10. Route Prioritisation, Costings and Funding Opportunities

10.1. Introduction

This section summarises the prioritisation of the implementation of the selected core walking zones and cycle corridors and indicative scheme costs for each of the walking and cycle schemes.

The prioritisation is high-level and indicates the relative importance of the selected routes and their package of proposed interventions, based on the methodology described in the following section. The purpose of the prioritisation is to assist SCC and GBC with which routes should be developed first. At this stage of the assessment, the route prioritisation is independent of cost.

10.2. Prioritisation of the Routes

10.2.1. Prioritisation of the long-list of routes

As mentioned in the previous sections a multi-criteria assessment framework was used to evaluate the aspirational list CWZs and cycle corridors (see page 82 for cycle corridors and on page 156 for core walking zones). The framework identified the Phase 1 cycle corridors and core walking zones from their respective aspirational list.

The framework was used to suggest potential relative time scales for the development of improvements, categorising the cycle corridors and core walking zones into:

» Phase 1 - short term (2 year plan implementation)
» Phase 2 - medium term (< 10 year plan implementation)

Additional cycle corridors and walking corridors have been identified through the selection process that have been classified as Phase 3 (10 year+). These include 'lost ways', old public rights of way that are no longer used and have been covered by overgrown vegetation, as these have been identified by local stakeholders during the early engagement workshops, walking corridors longer that 2km, and corridors that have lower propensity for cycle commuter trips, or significant constraints for the implementation. These corridors were not included in the multi criteria assessment.

The prioritisation of the aspirational lists is summarised in the tables and figures in the following pages.

Table 12. Prioritisation table for the aspirational list of Cycle Corridors within Guildford (Urban)

Cycle Corridor	Priority / Timescale	Score
Stoke Road to Town Centre (#3) and High St A3100 (#4)	Phase 1	92.33%
Guildford College to Woking (#11)	Phase 1	86.92%
Guildford High and North Streets (#1)	Phase 1	83.75%
Eastern Spoke - Epsom Road (#27)	Phase 1	82.75%
Station Access Quietway (#7)	Phase 1	80.67%
Peasmarsh to Shalford (#21)	Phase 1	80.50%
Guildford Park to Town Centre (#2)	Phase 1	78.83%
A3 Bypass route (#10)	Phase 2	69.67%
Southern Spoke -Guildford to Godalming (#23)	Phase 2	65.50%
Western Spoke - Aldershot Rd A322 (#13)	Phase 2	62.33%
Southway (#12)	Phase 2	59.58%
Westborough and Park Barn to Sports Grounds (#8)	Phase 2	56.67%
Rydes Hill Rd-Shepherds Ln-Stoughton Rd (#9)	Phase 2	55.67%
Northeastern Spoke (#30)	Phase 2	54.75%
Jacobs Well Rd-Clay Ln (#22)	Phase 2	54.42%
Worplesdon Road (#15)	Phase 2	51.25%
Town Centre to University of Surrey (#5)	Phase 2	49.58%
Clay Lane and Worplesdon path (#62)	Phase 2	35.50%

