9. Walking Network Proposals

9.1. Design Tools and Best Practice Examples

9.1.1. Introduction

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

9.1.2. Design Outcomes

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

9.1.2.1. Safety

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

9.1.2.2. Directness

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

9.1.2.3. Comfort

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

9.1.2.4. Coherence

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

9.1.2.5. Attractiveness

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

9.1.2.6. Adaptability

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

9.1.2.7. Context Sensitive Design

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

9.1.2.8. Inclusive Design

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

9.1.2.9. Gradient

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

9.1.3. Guiding Principles

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

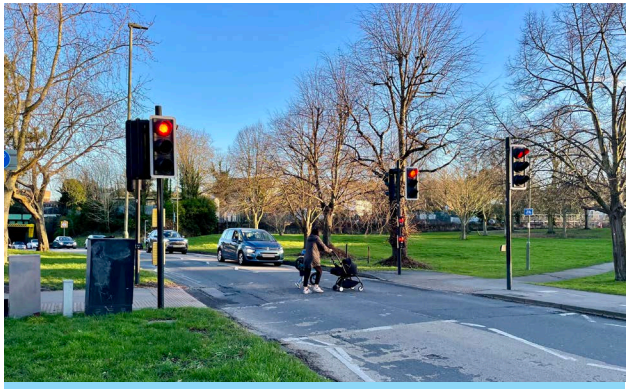
- Streetscape Guidance (TfL).
- Manual for Streets.
- Inclusive Mobility (DfT).
- Local Transport Note 1/20 Cycle Infrastructure Design (DfT).

Uncontrolled Crossing

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

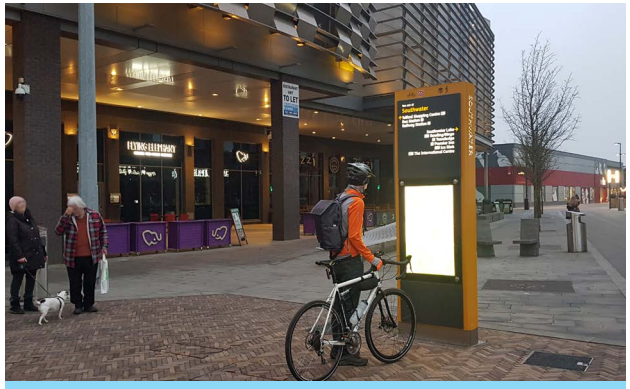
Zebra or Parallel Crossing

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



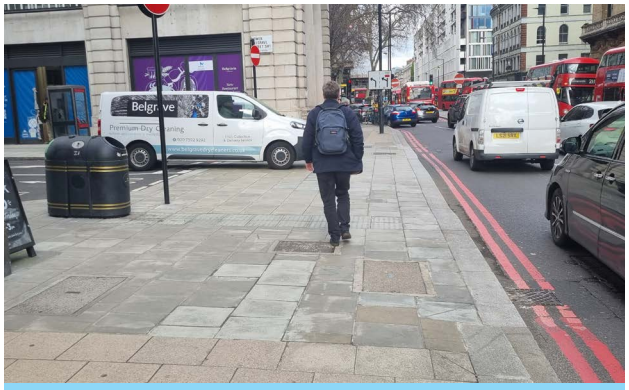
Signalised Crossing

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



Wayfinding System

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



Raised Table (Side Road Entry Treatment)

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

Raised Junction

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

Modal Filter

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

Lower Traffic Speeds

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

Places to Rest

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

School Street

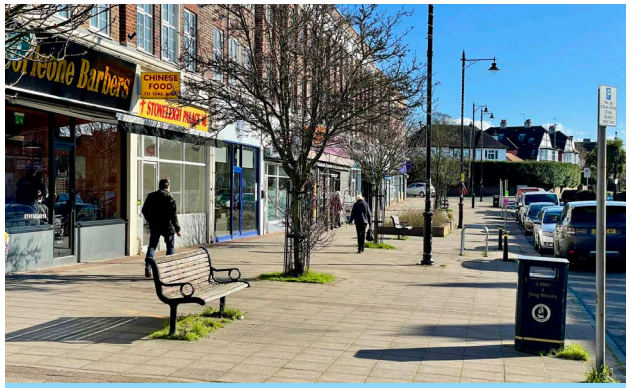
Implements timed vehicle access restrictions during school arrival/dismissal times to encourage more pupils to walk and cycle to school and improve the safety, comfort, and attractiveness of these modes. School streets may be configured to permit access by certain vehicles.

