Guildford Borough Local Cycling and Walking Infrastructure Plan - Main Document

SURREY COUNTY COUNCIL & GUILDFORD BOROUGH COUNCIL

10 April 2025

GUILDFORD BOROUGH

SURREY COUNTY COUNCIL

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05	Amendments following clients comments	CR	BC	BC	BC	10 April 2025

Contents

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Structure

The Guildford Borough LCWIP report is divided into two documents:

Main document: This document, which presents the main information into the development of the LCWIP, as described in the Contents.

Appendices document: Presents supplementary information, and it is divided into 11 main sections:

Appendix 1: Background Information Maps

Appendix 2a: Summary of aspirational cycle corridors

Appendix 2b: Summary of aspirational CWZs

Appendix 3: Multi-Criteria Assessment Framework (MCAF)

Appendix 4: Route Selection Tool (RST)

Appendix 5: Walking Route Audit Tool (WRAT)

Appendix 6: First Phase Assessments

Appendix 7: Indicative Cost Estimates

Appendix 8: Sustrans Report

Appendix 9a: Stakeholder Comments: Phase 1

Appendix 9b: Stakeholder Comments: Phase 2

1. Executive Summary

1.1. Introduction

1.2. Report Structure

1.1. Introduction

AtkinsRéalis has been commissioned by Surrey County Council (SCC), in partnership with Guildford Borough Council (GBC), to develop a Local Cycling and Walking Infrastructure Plan (LCWIP) for Guildford.

An LCWIP is a key transport planning document that has been defined by the Department for Transport (DfT), which aims to provide a foundation for an increase in the number of people walking, wheeling and cycling. It is intended to support a strategic approach to identifying cycling and walking improvements needed at the local level. It aims to achieve this by delivering improved facilities for existing active users whilst also encouraging a mode shift for new users.

The Guildford Borough LCWIP considers the full extent of the Borough, with an emphasis on links between key trip attractors and destinations that will encourage a greater mode share for walking, wheeling[1] and cycling.

The key outputs for an LCWIP are network plans for key walking and cycle corridors and a prioritised programme of potential infrastructure improvements. Key active travel principles have been included to inform appropriate consideration and future-proofing of schemes within Guildford Borough. The primary objective for the LCWIP is to increase the number of people walking, wheeling and cycling in the study area. This includes aims to:

- Make cycling a safe, attractive and convenient mode of transport for people of all ages and levels of confidence.
- Expand the existing cycle network and establish an extensive, continuous travel network for the Borough.
- Make walking and wheeling a safe, attractive and convenient mode of transport for people of all ages and abilities/disabilities.
- Improved connectivity in the areas around transport and major employment hubs, such as railway stations and high streets, as well as other key destinations.
- Make Guildford an area where people can have an excellent quality of life, supporting social. economic, environmental and health aspirations.

Guildford Borough LCWIP is one of a number of LCWIPs being developed in Surrey, some town-wide and some borough-wide. It is paramount that there is effective coordination between these so that a continuous network of walking and cycle corridors is developed across Surrey.

1 The terms walking and wheeling are used in combination to be inclusive of all users. Following Sustrans' 2022 'Walking for Everyone' report, wheeling includes pavement based modes such as wheelchairs and mobility scooters and does not include cycles or e-scooters.

1.2. Report Structure

The report is structured into 10 sections:

1. Executive Summary: This section presents a summary of the study focusing on the key outputs: selected Core Walking Zones (CWZs), walking and cycle corridors, and proposed interventions.

2. Introduction: In this section, project aims, methodology and design approach are presented.

3. Previous Studies: In this section, key studies previously developed for the area are presented, including walking and cycling strategies.

4. Evidence Base/Background Data: Information used to support the choice of potential walking and cycle corridors is introduced, such as key destinations, census data, collision data, and propensity to cycle tool (PCT) forecast flows.

5. Stakeholder Engagement: Meetings with stakeholders took place on 11 occasions: five times during the selection of routes and a further six times to receive their feedback for the proposed design interventions. This section summarises these meetings, with a summary of stakeholder comments presented in the Appendix 9a and 9b (separate document).

6. Cycle Network: In this section, the optioneering process used for the selection of cycling corridors is presented, followed by a description of the selected routes highlighting their infrastructure constraints and opportunities. In this section, the design approach and guiding principles for cycling are also presented, accompanied by images of best practice examples, prior to an overview of concept proposals for seven Phase 1 cycle corridors.

7. Walking Network: As with the previous section, the optioneering process used for the selection of CWZs and walking corridors is presented, followed by a description of the selected routes highlighting their infrastructure constraints and opportunities. In this section the design approach and guiding principles for walking are also presented, accompanied by images of best practice examples, prior to an overview of concept proposals for seven Phase 1 CWZs and walking corridors.

8. Route Prioritisation and Costings: Based on a multi criteria process and feedback from stakeholders, this section presents a prioritised programme of infrastructure improvements and costs for each route.

9. Conclusions: This section considers the findings from the LCWIP and the next steps.

10. Appendices: In this last section, complementary data is presented, such as walking and cycle audits and stakeholder engagement responses.