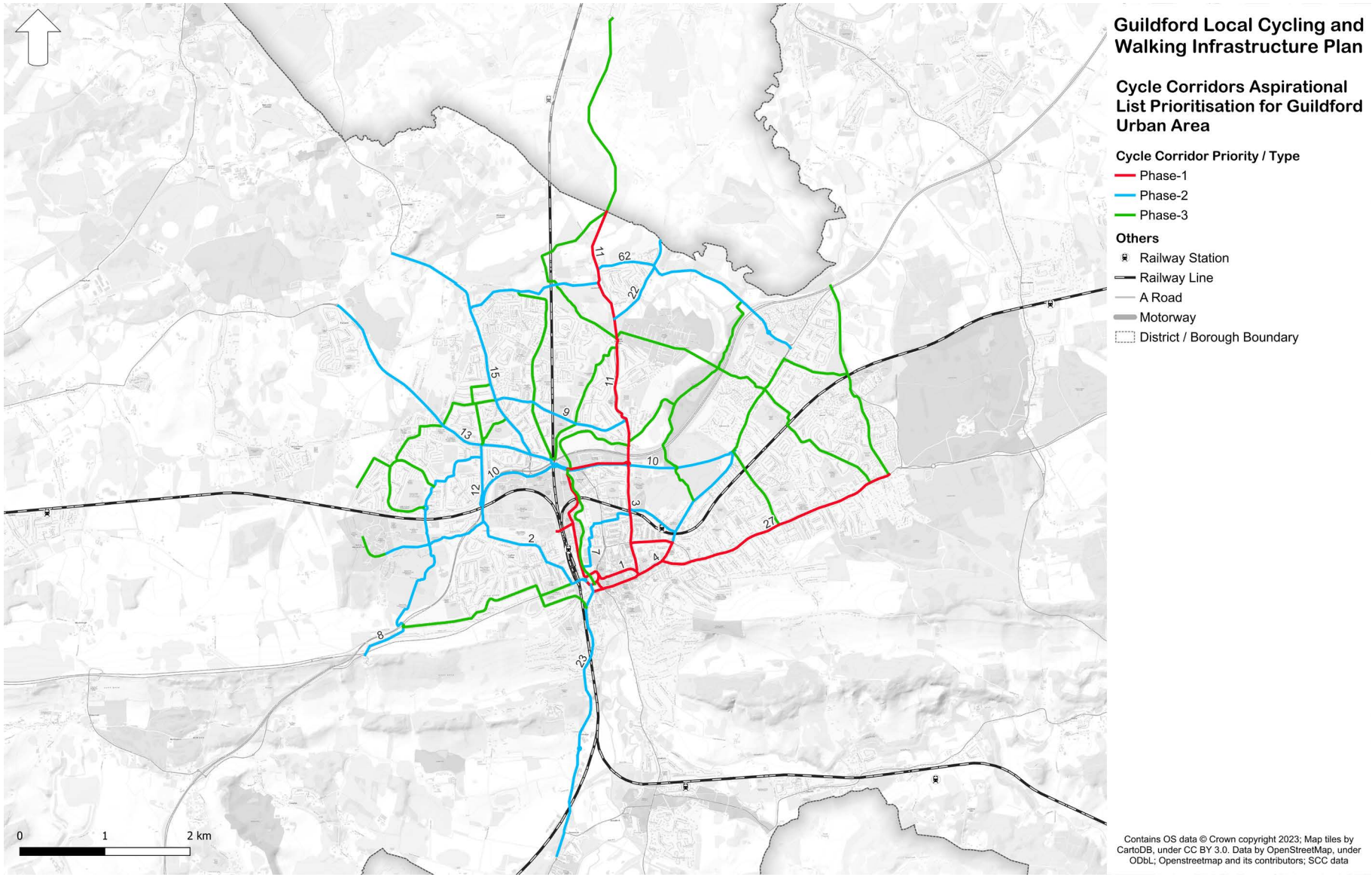

Figure 143. Prioritisation of aspirational list for cycling within Guildford (Urban).

Cycle Corridor	Priority / Timescale	Score
Ash Street (#18)	Phase 1	68.42%
Ash - Manor Road (#20)	Phase 1	61.58%
Christmas Pie Trail (#68)	Phase 2	52.83%
Ash - Vale Road (#19)	Phase 2	50.00%
Ash to Normandy (#17)	Phase 2	41.08%

Table 13. Prioritisation table for the aspirational list of Cycle Corridors within Ash and Tongham