Review On-street Parking

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

Raised Loading/Parking Pad

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



Public Realm improvements

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

9.2. Phase 1 Proposed Walking Improvements

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

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

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

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

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

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

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

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

9.2.1. Core Walking Zones (CWZ)

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

Guildford town urban / suburban area: 3 CWZ

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

Ash and Tongham urban area: 1 CWZ

» CWZ 12: Ash

Rural areas: 3 CWZ

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

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

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

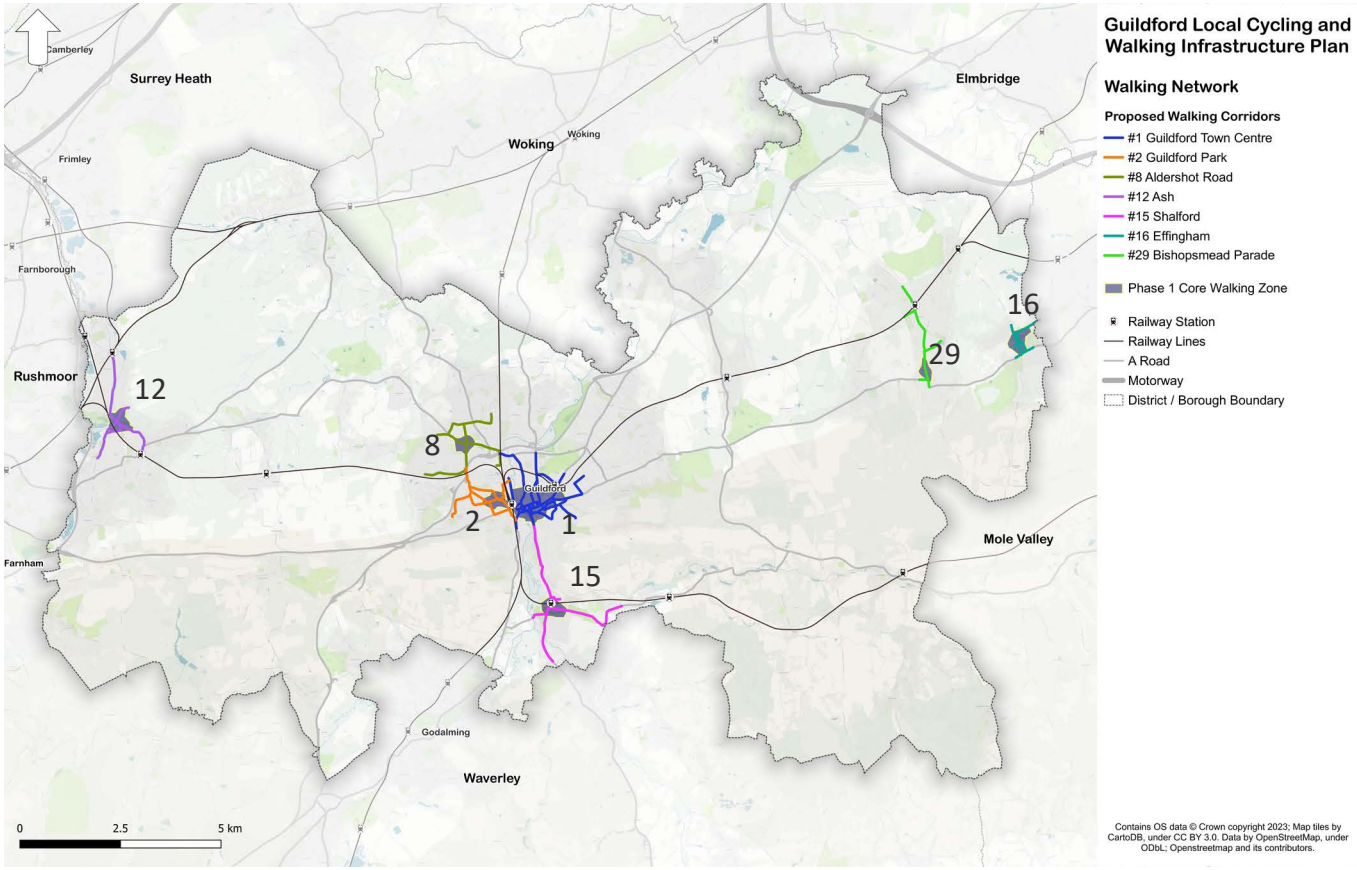


Figure 103. Phase 1 Core Walking Zones and identified walking corridors network

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

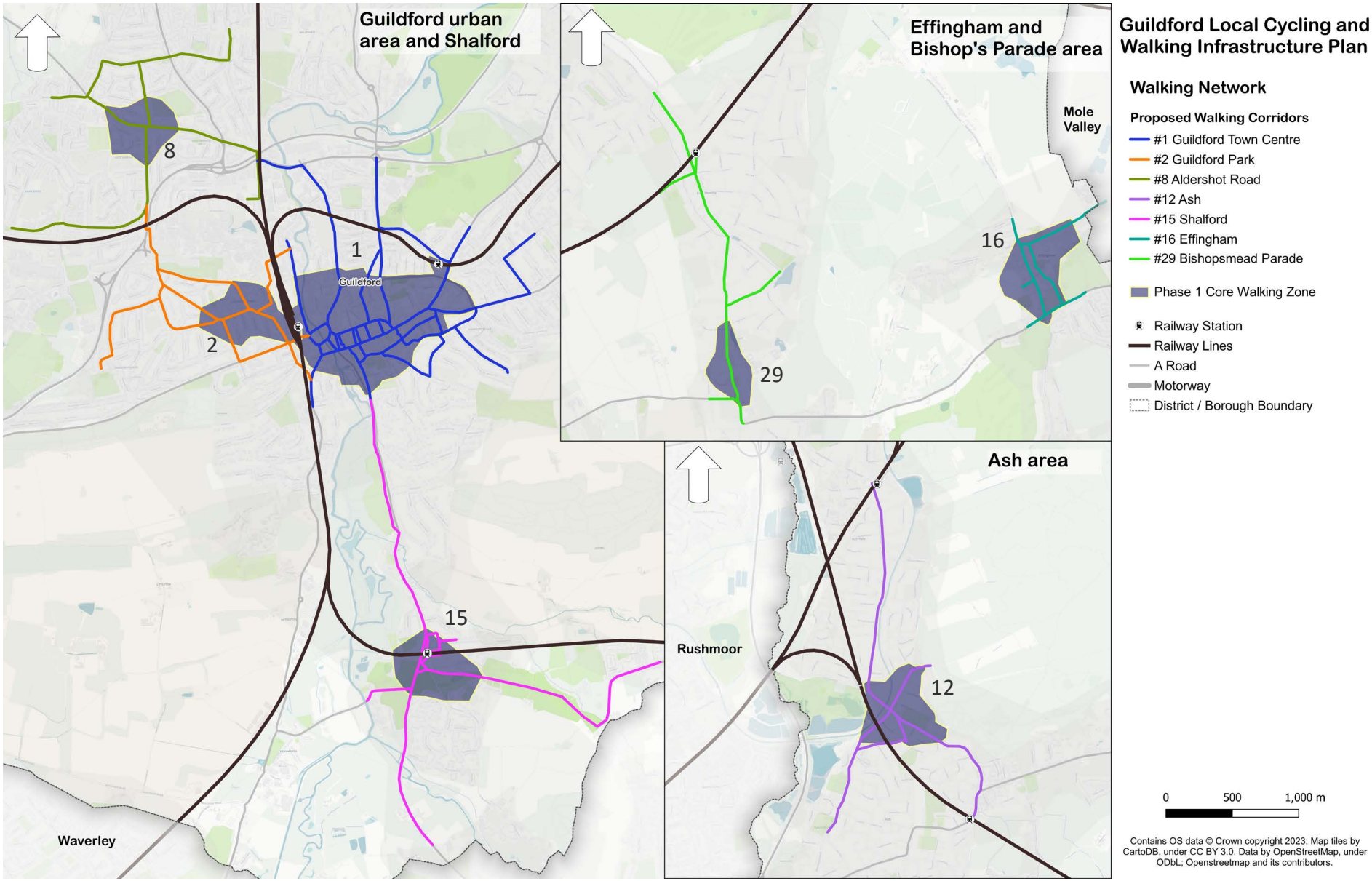


Figure 104. Phase 1 Core Walking Zones – identified walking routes network

Guildford town urban / suburban area

Core Walking Zone 1: Guildford Town Centre

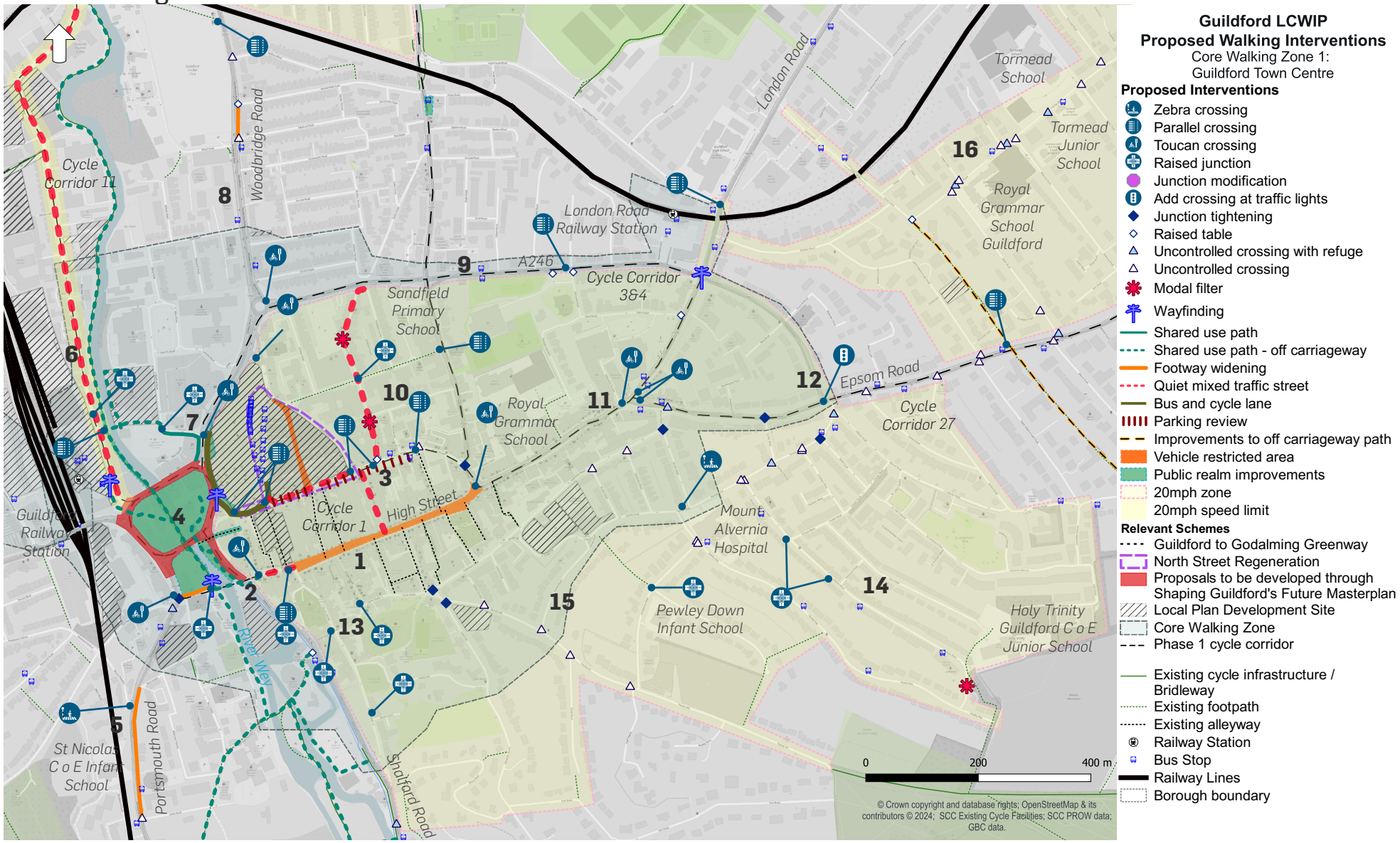


Figure 105. Core Walking Zone 1: Guildford Town Centre - key interventions

Guildford Town Centre (# 1)

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