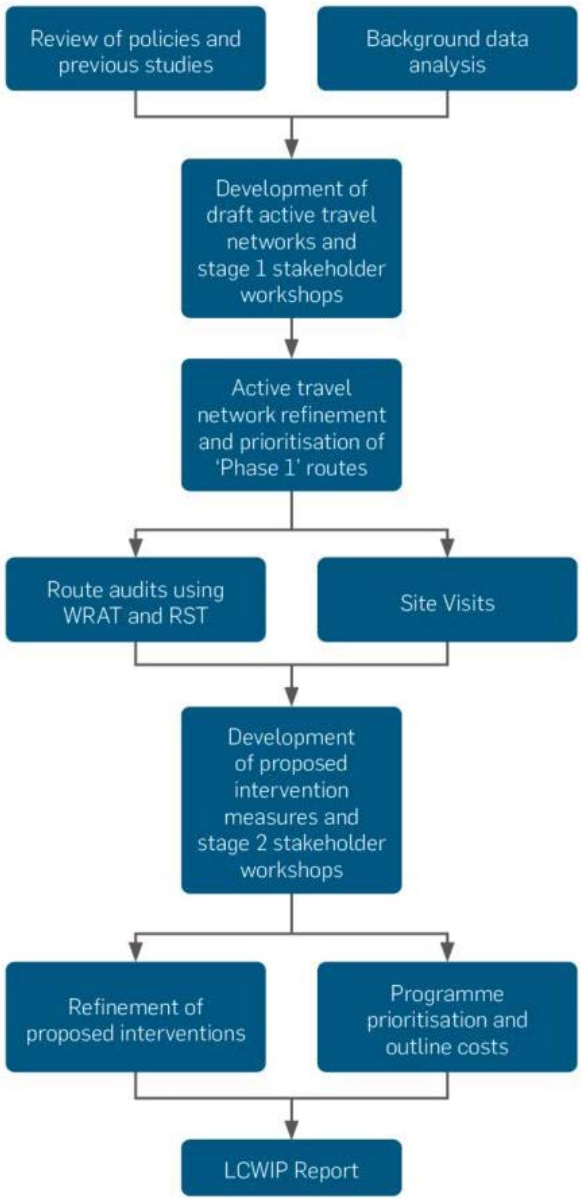

Figure 1. LCWIP process overview

1.2.1. Methodology

In order to meet the objectives of the LCWIP, the project was divided into key tasks identified below and presented within Figure 1.

The structure of the report has been developed to align with these activities. Further information on each activity is presented within Section 2: Introduction (see page 23).

- Review of previous studies, strategies and guidance.
- Background data analysis.
- Draft active travel network development.
- Stakeholder engagement to refine the draft proposed network.
- Prioritisation of 'Phase 1' corridors/areas using a multi-criteria assessment framework (MCAF).
- Site visits and formal assessments of Phase 1 corridors/areas using standardised tools - Walking Route Audit Tool (WRAT) and Route Selection Tool (RST).
- Development of high-level interventions.
- Further stakeholder engagement to review the proposed interventions.
- Programme prioritisation and cost estimation.

1.2.2. Vision and Approach

The overarching vision behind the LCWIP development is one which supports strong and sustainable growth for Guildford. This is also balanced with the need to enhance the public realm where people can benefit from a high quality of life.

Good design is vital to the successful delivery of facilities for both walking and cycling. It is recognised that poor design can undermine the efforts of those who seek to encourage walking and cycling and may weaken the intended benefits of a scheme.

The LCWIP approach and proposals strive to reflect the high aspirations of the DfT's design guidance: Cycle Infrastructure Design (Local Transport Note (LTN) 1/20).

The LTN 1/20 incorporates best practice guidance and aims to address the five key design principles of effective walking and cycling infrastructure, as follows:[1]

- Coherent.
- Direct.
- Safe.
- Comfortable.
- Attractive.

In addition to the DfT's LTN 1/20, there are a number of other design principles which have been incorporated including the DfT's Inclusive Mobility. Ultimately, the high-level interventions proposed in the LCWIP seek to identify short as well as long-term solutions that could be applied across Guildford.

1 Department for Transport, Cycle Infrastructure Design (LTN 1/20).

1.2.3. Stakeholder Engagement

Stakeholder engagement was a key element of this study as it ensured that the views and knowledge of local people were taken into account. During the project, two briefing sessions were held with elected members and external stakeholders which outlined the purpose and aims of the LCWIP.

Further to this, two sets of workshops were held with representatives from SCC, GBC, neighbouring authorities, local cycling and walking groups, local businesses and other local stakeholder groups, as well as elected members. The first set of workshops presented the existing issues and the identification of walking and cycle corridors. The second set of workshops reviewed the proposed infrastructure interventions.

There were also frequent meetings with the SCC, and GBC project team.

1.2.4. Walking and Cycle Network Selection

Working with SCC and GBC, key findings from the review of previous studies, data analysis, and stakeholder engagement sessions were used to inform the development of the walking and cycling networks and route selection process.

