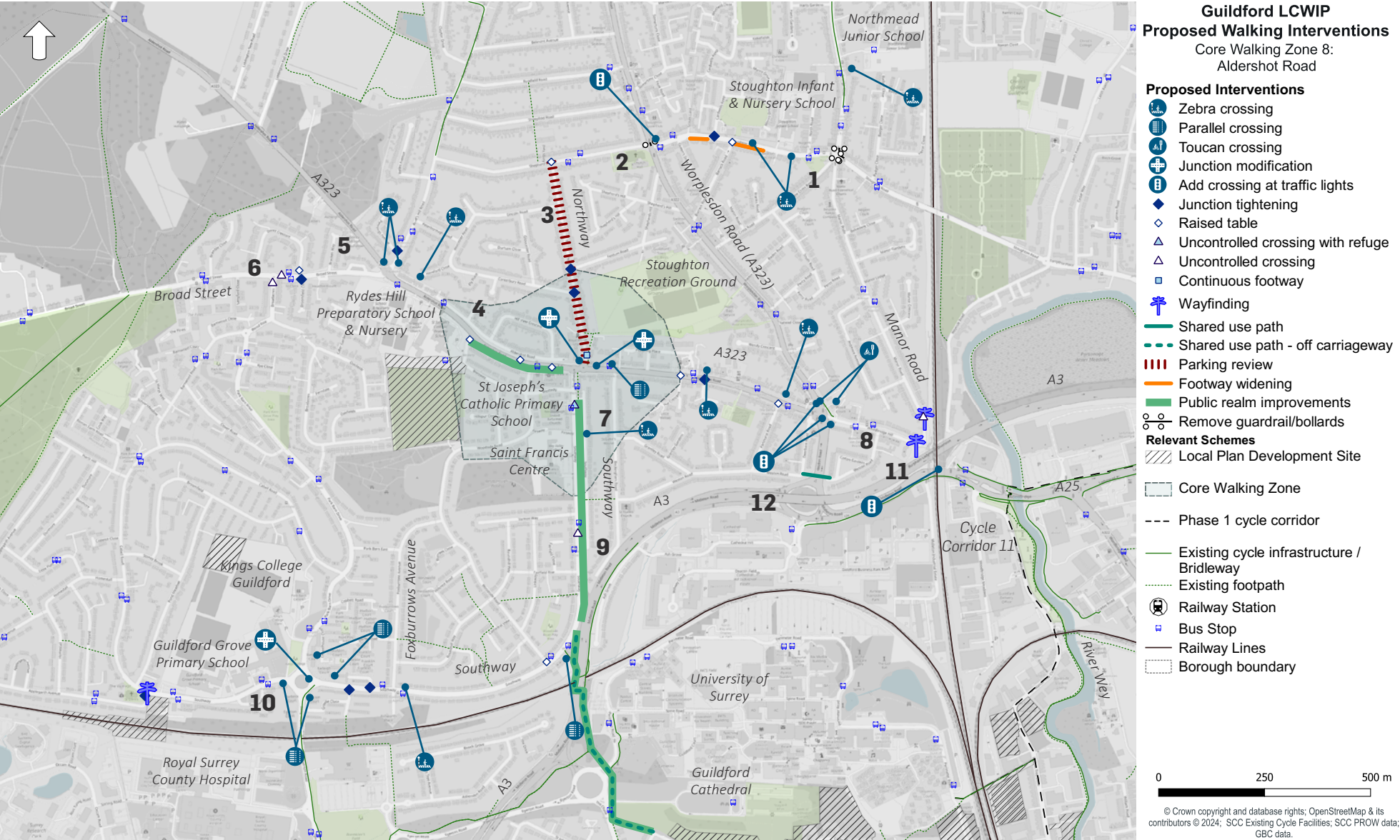


Figure 62. Core Walking Zone 2 Aldershot Road - key interventions



Aldershot Road (# 8)

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

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

Proposed Interventions:

- 1 Stoughton Road between Manor Road and Worplesdon Road: Guardrail removal is proposed at the junction with Manor Road. Outside Stoughton Infant School a new zebra crossing is proposed, and an upgrade of existing uncontrolled crossing with traffic island east of Barrack Road junction to zebra. The proposal also includes localised footway widening along the southern side of Stoughton Road.
- 2 Stoughton Road junction with Worplesdon Road: Minor junction amendments are proposed which include the introduction of a pedestrian phase to the existing traffic signals on the east and south arms, and the removal of guardrail from the north arm pedestrian island.
- 3 Northway: Review of existing parking is proposed along Northway to remove footway parking and maximise available footway space for pedestrians. The



Figure 63. Existing guardrail at Stoughton Road junction with Manor Road. Source: Google Street View.



Figure 64. Worplesdon Road junction with Stoughton Road currently does not include signal-controlled pedestrian crossings on two arms. Source: Google Street View.



Figure 65. Double mini-roundabout provision at the intersection of Aldershot Road with Southway and Northway. Source: Google Street View.

- proposal also includes the tightening of Fentum Road and Canterbury Road side junctions.
- 4 Aldershot Road: A new zebra crossing is proposed in the vicinity of St Mary's Church and Rydes Hill Preparatory School to improve access to nearby schools and bus stops.
- 5 Ryde's Hill Road roundabout: At the junction with Aldershot Road it is proposed to provide priority crossings on all four arms to improve connectivity and safety for pedestrians while crossing the road.
- 6 Broad Street: The proposal includes improvements to existing crossings along the link, as well as Broomfield Close junction tightening, continuous footway arrangement on Dorrit Crescent,



Figure 66. Aldershot Road parade of shop offers opportunity for public realm improvements. Source: Google Street View.