Proposed Interventions:

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

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

3 <u>North Street</u>: 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.

1 Cyclists will be required to give priority to pedestrians.

2 Disabled parking to be retained

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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 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

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

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

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

General Items:

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

Core Walking Zone 2: Guildford Park

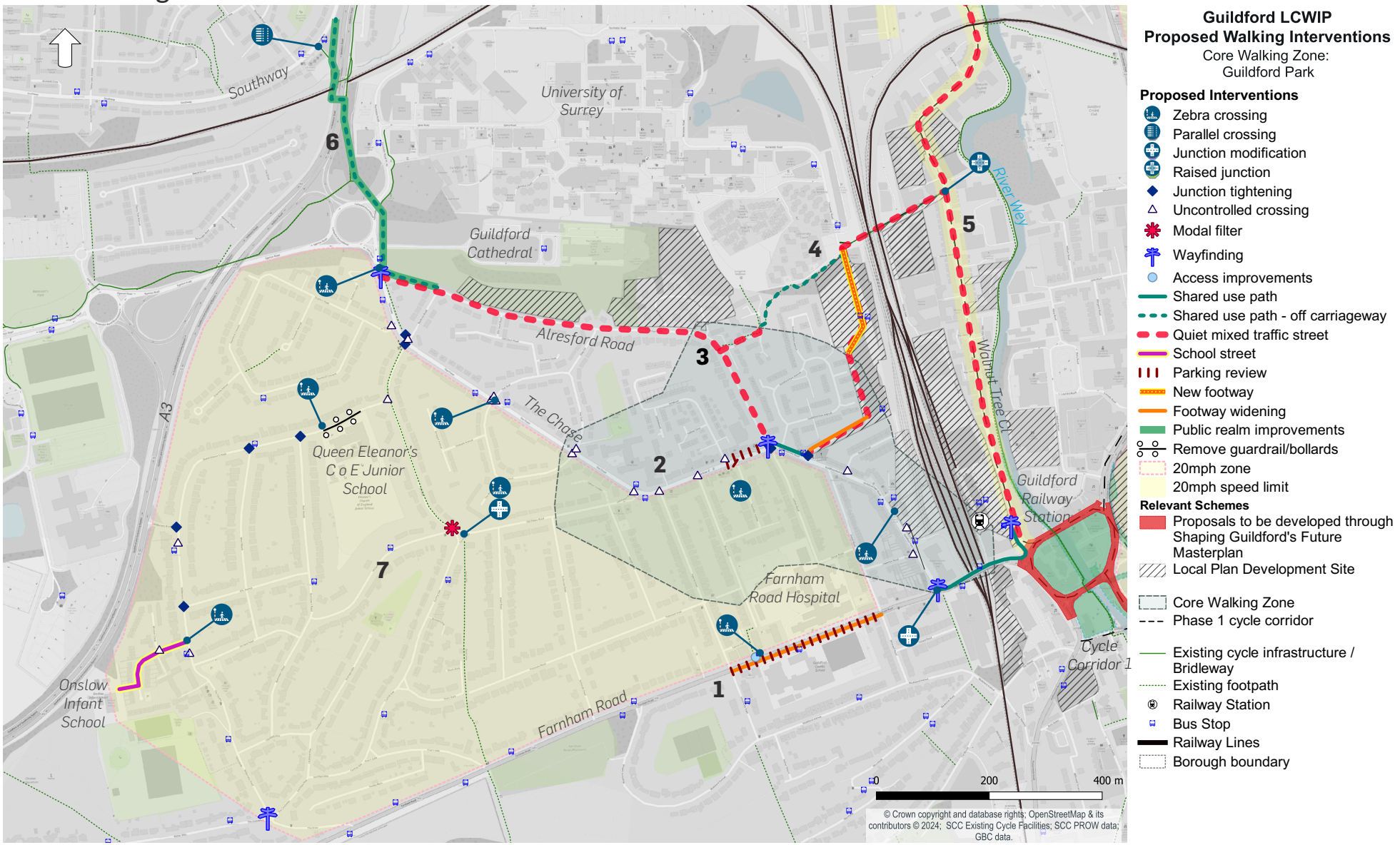


Figure 111. Core Walking Zone 2: Guildford Park - key interventions

Guildford Park (#2)