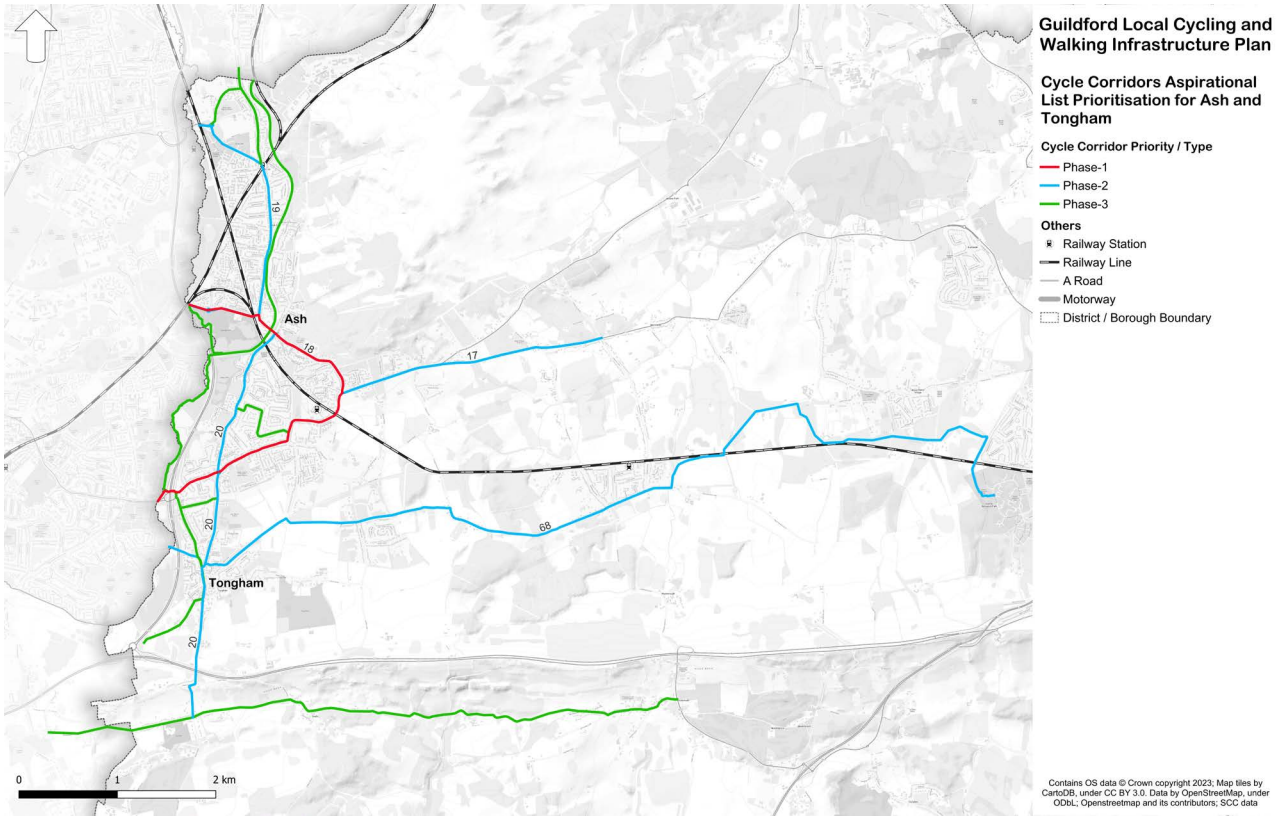

Figure 144. Prioritisation of aspirational list for cycling within Ash and Tongham.

Cycle Corridor	Priority / Timescale	Score
Epsom Road East (#28)	Phase 1	67.08%
Shalford to Chilworth (#47)	Phase 1	59.33%
The Mount (#26)	Phase 1	54.67%
East Horsley Link (#29)	Phase 2	52.92%
West Clandon to Send (#25)	Phase 2	51.92%
Ripley to Cobham (#61)	Phase 2	40.92%
Worplesdon to Normandy (#16)	Phase 2	35.67%

Table 14. Prioritisation table for the aspirational list of Cycle Corridors within Guildford (Rural)