The assessment process involved two stages. Firstly, a 'long-list' was developed using both qualitative and quantitative information to identify a comprehensive active travel network and focus areas across Guildford Borough.

The cycle elements included corridors linking key destinations, while the walking elements focused on CWZs which identified areas with high propensity for walking in the Borough, including town centres, local high streets/ commercial areas and transport hubs. The output of this was aspirational networks for cycling and walking in Guildford Borough which included 81 cycle corridors and 39 CWZs (see Figure 2 and Figure 3 on pages 11 and 12 respectively).

The prioritised walking and cycling networks sought to provide a balance across the Borough's urban and rural areas. For prioritised CWZs, these were distributed across the Guildford urban area, Ash and Tongham urban area, and rural areas, and the proposals will be presented accordantly.

The second stage of the LCWIP utilised a multi-criteria assessment and stakeholder input to prioritise the aspirational network and select a 'short list' for further analysis as part of the LCWIP. These 'Phase 1' elements of the network were selected for the development of infrastructure improvements, which included seven cycle corridors totalling 31.5 km, and seven CWZs with 65 walking routes totalling 45.3 km, as shown in Figure 4 (page 13), Figure 5 (page 18) and Figure 6 (page 19).

Routes not selected for the development of the first set of interventions (Phase 1) have

been retained as part of the aspirational network (referred to as Phases 2 and 3) and may be developed further at a later stage.

1.2.5. Proposed Interventions

The high-level proposed intervention for walking and cycle corridors reflect the aims of SCC and GBC.

Across Guildford Borough, there are a variety of barriers that discourage walking and cycling, such as physical severance caused by railways or roads, proximity to high traffic flows and speeds, as well as topography. A lack of or inadequate facilities can cause residents and visitors to rely heavily on private transport[2], thus over-stretching the already congested road network. Commercial areas and other key destinations could be better connected to foster economic and social vitality and cohesion in the area, supporting places where people would like to spend time.

The LCWIP seeks to address these issues with the development of a plan that is innovative, aspirational, and deliverable, creating a network that prioritises pedestrian and cyclist movement and aims to integrate with other adjacent areas and schemes.

For the Phase 1 areas, a high-level package of proposed interventions was identified that incorporates current best practice, providing short and long term concepts that could be further developed and implemented.

2 Across Guildford, 40% use private cars to commute to work (ONS - 2021 data).

Table 1 and Table 2 (pages 14 to 21, and 19 and 20 respectively) summarise the key features of each of the Phase 1 cycle corridors and CWZs.

1.2.6. Route Prioritisation

Following the development of the proposed interventions, the Phase 1 walking areas and cycle corridors were prioritised to help guide future scheme development and implementation.

The prioritisation process included criteria related to stakeholder input, potential usage, design and access. These categories were intended to reflect the potential usage of each route, the potential feasibility of the proposed schemes, the potential of the improvements to encourage new walking and cycling trips, anticipated benefit over the existing conditions, and the degree to which the routes would foster pedestrian and cycle access to key destinations.

1.2.7. Costing

Outline costs were estimated for the high-level proposed interventions. These estimates are reflective of the early concept development stage and are intended to provide an indicative, rough order-of-magnitude cost only. The figures also reflect the diversity of route intervention proposals, which sought to meet LTN 1/20 guidance and varied significantly in terms of size and complexity. Indicative costs for individual schemes vary from approximately £4.4 million to £21.4 million for the cycle corridors and from approximately £5.6 million to £11.8 million for the CWZs.

The costs for each corridor and mode (walking and cycling) were evaluated separately; and two cycle corridors were divided into segments A and B for ease of implementation, i.e., these could be delivered separately. This method provided a stand-alone cost for each cycle corridor and CWZ and allows the proposals to be considered independently. However, if viewed as a network-wide package of improvements, there is an opportunity for savings.

1.2.8. Next Steps

The LCWIP report is the first stage in the process for investment in active travel in the Borough and Surrey more broadly. The end-to-end process is outlined below:

- Stage 1 - Plan (LCWIP Report)
- Stage 2 - Feasibility
- Stage 3 - Business case/secure funding
- Stage 4 - Delivery

The Guildford Local Plan (Policy ID9) sets out the need for developers to have regard to GBC and SCC plans which detail local cycling improvements, including the LCWIP. Therefore, it is understood that the LCWIP should be considered as part of relevant planning applications.

The LCWIP report will be used to support the case for further stages of assessment, design, and stakeholder engagement and to

secure funding to progress improvements for the corridors identified. As an LCWIP is intended to facilitate a long-term approach to developing active travel proposals over a period of approximately 10 years, all of the corridors identified within the active travel network maps are recommended for further consideration at an appropriate time in the life of the LCWIP implementation.

The LCWIP outputs should also be integrated into local planning and transport policies, strategies and delivery plans, as per the DfT guidance.