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

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

Proposed Interventions:

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

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

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

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

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

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

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

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

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

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

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

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

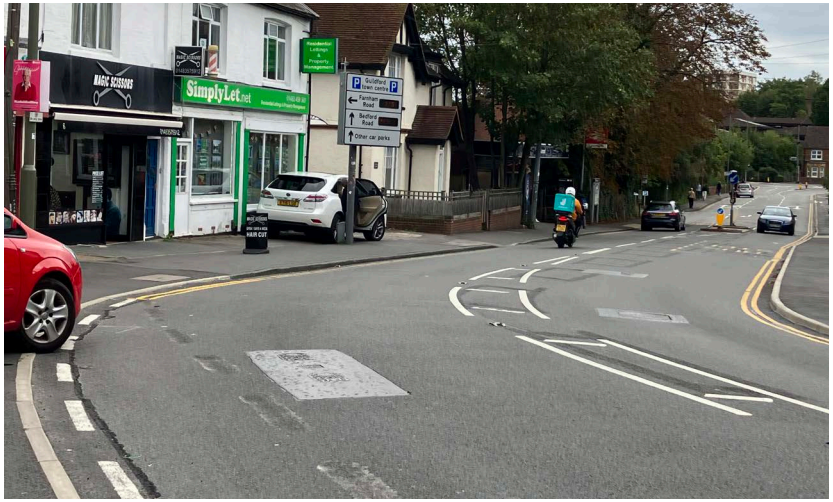


Figure 114. Parking on the footway along the local shops was observed. Measures to restrict parking on the footway to allow for unobstructed pedestrian environment to be investigated.

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

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

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

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

General Items:

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

6 Enforcement of 20 mph speed limits is to be determined in the feasibility stage.
7 To be reviewed in the next stages of design following speed surveys.
8 Access for residents to be permitted. All school street proposals would need to be assessed and determined at the next stage in coordination with SCC.