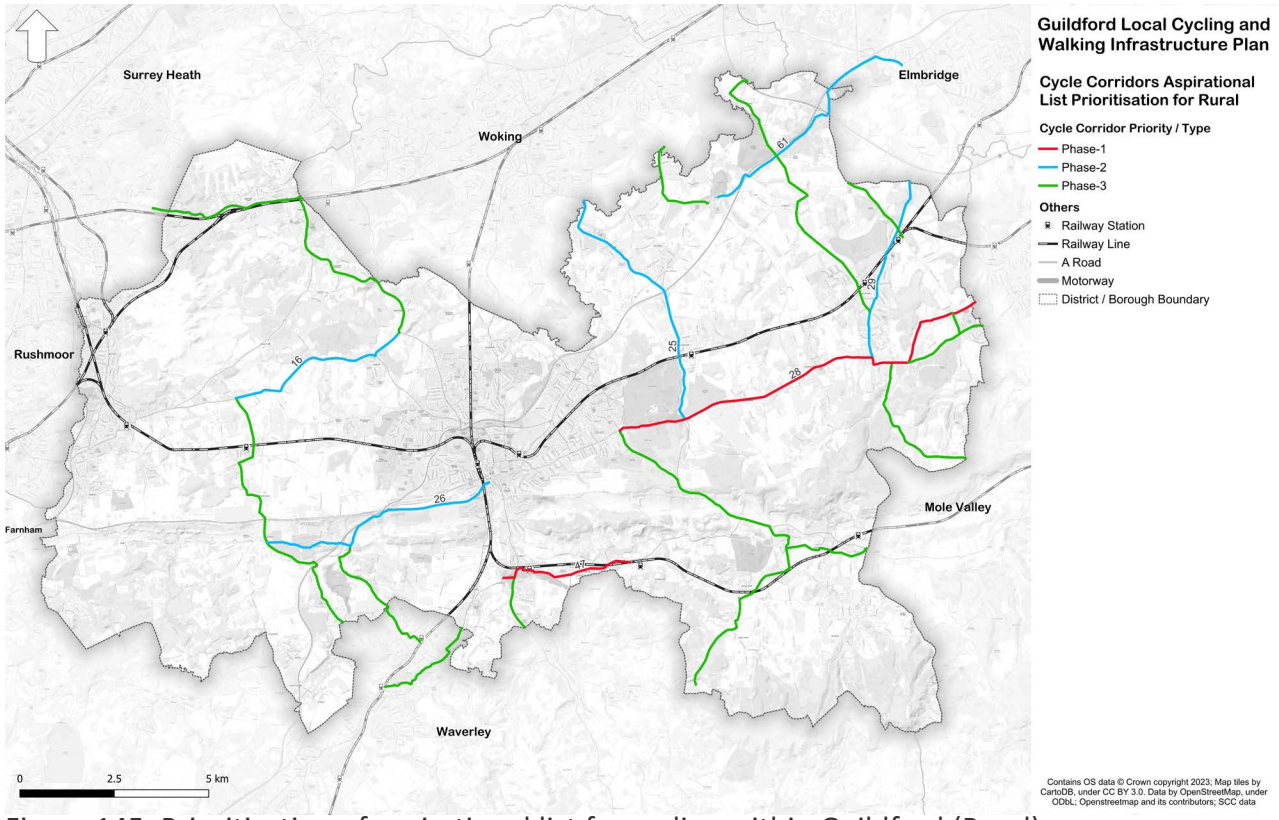

Figure 145. Prioritisation of aspirational list for cycling within Guildford (Rural).

Core Walking Zone (ID/Name)	Priority / Timescale	Score
1 - Guildford	Phase 1	96.25%
10 - University of Surrey[1]	Phase 2	84.58%
2 - Guildford Park	Phase 1	83.33%
8 - Aldershot Road	Phase 1	81.25%
3 - Woodbridge Hill	Phase 2	75.67%
4 - Stoke	Phase 2	75.28%
9 - Grange Road, Stoughton	Phase 2	71.92%
5 - Worplesdon Road, Stoughton	Phase 2	69.33%
7 - Park Barn	Phase 2	69.08%
6 - Stoughton Road, Bellfields	Phase 2	58.50%

Table 15. Prioritisation table for the aspirational list of Core Walking Zones within Guildford (Urban)