Figure 67. Green verge on the eastern side of Southway can create possibility for provision of a linear park. Source: Google Street View.



Figure 68. Southway Roundabout review can provide tighter junction arrangement with improved walking and cycling facilities. Source: Google Street View.

and uncontrolled crossing point at the junction with Broadacres.

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

¹ Proposals for junction modification and/or removal of roundabouts will be assessed in the feasibility stage, including consideration of the impact on flows, and the type of

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

- 9 Southway: Public realm improvements are proposed along the eastern section of the road with a zebra crossing proposed crossings (signalised or non-signalised) to be proposed.

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

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

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

- 10 Applegarth Avenue: A signal controlled crossing near Applegarth Avenue is proposed and wayfinding information to the Christmas Pie Trail.
- 11 Woodbridge Hill/Midleton Industrial Estate Road: Wayfinding is proposed on the approach to the footbridge on the north side, and pedestrian phase to be added to existing signal controlled junction of Midleton Industrial Estate with Midleton Road A25.
- 12 Weston Road footbridge: The existing bridge is not suitable for cycling due to a low parapet. In order to allow cycling, the parapet has to be raised. An aspirational proposal for this location includes widening the existing bridge or provision of a new structure which can accommodate pedestrian and cycle movements.

General Items:

- » Wayfinding: Review and update area-wide wayfinding system. Consider measures such as wayfinding totems and fingerposts at key locations (e.g., railway station, university and



Figure 69. Existing signalised junction of Midleton Industrial Estate Road with A25 does not offer signal-controlled pedestrian crossing.

- on the approach to Christmas Pie Trail) to help pedestrians navigate the area and illustrate the locations of local destinations and potential walking routes between them.
- » Accessibility: Install improved dropped kerbs and tactile paving at side road crossings/junctions where they are currently missing.
- » Planting, seating, and shelter: As part of footway and public realm improvements, consider opportunities for additional planting, street trees, seating, and/or shelter to improve the accessibility of walking to a wider range of the population.
- » Cycle parking: As part of footway and public realm improvements, consider opportunities to integrate secure cycle parking near local destinations, such as employment areas, schools and retail areas.
- » Mobility hubs: Consider a network of mobility hubs across the CWZ to encourage uptake of active travel modes and support place-making.
- » Footway width: Existing footway widths along the identified walking corridors to be reviewed in the feasibility design stage when more accurate measurement information will be available in so far as all footways meet accessibility standards.