Core Walking Zone 8: Aldershot Road

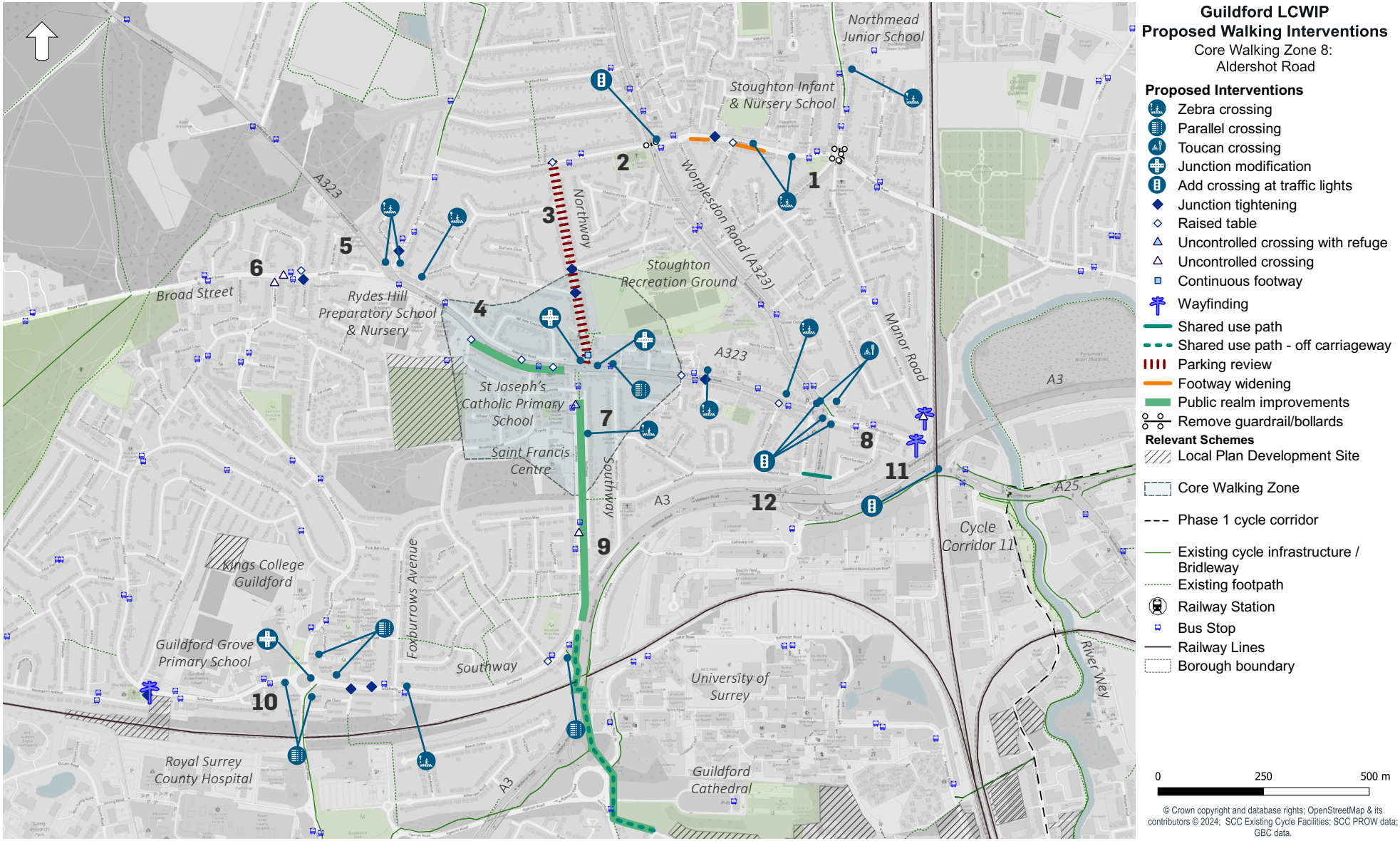


Figure 116. Core Walking Zone 2 Aldershot Road - key interventions

Aldershot Road (# 8)

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

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

Proposed Interventions:

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

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

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

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

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

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

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

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

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

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

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

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

and uncontrolled crossing point at the junction with Broadacres.

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

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

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

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

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.

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

General Items:

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

» 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.

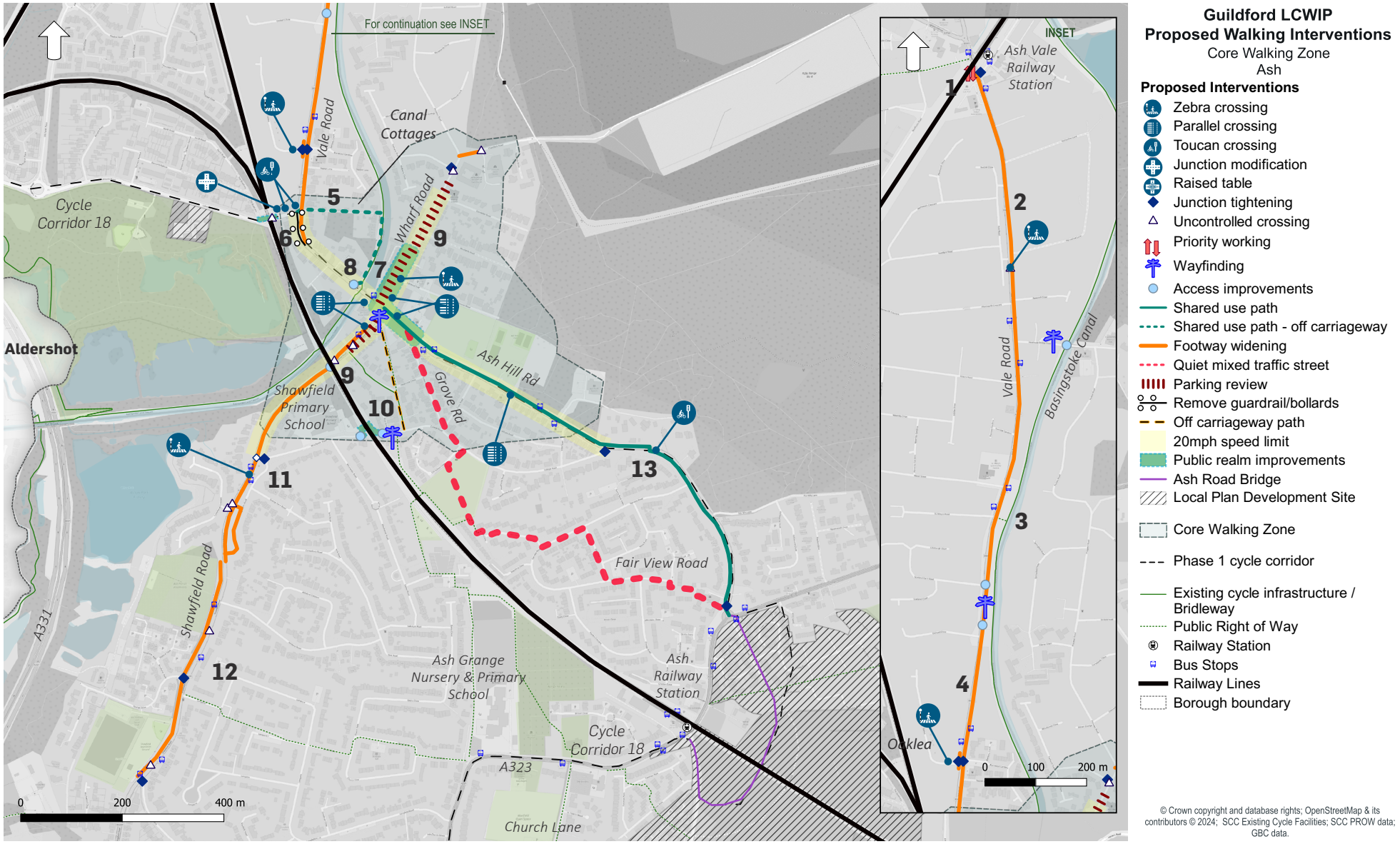
» Cycle parking: As part of footway and public realm improvements, consider opportunities to integrate secure cycle parking near local destinations, such as employment areas, schools and retail areas.