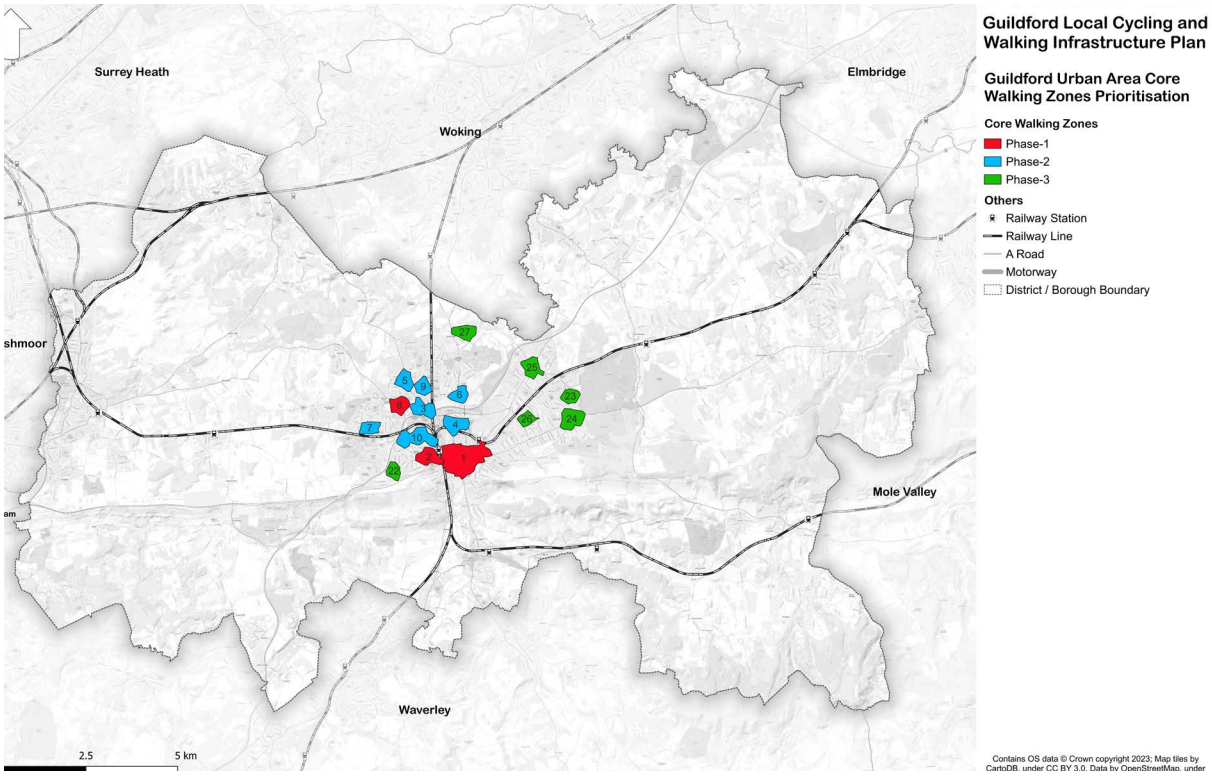

Figure 146. Suggested prioritisation of the Core Walking Zones with Guildford (Urban).

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

Core Walking Zone (ID/Name)	Priority / Timescale	Score
14 - Ash Station	Phase 1	54.36%
12 - Ash1	Phase 1	52.14%
11 - Tongham	Phase 2	51.97%
13 - Ash Vale	Phase 2	48.50%

Table 16. Prioritisation table for the aspirational list of Core Walking Zones within Ash and Tongham

Figure 147. Suggested prioritisation of the Core Walking Zones with Ash and Tongham.

1 All four CWZs had similar scores. It was decided to progress Ash CWZ as Phase 1, as it is located within walking distance to both Ash Vale and Ash Railway Station, has a relatively high existing population and workplace population, and schools within a ten-minute walk. Ash is a district centre of the area (identified in Guildford Local Plan) and would seem to have more individual trip attractors.

Core Walking Zone (ID/Name)	Priority / Timescale	Score
15 - Shalford	Phase 1	60.56%
16 - Effingham	Phase 1	49.50%
29 - Bishopsmead Parade, East Horsley[1]	Phase 1	N/A
17 - Send	Phase 2	47.81%
20 - Effingham Junction Station	Phase 2	47.25%
18 - Station Parade, East Horsley[2]	Phase 2	46.44%
21 - Gomshall	Phase 2	38.25%
19 - Fairlands	Phase 2	32.08%

Table 17. Prioritisation table for the aspirational list of Core Walking Zones within Guildford (Rural)