Ash and Tongham urban area

Core Walking Zone 12: Ash

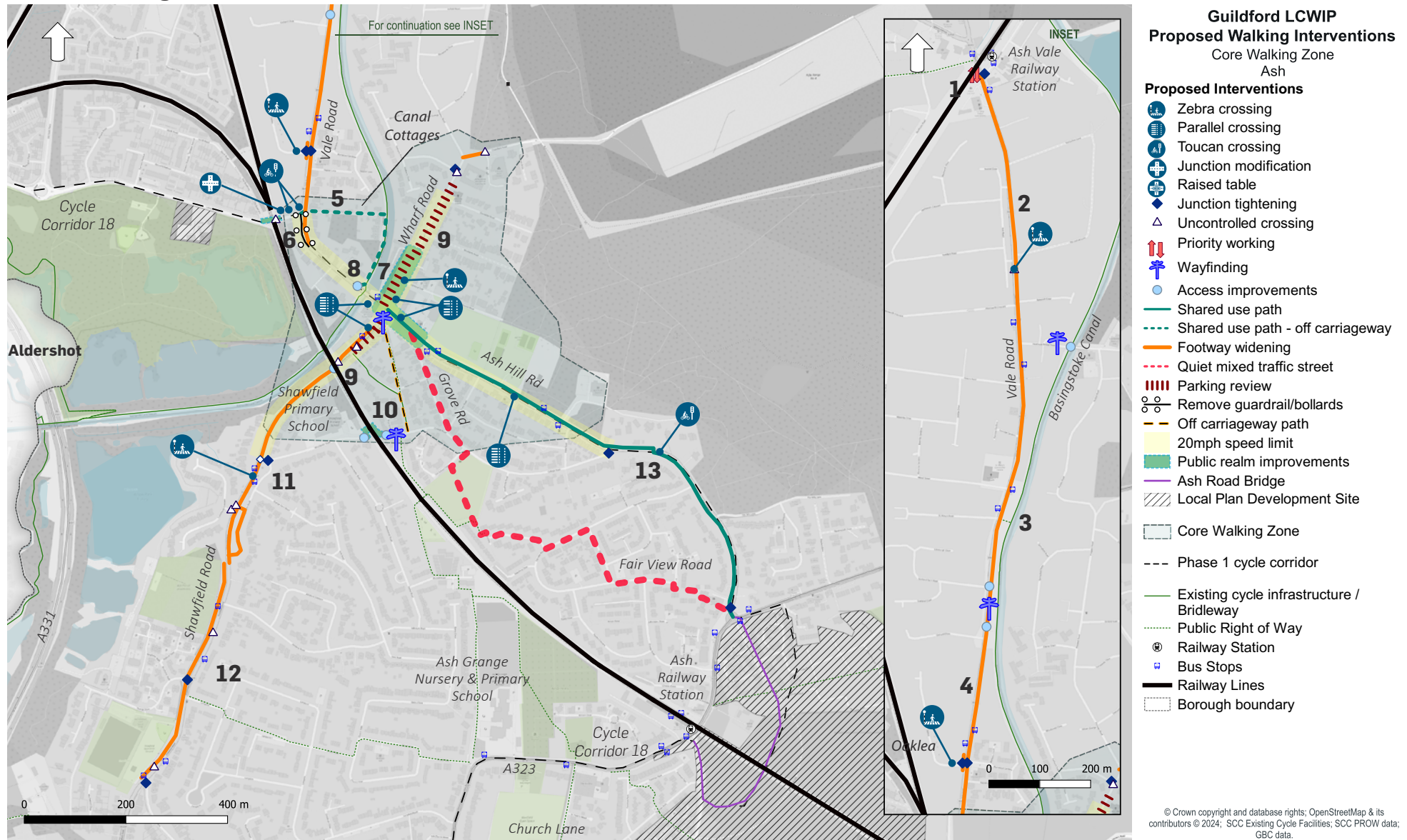


Figure 70. Core Walking Zone 12 Ash - key interventions.

Ash (#12)

Ash Core Walking Zone (CWZ) focuses on the area surrounding the intersection of Wharf Road, Ash Hill Road and Shawfield Road, where the neighbourhood centre is located and is the main focus of pedestrian activity in the area.

The CWZ also includes three main walking corridors, two of them extending towards Ash Railway and Ash Vale Railway Stations and one along Shawfield Road to access a number of community facilities.

Proposed Interventions:

- 1 Ash Vale Railway Station: It is proposed to implement a priority working and junction tightening with improved crossing by Ash Vale Railway Station. This will allow footway widening (subject to traffic modelling) and making pedestrian crossings safer.
- 2 Vale Road: Proposed improvements along Vale Road include footway widening, and access improvements opposite Orchard Close and Scotland Farm Road to facilitate access to the Basingstoke Canal. Footway widening is proposed as part of access improvements, and other enhancements include lighting and wayfinding provision. Dropped kerbs and tactile paving are required at several sites along the route, and re-surfacing may be needed at key locations. Where relevant removal of bus laybys is proposed to reallocate carriageway space to footway.

- 3 Heath Vale Bridge Road: Access improvements are proposed on Heath Vale Bridge Road to facilitate access to Basingstoke Canal, including wayfinding information and review of entry access.
- 4 Vale Road South, Oaklea/Burrwood Gardens junction: Junction tightening is proposed by to reduce the crossing distance for pedestrians and improve safety. Similar interventions apply to other side road junctions along Vale Road with equally wide bellmouths. Footway widening is proposed south of the junction through the central hatching removal and vegetation management.
- 5 Canal Cottages: A shared use path is proposed along Canal Cottages, connecting Vale Road with Basingstoke Canal towpath, which will provide connection to Vale Road south, near the canal bridge (see item 7).
- 6 Vale Road junction with Lakeside Road: A junction modification is proposed with the roundabout removed and toucan crossings introduced to provide safe crossings for pedestrians and support Ash Street Cycle Corridor.¹

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

- 7 Vale Road/Ash Hill Road/Shawfield Road/Wharf Road roundabout: The local neighbourhood centre is a key area in the Core Walking Zone, and it has been identified as a district centre in the Local Plan. The roundabout's arms are wide and difficult to cross for both pedestrians and cyclists. Key interventions in this area include junction modification which involves removal of the roundabout and introduction of priority crossings at each arm (priority junction).² This will be accompanied by a 20mph speed limit on road leading to the junction, which will facilitate improved accessibility for pedestrians and cyclists across the area.³ Other interventions for the neighbourhood centre include provision of wayfinding, footway widening, and uncontrolled crossings by the bus stop near Beeton's Avenue and near the railway line to safely allow pedestrians to cross B3206 and access the underpass.
 - 8 Basingstoke Canal: It is proposed to improve accessibility to Basingstoke Canal through formalising unofficial access points (existing desire lines) and
- 2 Proposals for junction modification and/or removal of roundabouts will be assessed in the feasibility stage, including consideration of the impact on flows, and the type of crossings (signalised or non-signalised) to be proposed.
- 3 Enforcement of 20 mph speed limits to be determined during the feasibility stage.



Figure 73. Access to Basingstoke Canal.
Source: Google Street View.

wayfinding. Additionally, interventions to the Vale Road access point are also proposed, which will include improved wayfinding, lighting, 20 mph limit and a review of access layout following Inclusive Design assessment.³

- 9 Shawfield Road and Wharf Road: A review of parking is proposed on Shawfield Road and Wharf Road. It should consider how parking could be re-configured to allow some space to be reallocated to footways and / or public realm improvements including 20 mph limit.⁴ Footway widening along Shawfield Road is proposed, which could be achieved through bus layby removal.
- 10 Church Path: Introduction of wayfinding, and improvements to lighting and surfacing are proposed to increase pedestrian accessibility of the path

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

which is a useful short cut connecting Heathcote Close and Shawfield Road (off Church Path).