The next stage of LCWIP implementation will be to advance the Phase 1 high-level concepts to feasibility assessment and design. This will allow a more detailed review of individual routes or interventions, evaluation of constraints, and refinement of the proposed design measures. The feasibility stage will also include a broader stakeholder and public consultation process, enabling local input to help further shape the proposals.

During this process, and subsequent design phases, stakeholder engagement and consultation will continue to be a key element of developing high-quality and attractive routes for local users. The progression of these schemes, either as a work package or individual schemes, will likely be subject to external factors such as funding applications or potential inter-dependencies with other proposals within the local area.

The LCWIP should be viewed as a 'living document' and be reviewed and updated periodically to reflect evolving needs and opportunities. This could be in response to significant changes in local circumstances, such as the publication of new policies or strategies. Additional active travel opportunities may also be identified and incorporated into the LCWIP in response to major new development sites and as walking and cycling networks mature and expand.

There are a number of potential sources of funding available to deliver improvements identified in a LCWIP[3] including DfT government grants, Active Travel England (ATE), developer funding (Section 106, and/or internal funding.

1.2.9. Walking and Cycling Aspirational Network

Figure 2 to Figure 6, following pages, illustrate the cycling and walking network aspirational lists and the selected routes for Phase 1.

Please note that at the time of the development of the Guildford Borough LCWIP, the A3100 London Road scheme was proposed in full. Therefore, references have been made to the Scheme in this report. Section two of the proposed scheme is still scheduled to go ahead. See Section 3.3.3.5. for more information.