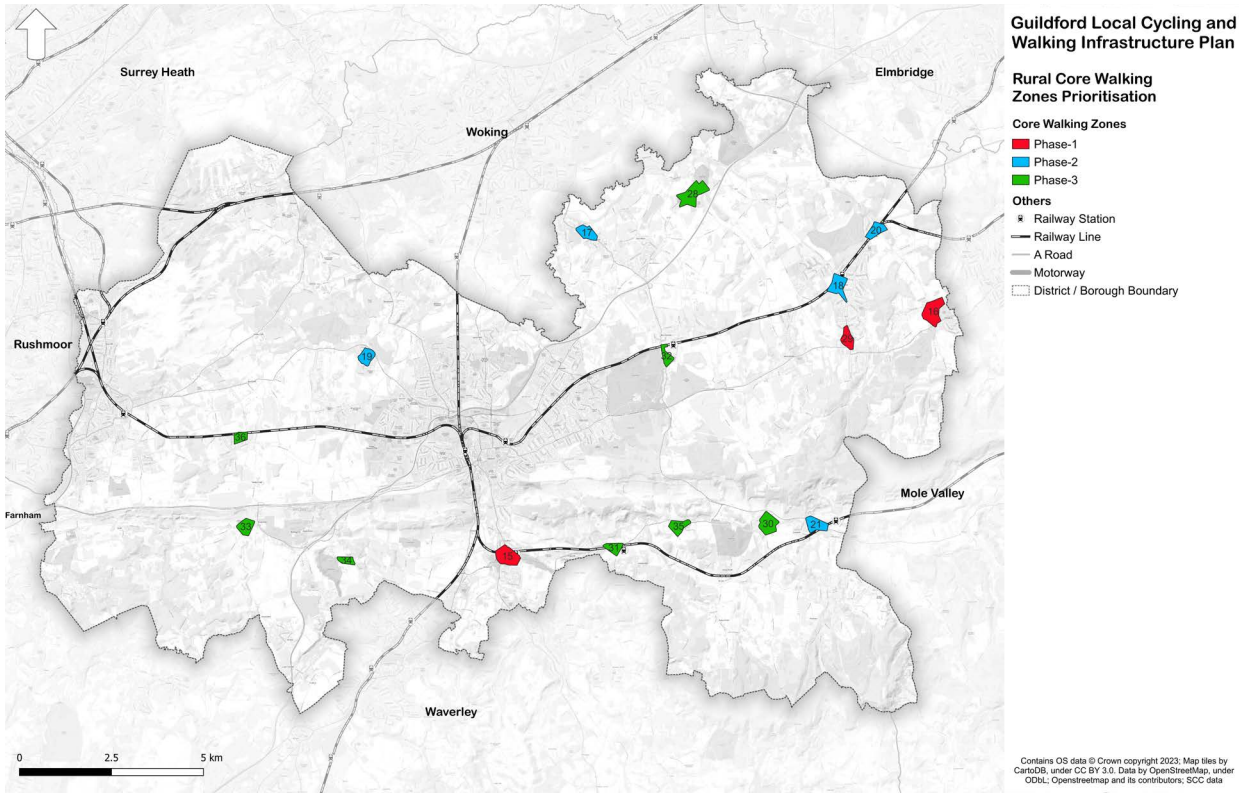

Figure 148. Suggested prioritisation of the Core Walking Zones with Guildford (Rural).

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

2 Refer to Footnote 1.

10.2.2. Assessment of the Phase 1 schemes

The cycle corridors and the core walking zones included in Phase 1 were assessed using the criteria summarised below. This further assessment of the cycling and walking[1] corridors is intended to assist SCC and GBC in understanding which proposed Phase 1 schemes may have greater benefits for users. The Phase 1 prioritisation incorporated additional criteria to the previous prioritisation of the aspirational lists. Criteria were rated on a scale from 1 to 3 (low to high) and include assessment of the proposed interventions. The Scoring Criteria is summarised below:

10.2.2.1. Demand Criteria

- Public input: Public comments obtained via Surrey's LCWIP interactive map was used to estimate the demand from active users for improvements.
- Collision data: recorded collisions along the corridors and links (per km of the corridor/ link).
- Potential flows: a score was derived based on the highest existing pedestrian flows along each walking link, as estimated from the Propensity to Cycle Tool (PCT) data. For cycling, an estimation of the potential increase in the number of people cycling for each route was calculated from PCT data using the E-Bike scenario for commuter flows and Dutch scenario for school flows.

10.2.2.2. Quality of Improvements Criteria

The criteria were intended to capture the potential of the improvements to encourage new walking and cycling trips and are based on the before/after RST and WRAT scoring.

- Quality of design - safety: The criterion reflects the expected change for the RST and WRAT safety metric. Proposed changes that result in a more significant increase in the safety metric would be expected to have a higher net benefit than a route that scores relatively well in the current condition.
- Quality of design - comfort: The criterion reflects the expected change for the RST and WRAT comfort metric. Proposed changes that result in a more significant increase in the comfort metric would be expected to have a higher net benefit than a route that scores relatively well in the current condition.
- Quality of design - attractiveness, directness and coherence [walking only]: The three criteria reflect the expected change for the WRAT attractiveness, directness and coherence metrics. Proposed changes that result in a more significant increase in all the metrics would be expected to have a higher net benefit than a route that scores relatively well in the current condition.
- Contributes to improved cycling network [cycling only]: scores the connectivity of the proposed corridor with the rest of the aspirational cycle network.

10.2.2.3. Access Criteria

Access criteria are intended to capture whether the routes help improve pedestrian and cycle access to several key destinations. Criteria were generally scored as 'yes' (3) if at least one destination is identified, or 'no' (1), unless otherwise noted. For the cycle corridors additional destinations within 400m from the route were assessed and scored with (2).

- Education (e.g. school, college, library, etc.)
- Transport facilities (railway station or bus stop)
- High Street/commercial area
- Other key destination (parks, leisure centre, business parks, etc.) [walking only]

10.2.2.4. Deliverability Criteria

Intended to reflect the potential deliverability of the proposals at this very early concept stage.

- Ease of implementation: qualitative score that seeks to capture major constraints that may make implementation more difficult, such as potential need for third party land, major junction schemes, etc.

1 For the walking network the assessment was undertaken for each walking link within the core walking zone, as this was selected during the WRAT assessment. Each link generally has consistent characteristics along it (e.g., geometry, land use, etc.) and the LCWIP proposals have a similar approach along each link.

» Dependency on other schemes [walking only]: as the walking routes were assessed separately, this criterion is intended to assess the dependency of the proposals on other workstreams or proposed interventions on neighbouring walking route links.
» Potential to achieve LTN 1/20 guidance [cycling only]: reflects the potential constraints along the route and ability to achieve compliance with LTN 1/20 standards.