» 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



Guildford LCWIP
Proposed Walking Interventions
Core Walking Zone
Ash

Proposed Interventions

- Zebra crossing
- Parallel crossing
- Toucan crossing
- Junction modification
- Raised table
- Junction tightening
- Uncontrolled crossing
- Priority working
- Wayfinding
- Access improvements
- Shared use path
- Shared use path - off carriageway
- Footway widening
- Quiet mixed traffic street
- Parking review
- Remove guardrail/bollards
- Off carriageway path
- 20mph speed limit
- Public realm improvements
- Ash Road Bridge
- Local Plan Development Site
- Core Walking Zone
- Phase 1 cycle corridor
- Existing cycle infrastructure / Bridleway
- Public Right of Way
- Railway Station
- Bus Stops
- Railway Lines
- Borough boundary

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Figure 124. 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]

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

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.

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 127. 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 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 between the two sections of shared use path.

Figure 125. Church Path access.

Figure 126. Ash Hill Road, proposed location of a toucan crossing. Source: Google Street View.

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

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

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

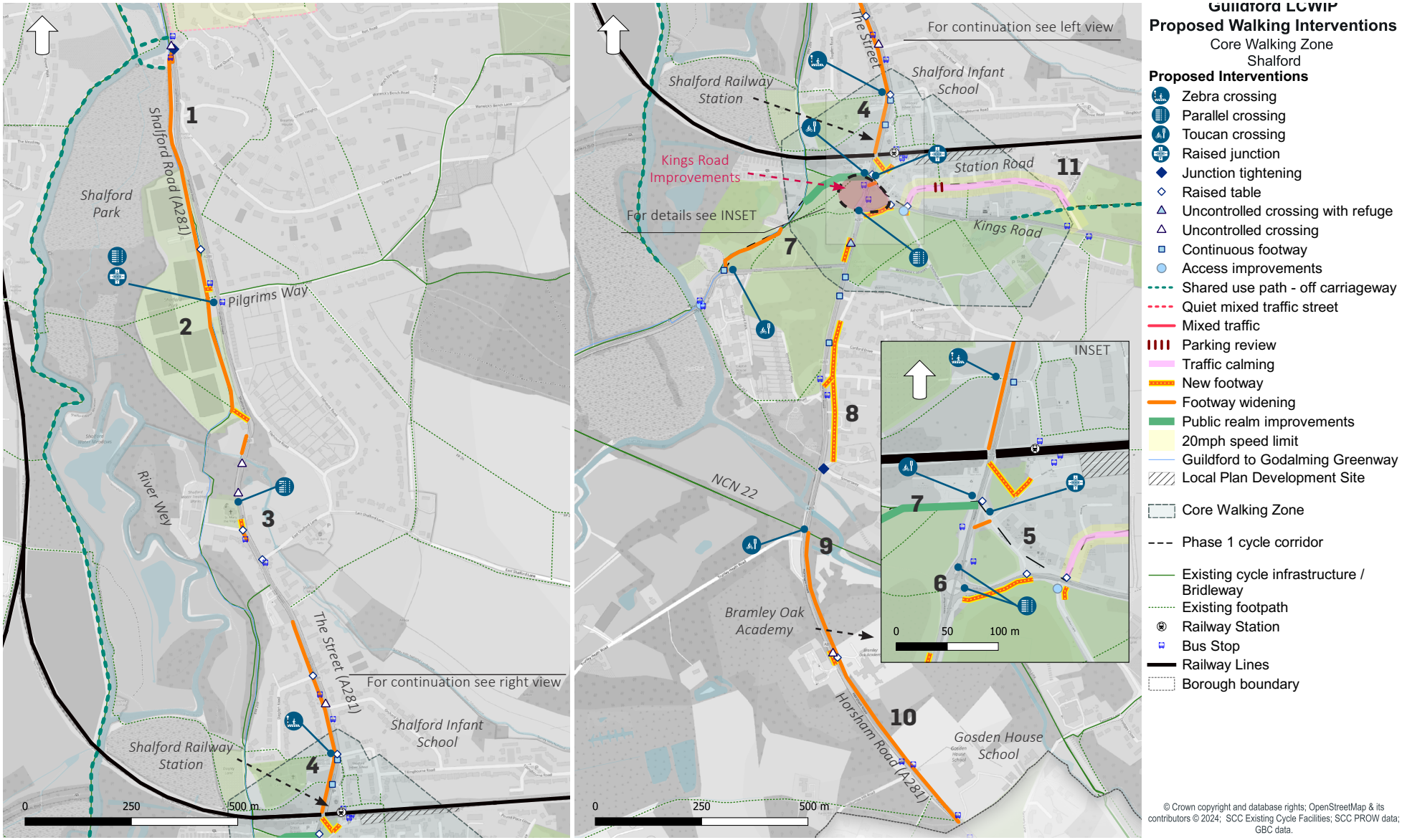

Figure 128. Core Walking Zone 15 Shalford - key interventions.