3 Although not all the listed opportunities may be applicable to this LCWIP.

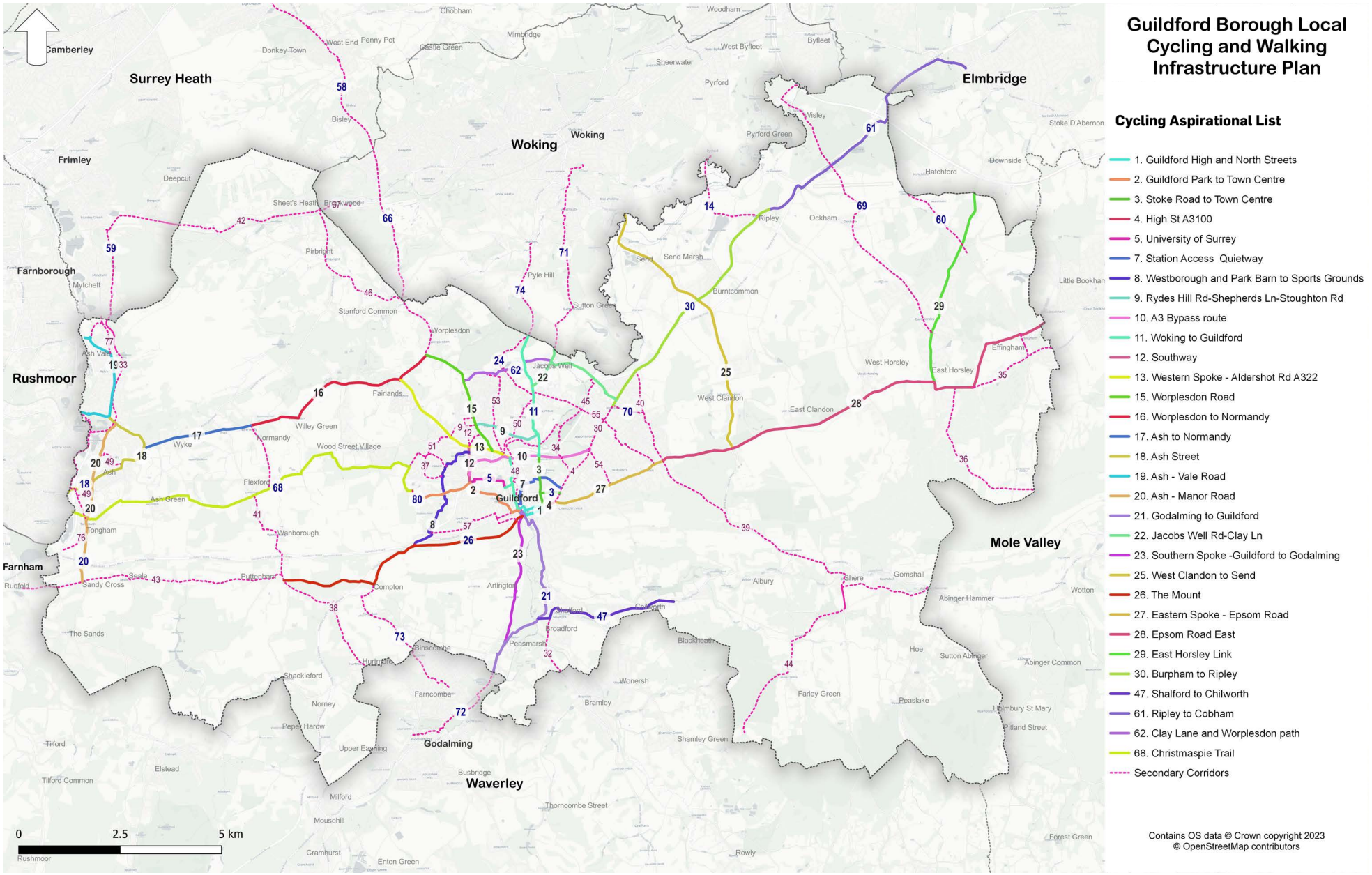

Figure 2. Cycling network aspirational list

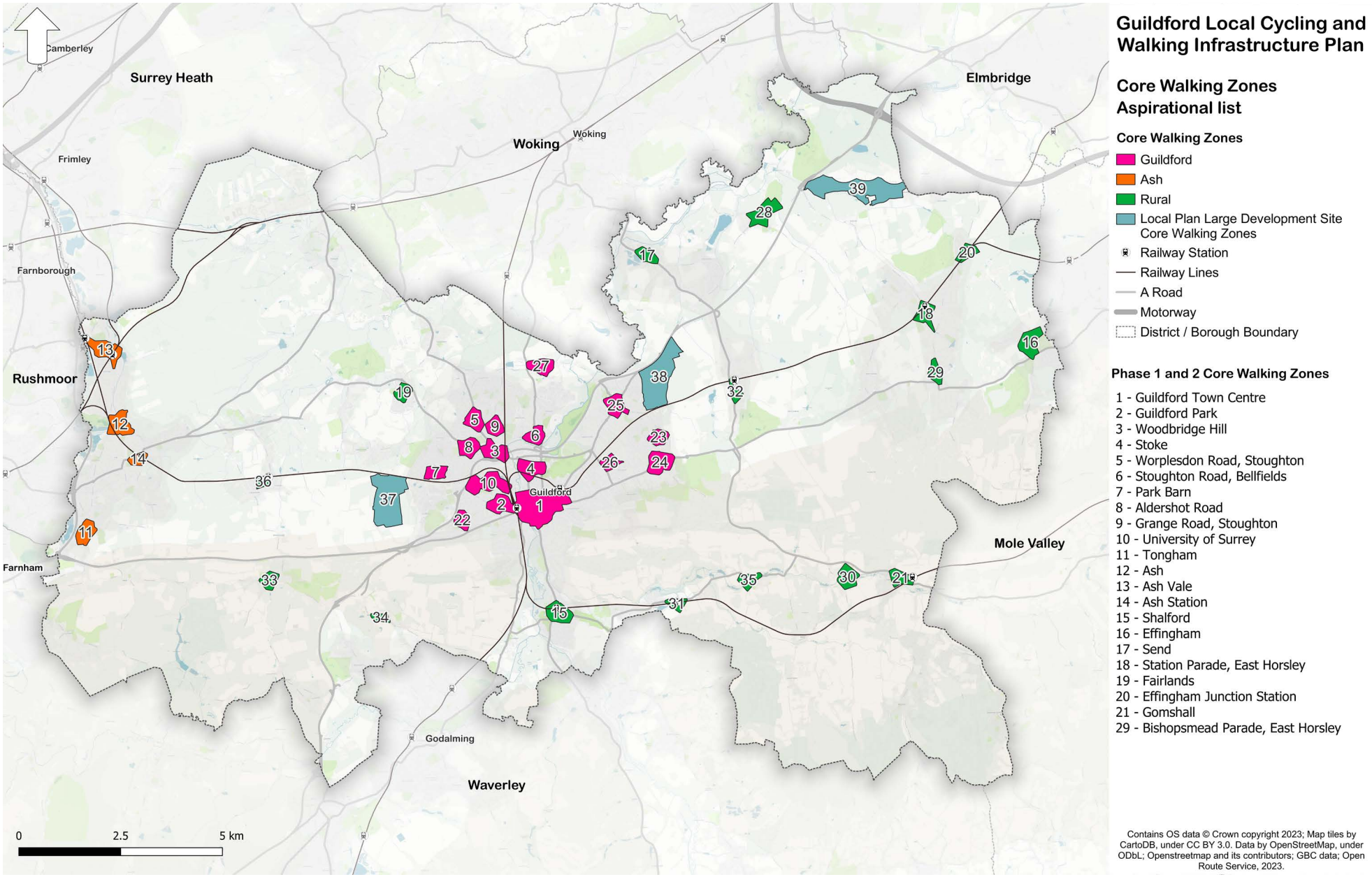