10.2.2.5. Total Score and Factor Weighting

A score for each of the five criteria categories was calculated by averaging the sub-criteria within the category. To calculate a total score for each route, the main categories were then weighted as follows:

» Demand - 20%
» Quality of improvements - 30%
» Access - 20%
» Deliverability - 30%

The weightings were intended to give a slightly higher input to the design factors, as proposed interventions with a greater anticipated impact over the existing condition could support a more substantial uplift in walking and cycling. Additionally, factors related to stakeholder input, usage, and access were previously incorporated into the route selection methodology at the start of the LCWIP process.

10.2.3. Assessment Results

Table 18 and Table 19 and the maps in Figure 149 and Figure 150 present the outputs of the assessment process and the relative prioritisation of the Phase 1 cycle corridors and walking routes and their associated package of proposed interventions. The prioritisation categories were based on the relative rankings across the Phase 1 corridors (primary; secondary; tertiary).

The prioritisation table is presented in the Appendix 6 (separate document).

Table 18. Prioritisation table for Phase 1 cycle corridors

Cycle corridor	Length (km)	Score	Rank
Guildford College to Woking (#11)	5.55	92.9%	1
Stoke Road to Town Centre & High Street (#3 & #4)	2.36	90.5%	2
Eastern Spoke - Epsom Road (#27)	2.92	78.6%	3
High Street and North Street (#1)	2.00	73.8%	4
Ash Street (#18)	4.38	66.7%	5
Epsom Road East (#28)	10.90	61.9%	6
Shalford to Chilworth (#47)	3.70	57.1%	7

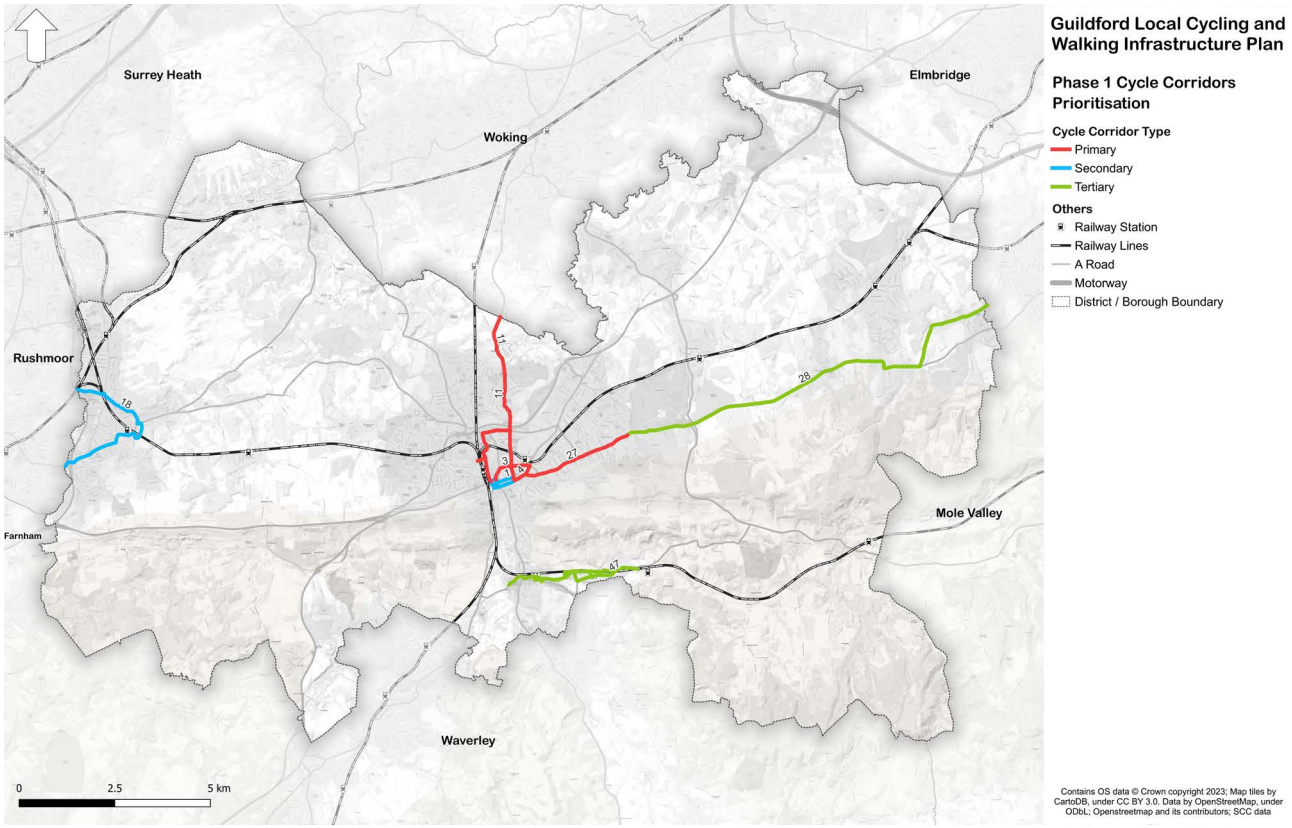

Figure 149. Suggested prioritisation of Phase 1 cycling corridors.