- 11 Grange Farm Road /Winchester Road junction: Junction tightening and a raised table are proposed in this location. Additionally, a zebra crossing is recommended on Shawfield Road to serve students and parents, and improve nearby bus stops accessibility. The existing footbridge is proposed to be adjusted, to include improved step free access with smooth surfacing at both ends of the structure. Further improvement can include accommodating cycle movements across the bridge.
- 12 Shawfield Road South: Footway widening in multiple locations is proposed in the southern section of Shawfield Road, with side road junction tightening and uncontrolled crossing provided in selected locations.
- 13 Ash Hill Road: Ash Hill Road proposals include widening the footway to provide a shared use path and reducing the speed limit to 20mph.⁵ West of College Road, the shared use path would be located on the northern side where some facilities already exist. Just east of College Road, the shared use path would switch to the southern side. A proposed toucan crossing would facilitate movement

⁵ Enforcement of 20 mph speed limits to be determined during the feasibility stage.



Figure 71. Church Path access.



Figure 72. Ash Hill Road, proposed location of a toucan crossing. Source: Google Street View.

between the two sections of shared use path.

General Items:

- » As with previous CWZs, Ash CWZ includes an area-wide provision of dropped kerbs and tactile paving to improve overall pedestrian accessibility.
- » Wayfinding: Review and update area-wide wayfinding system. Consider measures such as wayfinding totems at key locations to help pedestrians navigate the area and illustrate the locations of local destinations and potential walking routes between them.
- » Accessibility: Install improved dropped kerbs and tactile paving at side road crossings/ junctions where they are currently missing.
- » Planting, seating, and shelter: As part of footway and public realm improvements, consider opportunities for additional planting, street trees, seating, and/or shelter to improve the accessibility of walking to a wider range of the population.
- » Cycle parking: As part of footway and public realm improvements, consider opportunities to integrate secure cycle parking near local destinations, such as Ash and Ash Vale Railway Stations and retail areas.
- » Mobility hubs: Consider a network of mobility hubs across the CWZ to encourage uptake of active travel modes and support place-making.
- » Footway width: Existing footway widths along the identified walking corridors to be reviewed in the feasibility design stage when more accurate measurement information will be available in so far as all footways meet accessibility standards.

Rural areas

Core Walking Zone 15: Shalford

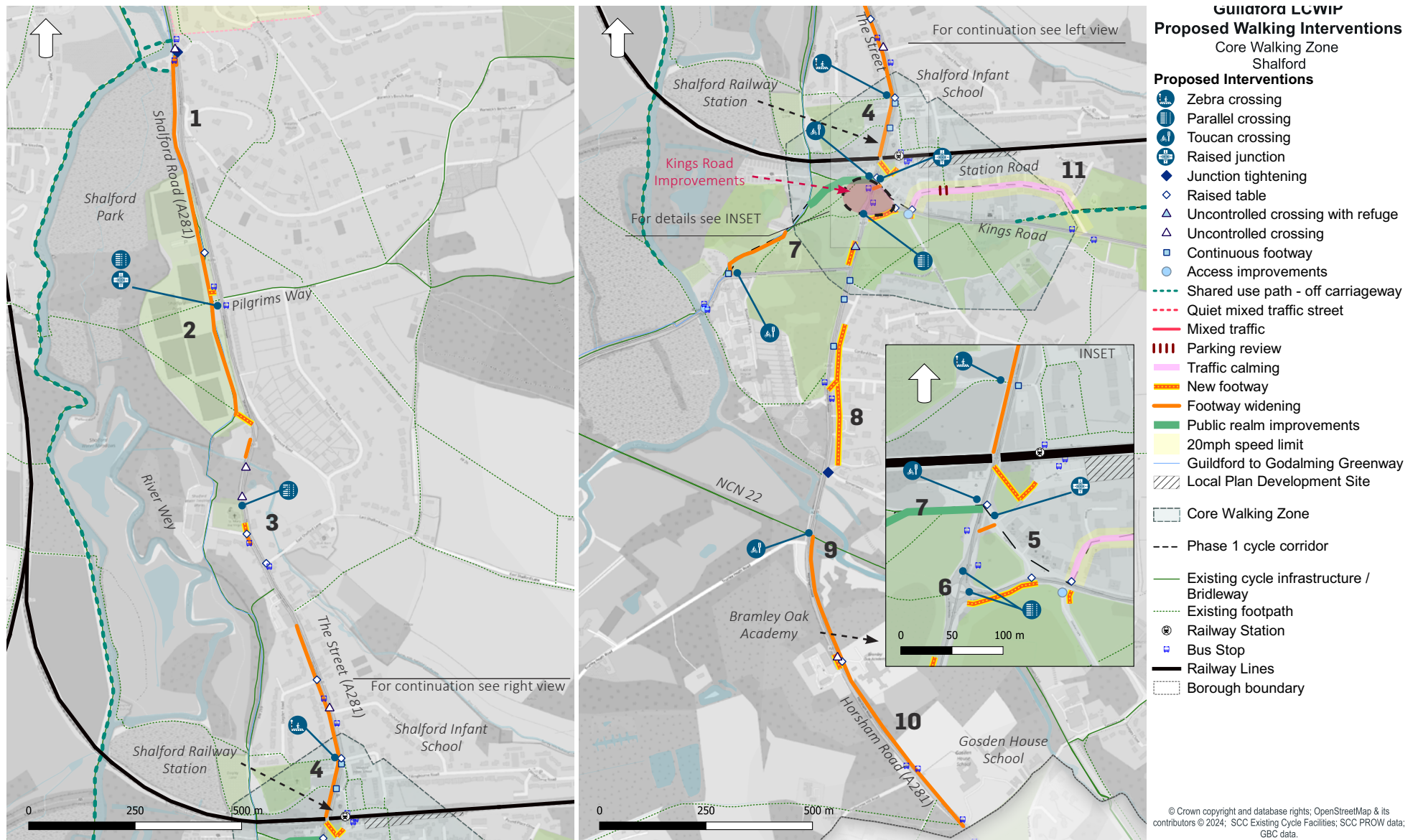


Figure 74. Core Walking Zone 15 Shalford - key interventions.