Figure 3. CWZ aspirational list

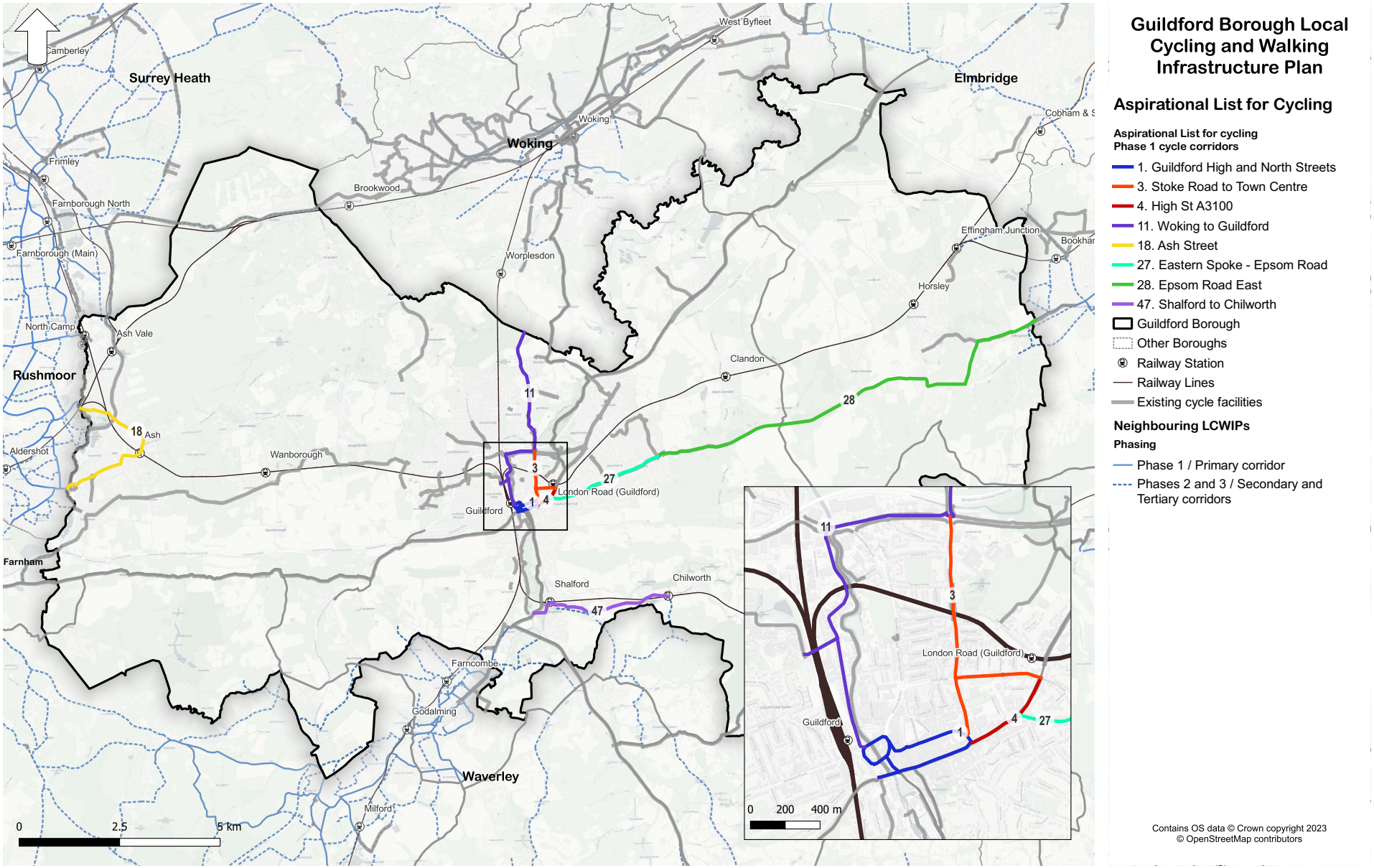

Figure 4. Phase 1 cycle network - Number (#) shows the ID number the corridor was initially assigned in the aspirational list.