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 132 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 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

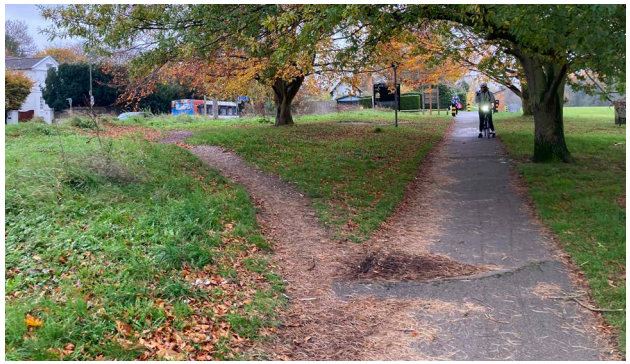

Figure 129. Shalford Park shared use path requires widening and resurfacing, as in many locations tree roots have damaged the surface. Existing desire lines to Pilgrims Way bus stop to be formalised.

Figure 130. Minimal footway provision in vicinity of St Mary's Church, with no footway provided on the western side. Source: Google Street View.

Figure 131. 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 132) 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 132. 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 133. Existing uncontrolled crossing where NCN 22 crosses the A281. Source: Google Street View.

Figure 134. 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 135. 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 improve pedestrian connectivity and moderate traffic speeds.

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 modified based on Cycle Corridor 28 Epsom Road East proposal, Item 9.

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

Figure 137. Uncontrolled crossing with footway missing on western side of The Street.

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

Figure 138. 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

Figure 139. Core Walking Zone 29 - Bishopsmead Parade - key interventions.

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.

Figure 140. Narrow footways adjacent to Conisbee & Son.

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

Figure 142. 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.

Summary of Phase 1 Core Walking Zones

Table 10. 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.

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

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

9.3. Assessment of Proposals

Following the concept design the proposed interventions were assessed using the Walking Route Audit Tool (WRAT) with the same criteria used for the assessment of the existing situation of the walking corridors within the CWZs.

The WRAT facilitates a high-level, comprehensive review of existing conditions for people walking along a route based on the key metrics of attractiveness, comfort, directness, safety and coherence. Lower scores suggest a poorer quality route, which may benefit from infrastructure interventions (i.e., to improve safety or comfort).

The results of each walking route are presented in detail in Appendix 5 (separate document) for both the existing situation and the proposals. Table 11 presents the total scores of each category in the existing situation and the estimated score if the interventions were implemented, along with the relative change of the score in each category for each CWZ.[1]

9.3.1. Results

The WRAT results of the existing situation demonstrate that all selected CWZs have an overall score below the 'minimum level of provision' (i.e., 70%), according to the LCWIP Technical Guidance for Local Authorities. This indicates the potential opportunity for and benefit of improvements along routes within these CWZs. The WRAT results of the proposed interventions have shown increases in every criteria for each CWZ, taking the overall CWZ scores to 76% or above.

Table 11. WRAT results

	Guildford Town Centre (CWZ #1)		
	Existing	Proposal	% Improvement from existing
Attractiveness	77.2%	80.9%	3.6%
Comfort	61.5%	68.0%	6.5%
Directness	79.6%	85.6%	6.0%
Safety	73.2%	83.5%	10.4%
Coherence	24.3%	56.7%	32.4%
Total	66.5%	75.4%	8.9%

1 A score of 70% should normally be regarded as a minimum level of provision overall. Routes which score below should be used to identify where improvements are required.

	2. Guildford Park (CWZ #2)			Aldershot Road (CWZ #8)			Ash (CWZ #12)		
	Existing	Proposal	% Improvement from existing	Existing	Potential	% Improvement from existing	Existing	Proposal	% Improvement from existing
Attractiveness	73.1%	79.3%	6.2%	69.0%	75.6%	6.6%	65.7%	76.3%	10.6%
Comfort	59.4%	68.1%	8.7%	50.8%	72.8%	22.0%	41.6%	71.3%	29.7%
Directness	75.9%	78.7%	2.7%	67.2%	79.7%	12.5%	50.0%	83.2%	33.2%
Safety	75.5%	89.5%	14.0%	58.1%	65.0%	6.8%	61.8%	73.8%	12.1%
Coherence	19.4%	66.5%	47.1%	10.8%	65.4%	54.6%	16.0%	72.4%	56.4%
Total	63.8%	75.0%	11.3%	55.2%	73.5%	18.3%	48.1%	75.6%	27.5%

	Shalford (CWZ #15)			Effingham (CWZ #16)			Bishopsmead Parade (CWZ #29)		
	Existing	Proposal	% Improvement from existing	Existing	Proposal	% Improvement from existing	Existing	Proposal	% Improvement from existing
Attractiveness	58.8%	71.9%	13.1%	60.4%	70.8%	10.4%	67.5%	75.6%	8.1%
Comfort	55.1%	84.5%	29.3%	34.6%	65.4%	30.8%	56.8%	71.0%	14.2%
Directness	65.1%	78.8%	13.7%	23.5%	61.0%	37.5%	44.4%	72.0%	27.6%
Safety	67.8%	84.1%	16.3%	27.2%	89.9%	62.7%	63.5%	79.7%	16.3%
Coherence	27.0%	63.9%	36.9%	0.0%	66.7%	66.7%	7.5%	58.5%	51.0%
Total	56.7%	78.3%	21.6%	32.9%	68.1%	35.2%	51.6%	71.8%	20.2%