Shalford (# 15)

Shalford Core Walking Zone extends along the A281 between Guildford Rowing Club in the north and Gosden House School in the south. The northernmost section of this walking corridor follows the Guildford to Godalming Greenway alignment and is proposed as a shared use path. The Shalford core walking zone network also includes the village centre area, specifically near Shalford Infant School, railway station and King's Road. Multiple design interventions included as part of the LCWIP Cycle Corridor 47 (Shalford to Chilworth) and described in detailed on page 38 are also relevant for Shalford Core Walking Zone.

Proposed Interventions:

- 1 Shalford Park: Widen and improve existing shared use path to provide more space for active travel. Existing path requires resurfacing in multiple locations, due to surface being damaged by tree roots, and drainage review to avoid localised flooding. In the northernmost section, near Guildford Rowing Club, parking restrictions are proposed (bollards) to prevent vehicles from parking on the footway. Drainage review along the path is also required. Improvements are likely to be taken forward by the Guildford to Godalming Greenway project.
- 2 Shalford Road junction with Pilgrims Way: Raised junction treatment is



Figure 75. Shalford Park shared use path requires widening and resurfacing, as in many locations tree roots have damaged the surface. Existing desire lines to Pilgrims Way bus stop to be formalised.

- proposed at the junction with parallel crossing on Shalford Road to provide onward continuity along Pilgrims Way. Additionally, existing desire lines/informal paths between the path and the bus stop are to be formalised. Improvements to the existing path from the park to the A281 adjacent to Bridge House are proposed, including vegetation trimming to maintain usable width of this link, and drainage improvements/review.
- 3 The Street: The proposal includes localised footway widening and provision of new footway (outside St Mary's Church), as well as upgrading existing crossing points, with a new priority crossing on the A281 near the church. The A281 corridor runs parallel to the proposed Guildford to Godalming



Figure 76. Minimal footway provision in vicinity of St Mary's Church, with no footway provided on the western side. Source: Google Street View.



Figure 77. Existing uncontrolled crossing on The Street to be upgraded to pedestrian priority crossing. Source: Google Street View.

Greenway and offers an alternative link to Shalford which provides better levels of natural surveillance.

- 4 Tillingbourne Road and Station Row: The existing pedestrian crossing with refuge island is proposed to be upgraded to a zebra crossing. At the King's Road area, the walking network interventions interact with the proposals for cycle corridor 47 (see page 38) and the Shalford Placemaking project which was being developed at the same time as Guildford LCWIP. Further coordination is required to ensure synergies between the LCWIP and the placemaking proposals as the schemes progress.
- 5 King's Road: The section is proposed as a quiet mixed traffic street with raised junction treatment at Station Approach, whilst maintaining access to the railway station. On Horsham Road near Dagley Lane a toucan crossing is proposed (alternatively relocating and upgrading the existing signal-controlled crossing on the railway bridge) which would provide better connectivity to the Guildford to Godalming Greenway. It is also proposed to formalise the existing pedestrian short cut between Horsham Road and Station Approach by providing a short section of new footway. A wider review of the drainage network is required to mitigate possibility of localised flooding.



Figure 78. At the time of the LCWIP development King's Road in Shalford was also subject of a separate study, Shalford Placemaking, focusing on public realm improvements in the area.

- 6 Horsham Road/King's Road roundabout: A short section of new footway is proposed on the south side of Kings Road between the roundabout and existing zebra crossing. Additionally, new priority crossings are proposed on the north and east arms of the junction to improve pedestrian permeability of the roundabout.
- 7 Dagley Lane: The road is proposed to be resurfaced to provide improved walking and cycling link with potential seating and resting places. The section between Broadford Road and Horsham Road to be delivered as part of the Guildford to Godalming Greenway works.



Figure 79. Existing uncontrolled crossing where NCN 22 crosses the A281. Source: Google Street View.



Figure 80. Footway widening is proposed for the existing footway on Horsham Road outside Bramley Oak Academy and Gosden House School. Source: Google Street View.

- 8 Horsham Road south: New footway (upgrade of the existing informal path) is proposed along the eastern side, adjacent to residential properties along the road, from Rose Cottage in the north to the junction with Somerswey in the south.
- 9 Horsham Road junction with NCN 22 near Trunley Heath Road: In order to improve safety of cyclists travelling along the NCN 22 a toucan crossing is proposed where the route crosses the A281.
- 10 Horsham Road between Trunley Heath Road and Gosden House School: Footway widening is proposed along the eastern side of the road to improve access to local schools, including raised table at Bramley Oak Academy access.
- 11 Station Road: It is proposed to reduce speed limit to 20mph and provide additional traffic calming measures to support mixed traffic arrangement along the road.¹ Localised on-street parking review is also proposed to improve pedestrian comfort along the road and permeability of the area, especially accessibility of the railway line footbridge.