Summary of Phase 1 Cycle Corridors

Table 1. Summary of Phase 1 Cycle corridors

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

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

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

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

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

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

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

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

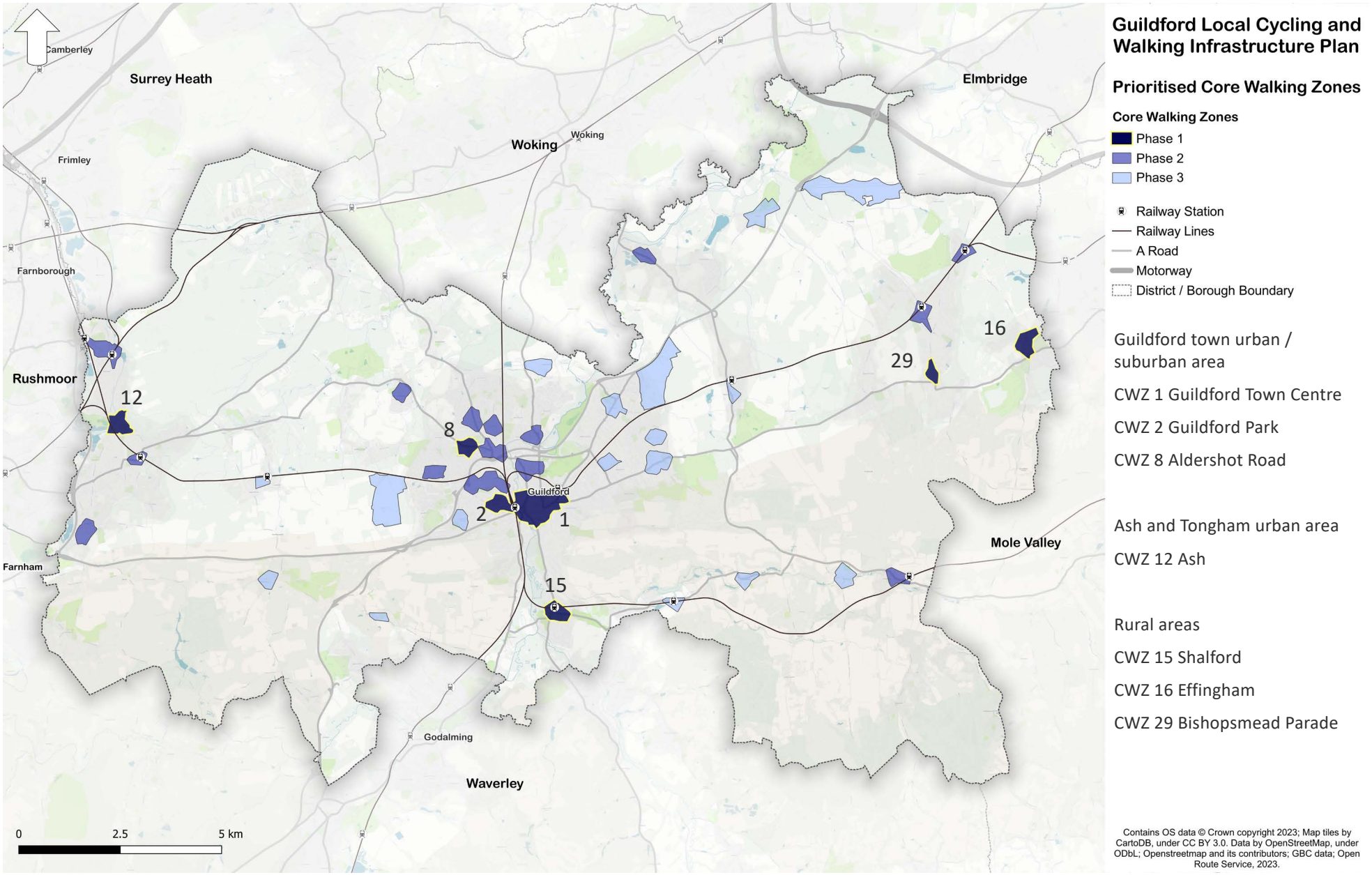

Figure 5. Phase 1 Core Walking Zones

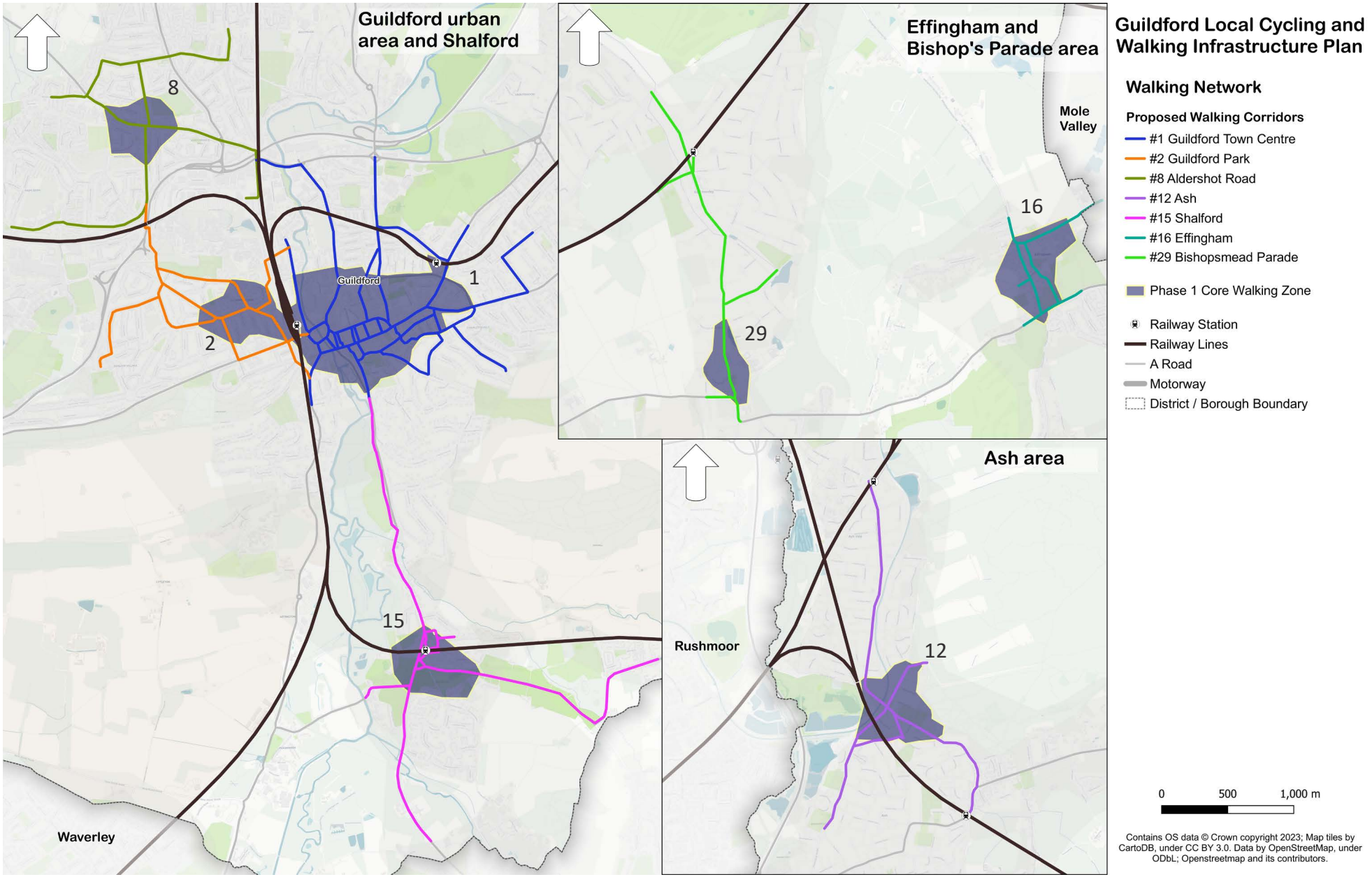

Figure 6. Phase 1 Core Walking Zones – identified walking routes network

Summary of Phase 1 Core Walking Zones

Table 2. Summary of Phase 1 CWZs

CWZ[1]	Public Benefit / Key destinations	Other Benefit	Potential Issues
Guildford town urban / suburban area High Street and North Street (CWZ #1)	Links residential areas, the University and future development sites to the High Street, to the railway stations and employment areas; offers quiet street arrangements throughout large residential neighbourhoods; Improves access to the schools; incorporates North Street Regeneration Plan proposals.	High number of residents and visitors of the area would benefit from the improvements; public realm improvements and restricted vehicle access would support local businesses; aims to improve accessibility for people of all ages and abilities through the provision of wider or new facilities where feasible, new and improved crossings, and improved pedestrian environments near education facilities; connections to the railway stations; 20mph zone supports reduced emissions.	Potential opposition to some proposals due to impact on on-street parking, restricted vehicle access (to the High Street) and/ or reallocation of road space; constrained public highway space in some areas.
Guildford town urban / suburban area Guildford Park (CWZ #2)	Links the University to the railway station and the commercial town centre; links the residential areas with the local schools; improves access to the hospital; future proofs proposals for the Sustainable Movement Corridor.	Seeks to improve access for young people to area schools; seeks to improve personal safety along an isolated corridor (particularly benefiting women, young people, and older people); connections to the railway station; 20mph zone supports reduced emissions.	Potential opposition to some proposals due to impact on on-street parking, modal filters.