General Items:

- » Wayfinding: Review and update area-wide wayfinding system. Consider measures such as wayfinding totems and fingerposts at key locations (e.g., railway station, retail and leisure destinations, etc.) to help pedestrians navigate the area and illustrate the locations of local destinations and potential walking routes between them.
- » Accessibility: Install improved dropped kerbs and tactile paving at side road crossings/ junctions where they are currently missing.
- » Planting, seating, and shelter: As part of footway and public realm improvements, consider opportunities for additional planting, street trees, seating, and/or shelter to improve the accessibility of walking to a wider range of the population.
- » Cycle parking: As part of footway and public realm improvements, consider opportunities to integrate secure cycle parking near local destinations.
- » Mobility hubs: Consider a network of mobility hubs across the CWZ to encourage uptake of active travel modes and support place-making.
- » Footway width: Existing footway widths along the identified walking corridors to be reviewed in the feasibility design stage when more accurate measurement information will be available in so far as all footways meet accessibility standards.

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

Core Walking Zone 16: Effingham



Figure 81. Core Walking Zone 16 Effingham - key interventions.



Effingham (# 16)

The Effingham Core Walking Zone extends north-south along The Street, Church Street/Browns Lane, and east-west along the A246 Guildford Road, and Lower Road.

This CWZ contains a local centre along the Street, wider-reaching retail on Guildford Road, two pubs, and two schools. The larger of the two schools is Howard of Effingham School, which is a significant trip attractor to the area.

Proposed Interventions:

- 1 Guildford Road: Footway widening to minimum of 1.5m by reallocating carriageway space is proposed along Guildford Road. Additionally, upgrading existing informal crossings to include dropped kerbs and tactile paving.
- 2 Guildford Road junction with The Street: Junction modification to allow for a pedestrian signal phase, dropped kerbs at the mouth of The Street, and widening of existing pedestrian island.
- 3 The Street: 20mph speed limit is proposed along the entire The Street link, which will improve safety for pedestrians where there is limited or discontinuous footway and they must cross the road.¹ Footway widening and provision of zebra crossing into the Shopping Parade to

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



Figure 82. Substandard footway width in front of shopping parade along The Street.



Figure 83. Uncontrolled crossing with footway missing on western side of The Street.

- 4 The Street/Shopping Parade: The proposals includes urban realm improvements with widened footways along the Parade, and a buildout to allow for outdoor seating and reduce car dominance of the space. Alternative proposal can include provision of a raised shared space treatment (levelled with existing footway) with pedestrian priority.
- 5 The Street (south of Chapel Hill): A new diagonal zebra crossing is proposed along with aspirational new footway where there is none on either side of The Street. Provision of a new footway will likely require 3rd party land acquisition.
- 6 Lower Road/Orestan Lane/Effingham Common Road junction: Junction to be improved pedestrian connectivity and moderate traffic speeds.
- 7 Effingham Common Road: The proposal includes provision of new priority crossing facility at end of footway on Effingham Common Road, and a new footway on the western side of the carriageway to connect the residences on Leedwood Way to the rest of the village.
- 8 Church Street/Browns Lane: Rearrange parking to allow better permeability from footway. Additionally, due to constrained width that does not allow footways to be widened, a quiet mixed traffic street treatment with traffic calming is proposed.
- 9 Howard of Effingham School: A controlled crossing is proposed and onward connection to Mole Valley LCWIP facilities.



Figure 84. No footway provision on either side of Browns Road in front of Church grounds.

General Items:

- » Wayfinding: Review and update area-wide wayfinding system. Including to local footpaths.
- » Accessibility: Install improved dropped kerbs and tactile paving at side road crossings/ junctions where they are currently missing.
- » Cycle parking: As part of footway and public realm improvements, consider opportunities to integrate secure cycle parking near local destinations, such as retail areas and schools.
- » Footway width: Existing footway widths along the identified walking corridors to be reviewed in the feasibility design stage when more accurate measurement information will be available in so far as all footways meet accessibility standards.

Core Walking Zone 29: Bishopsmead Parade



Bishopsmead Parade (# 29)

Bishopsmead Parade Core Walking Zone extends linearly along the B2039 Ockham Road South between Guildford Road A246 and Lynx Hill. This Zone contains the local centre, Bishopsmead Parade, local shops, a pub, and a small theatre. It also includes sections of road within East Horsley: Kingston Avenue and The Drift.

Proposed Interventions:

- 1 Guildford Road/The Duke of Wellington forecourt: The proposal includes urban realm improvements to the western corner of the junction, providing a raised shared space with new paving in front of the pub. Raised side road crossings to slow movement into pub forecourt, and continuity of footway along western edge of Ockham Road South are also proposed.
 - 2 Guildford Road/Ockham Road South: New parallel crossing at the junction with A246, and resurfacing of eastern footway on southern end of Ockham Road are proposed in this location.
 - 3 Bishopsmead Parade: The proposal includes closure of central vehicular access (Chown Court) and reconfiguration of vehicular access to a one-way system for the length of the parade. Wider footways adjacent to Parade area, and provision of a priority crossing facility on southern end of the Parade entrance, where the footway terminates, are also proposed.
 - 4 Bishopsmead Parade: Rationalise provision of layby in front of the Parade and provide uncontrolled crossing at end of footway.
 - 5 Ockham Road South junction with Lynx Hill: Urban realm improvements and the reconfiguration of the area adjacent to F Conisbee & Son are proposed. They include carriageway realignment further west to allow for footway widening in front of the shop, parking relocation adjacent to carriageway, and continuation of western footway and linear park along edge of highway boundary. Additionally, improved crossing facility by providing a zebra crossing, tactile paving and raising the junction with Lynx Hill.
 - 6 Ockham Road South (south of Lynx Hill): 20mph speed limit reduction is proposed along this section of the road.¹ This will support pedestrian crossings, particularly
- 1 Enforcement of 20 mph speed limits to be determined during the feasibility stage.



Figure 86. Narrow footways adjacent to Conisbee & Son.



Figure 87. Urban realm improvements and reallocation of space for pedestrians is proposed near the pub.



Figure 88. Footway parking prevents pedestrians from using their only dedicated space along this road. East Horsley's GP surgery is the building on the right.

as the footway alternates from side to side. Improvements to side road crossing facilities with tightened junctions and raised tables are also proposed to slow turning movements.

- 7 Lynx Hill east: The proposal includes surfacing footpath beyond Lynx Hill into Effingham.
- 8 Kingston Avenue, East Horsley: Parking review is proposed to manage pavement parking on the northern edge of the road and allow users to access the Village Hall and GP Surgery. Additionally provision of a raised crossing to path leading to GP surgery and a new footpath on the southern side of the road, as the existing verge is informally used by pedestrians. New footway is also proposed to access nursery.
- 9 The Drift, East Horsley: Proposal for new footway along the verge, as there is an existing desire line to and from Effingham Village and Effingham Junction Railway Station.

General Items:

- » Wayfinding: Review and update area-wide wayfinding system. Including to local footpaths.
- » Accessibility: Install improved dropped kerbs and tactile paving at side road crossings/ junctions where they are currently missing.
- » Planting, seating, and shelter: As part of footway and public realm improvements, consider opportunities for additional planting, street trees, seating, and/or shelter to improve the accessibility of walking to a wider range of the population.
- » Cycle parking: As part of footway and public realm improvements, consider opportunities to integrate secure cycle parking near local destinations, such as Horsley Railway Station and retail areas.
- » Footway width: Existing footway widths along the identified walking corridors to be reviewed in the feasibility design stage when more accurate measurement information will be available in so far as all footways meet accessibility standards.

4. Example active travel design tools



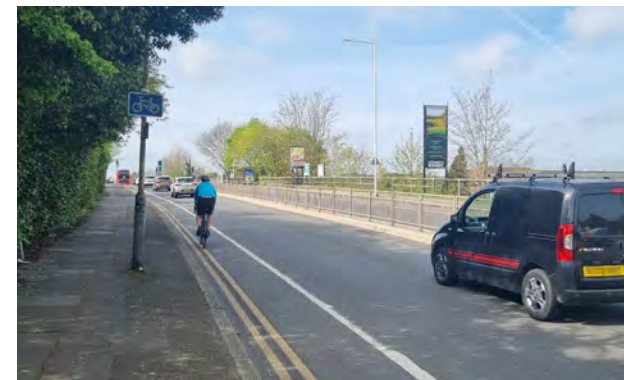
Segregated Cycle Lane / Cycle Track

Provides raised, physical separation between people cycling and motor vehicles, providing a more comfortable, more attractive, and safer facility for people cycling of all ages and abilities. A segregated cycle track can be one-way or two-way and can be used to accommodate contraflow cycling on one-way streets. Side road treatments are required to provide continuity of the facility and priority at junctions.



Lightly Segregated Cycle Lane

Provides some physical barrier from motor vehicles to improve comfort for people cycling. May be applicable where space constraints limit segregation options. Types of segregation could include kerbing, bollards (as shown above), planters, or armadillo humps / orcas. Side road treatments are required to provide continuity of the facility and priority at junctions.



Mandatory Cycle Lane

Provides a dedicated space for people cycling within the carriageway, separated by road markings only. Motor vehicles are not permitted to enter the cycle lane.



Advisory Cycle Lane

Delineates an area intended for cyclists within the carriageway where the street is too narrow to accommodate dedicated cycle facilities. Advisory lanes should only be used when limitations on the overall space available mean that motor vehicles will sometimes need to enter the cycle lane.



'Dutch-Style' Cycle Street Facilities

Seeks to prioritise people cycling over motor vehicles. Elements may include advisory cycle lanes to delineate space for people cycling, 20mph speed limit, and removal of the centre line to narrow the apparent space for motorists and prioritise the outside of the carriageway for people cycling. The design elements should make it understood that the streets are principally for cycling.



Contraflow Cycle Lane

Improves the convenience, directness, and attractiveness of cycling by accommodating contraflow cycling on one-way streets, shortening cycle trips and improving cycle access. Contraflow cycle lanes may be segregated or non-segregated, depending on context and available width.



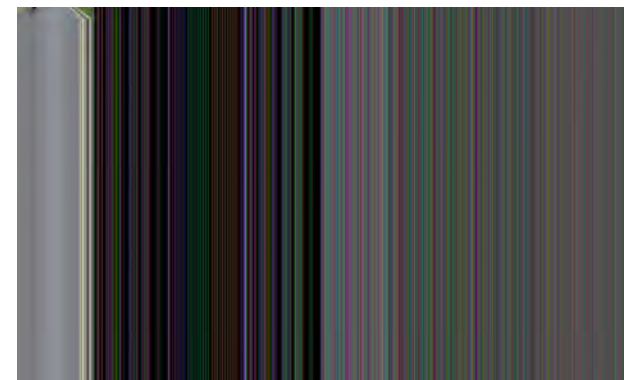
Off-carriageway Cycle Track

Motorised-traffic free corridors away from the highway can form important links for everyday trips. They are attractive to those who prefer to avoid traffic and can provide more direct corridor options than the road network. They need to be designed and maintained to a high quality, particularly in terms of surfacing, accessibility, clearance of vegetation, and lighting.