Guildford town urban / suburban area Aldershot Road (CWZ #8)	Provides improvements to the residential area north of University of Surrey, with improved access to local schools, the hospital and the Christmas Pie Trail.	Seeks to improve accessibility of the area, with new and upgraded crossings, additional wayfinding and public realm improvements.	Potential opposition to some proposals cycle corridor due to impact on on-street parking.

1 For all CWZs, stakeholders supported the proposals and provided input during the LCWIP process.

CWZ[1]	Public Benefit / Key destinations	Other Benefit	Potential Issues
Ash and Tongham urban area Ash (CWZ #12)	Provides improvements to walking corridor linking Ash Vale Railway Station with Ash Railway Station, and along Shawfield Road.	20mph speed limit reduction in the neighbourhood centre, improved access to Basingstoke Canal, improved crossing point, road and wayfinding information throughout the area.	Potential opposition to parking review on Wharf Road.
Rural areas Shalford (CWZ #15)	Provides improvement along the A281 corridor between Guildford and Shalford (Guildford to Godalming Greenway), and further south towards the Borough of Guildford boundary.	Seeks to improve access throughout the area, including to Shalford Railway Station and Shalford Infant School, with new and upgraded crossings, public realm improvements and traffic calming and speed limit reduction on Station Road.	Interface with public realm improvement scheme for Kings Road.
Rural areas Effingham (CWZ #16)	Provides improvement to walking connections to local schools and amenities.	Seeks to improve safety throughout the area by providing dedicated crossing facilities and linking existing footways.	Limitations due to highway space constraints and historic sites/ buildings.
Rural areas Bishopsmead Parade[2] (CWZ #29)	Links Bishopsmead Parade to surrounding residential areas and onwards to Horsley Railway Station, incorporating proposals that are part of development sites further north.	Seeks to improve access through new and upgraded crossings, public realm improvements, traffic calming, and speed limit reductions.	Limitations due to highway space constraints. Potential opposition to introduction of traffic calming.

2 For CWZ 29, stakeholders initially suggested a refocus of the area from Horsley to Bishopsmead parade, and provided input during the LCWIP process.