Shared Use Path

Provides an off-carriageway facility shared with people walking. While segregated from motor vehicles, conflicts between people walking, wheeling and cycling may arise, depending on the relative flows of each. If space allows, light segregation may be considered to encourage separation of people walking and cycling (e.g., raised trapezoidal strip). Side road treatments are required to provide continuity of the facility and priority at junctions.



Quiet Mixed Traffic Street

Where traffic flows are light and speeds are low, people cycling are likely to be able to cycle on-carriageway without segregation. Traffic calming and/or traffic management measures may be required to reduce traffic speeds and/or flows to provide appropriate conditions for an inclusive and attractive facility.



Lower Traffic Speeds

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



Modal Filter

Supports a safer, more attractive environment for walking, wheeling and cycling by reducing motor vehicle traffic and permitting more direct, convenient access by foot or by cycle. Temporary or permanent highway features that may permit access by certain vehicles (e.g., emergency vehicles, buses, blue badge holders).



Bus Gate

A type of modal filter that allows buses (and /or other vehicles) to move through a road section but prohibits other motor vehicle traffic. It usually permits cycling and operates with ANPR cameras to enforce the access restrictions. Restrictions may be enforced during specific days or times of the day to reduce traffic volumes.



Parallel Crossing

Provides priority for people walking, wheeling, and cycling at a crossing location, minimising the delay for people cycling, improving the directness of the corridor, maintaining separation from pedestrians, and connecting off-carriageway cycle facilities.



Toucan Crossing

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



Signal-Controlled Cycle Crossing / CYCLOPS Junction

Provides a controlled crossing, segregating cyclists from pedestrians as well as motor vehicles. A 'cycle optimised protected signals' ('CYCLOPS') junction separates people walking, cycling and wheeling from motor vehicles, reducing the risk of conflict between users.



Zebra or Parallel Crossing

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



Signalised Crossing

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



Uncontrolled Crossing

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



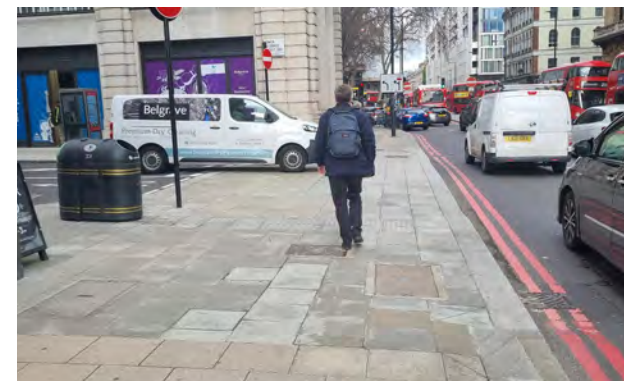
Side Road Entry Treatment

Encourages motorists to reduce speeds, indicates pedestrian and cycle activity, and encourages driver compliance with the (updated) Highway Code. Also enhances priority for people wheeling, walking and cycling and makes the side road crossing easier and more convenient for people by maintaining the continuity of the corridor at footway level.



Pedestrian/Cycle Priority Street

Reduces vehicle dominance of the street and prioritises people walking, wheeling and cycling. Elements may include restricted motor vehicle access, materials/markings to delineate space for different users, low traffic speeds, or features of a shared space environment.



Raised Table (Side Road Entry Treatment)

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



Raised Junction

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



Public Realm improvements

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



Modal Filter

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



Bus Stop Bypass

Provides a continuous cycle facility around a bus stop, maintaining separation from the carriageway. The island should be wide enough to accommodate the bus stop and people waiting, boarding, and alighting. Pedestrian crossing points should be controlled if cycle traffic speed and flows are high.



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.



Raised Loading/Parking Pad

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



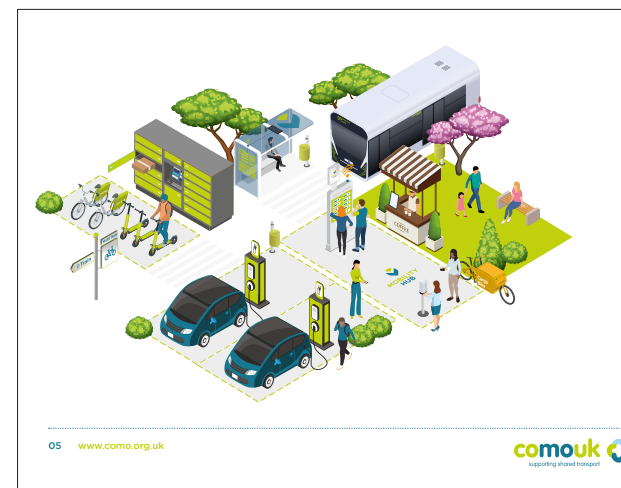
Cycle Parking

Cycle parking is an essential component of cycle infrastructure. Sufficient capacity, convenient, and secure cycle parking enables people to choose cycling. Proximity to destinations and security concerns can be a factor. Design should consider access for all types of cycles and their passengers.



Wayfinding System

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



Mobility hubs

Highly visible, safe and accessible spaces where public, shared and active travel modes are co-located alongside improvements to public realm and, where relevant, enhanced community facilities. They help reduce the dominance of private cars, facilitate multi-modal trips, activate public realm, and support placemaking. They can include a wide range of components, such as cycle/e-bike/cargo bike parking/hire, parklets, EV car club, public transport links, parcel collection, cafe, wayfinding, etc.

(image: Collaborative Mobility UK)



OFFICE

Nova North
11 Bressenden Place - London
SW1E 5BY