Table 19. Prioritisation table for the Phase 1 walking corridors

Core Walking Zone (Name)	ID	Walking Route	From	To	Score	Rank
Guildford Park	2.10.	Perimeter Road	Guildford Park Road	Yorkies Bridge	95.2%	1
Guildford Town Centre	1.8	A246/A320	High Street	Waterden Road	90.5%	2
Guildford Park	2.8	Farnham Road	Agraria Road	Bridge Street	90.5%	2
Guildford Town Centre	1.21	Portsmouth Road	High Street	Lawn Road	88.9%	4
Effingham	16.3	A246	The Grove	Mount Pleasant	87.3%	5
Bishopsmead Parade	29.4	Ockham Road South	Guildford Road	Penneymead Driveway	87.3%	5
Guildford Town Centre	1.2	Walnut Tree Close	A322 Bridge Street	Yorkies Bridge	85.7%	7
Effingham	16.1	The Street	Lower Road	A246	85.7%	7
Guildford Town Centre	1.9	A3100/A246	High Street	Maori Road/Ennismore Avenue	84.1%	9
Effingham	16.2	Effingham Common Road/ Lower Road	Leewood Way	Water Lane	84.1%	9
Guildford Town Centre	1.16	Jenner Road/Sydenham Road	Epsom Road	Castle Street	82.5%	11
Aldershot Road	8.1	Broad Street/Aldershot Road	Broadacres	Woodside Road	82.5%	11
Ash	12.4	Guildford Road	Ash Hill Road	Foreman Road	82.5%	11
Guildford Town Centre	1.5	Stoke Road/Nightingale Road	York Road	A3100 London Road	81.0%	14

Core Walking Zone (Name)	ID	Walking Route	From	To	Score	Rank
Guildford Park	2.6	Madrid Road/Guildford Park Road	Elmside	Farnham Road	81.0%	14
Shalford	15.1	Horsham Road	Foxburrow Hill Road	Kings Road	81.0%	14
Guildford Town Centre	1.4	A320 Stoke Road	A25	Nightingale Road	79.4%	17
Guildford Town Centre	1.19	Castle Street	South Hill	Quarry Street	79.4%	17
Aldershot Road	8.2	Shepher's Lane/Stoughton Road	Broad Street	The Gables	79.4%	17
Guildford Town Centre	1.7	Haydon Place	York Road	North Street	77.8%	20
Ash	12.5	Wharf Road	Newlands Drive	Railway Line	77.8%	20
Guildford Park	2.9	Mount Pleasant/Path	Farnham Road	Portsmouth Road	76.2%	22
Aldershot Road	8.7	Southway	Applegarth Avenue	A323 Aldershot Road	76.2%	22
Guildford Town Centre	1.12	North Street	Onslow Street	Chertsey Street	74.6%	24
Guildford Town Centre	1.17	Harvey Road/Pewley Hill	Epsom Road	Castle Street	74.6%	24
Guildford Park	2.4	Alresford Road	Path	Madrid Road	74.6%	24
Guildford Town Centre	1.11	High Street	North Street	A246	73.0%	27
Shalford	15.5	A248	Station Road	Chantry Road	73.0%	27
Shalford	15.8	Dagley Lane	Broadford Bridge	Horsham Road	73.0%	27
Bishopsmead Parade	29.2	Kingston Avenue	Ockham Road South	East Horsley Village Hall	73.0%	27

Core Walking Zone (Name)	ID	Walking Route	From	To	Score	Rank
Guildford Town Centre	1.3	A322 Woodbridge Road	A25	Bridge Street	71.4%	31
Guildford Town Centre	1.6	Stoke Fields	Stoke Road	York Road	71.4%	31
Guildford Town Centre	1.13	Lanes	North Street	High Street	71.4%	31
Guildford Park	2.5	Queen Eleanor's Road/ Elmside	Powell Close	The Chase/Old Palace Road	71.4%	31
Aldershot Road	8.4	A323 Aldershot Road	Southway	Manor Road	71.4%	31
Shalford	15.2	The Street	Kings Road	Church Close	71.4%	31
Guildford Town Centre	1.15	Bakers Yard	Sydenham Road	High Street	69.8%	37
Guildford Town Centre	1.20.	Quarry Street	High Street	A281	68.3%	38
Effingham	16.4	Browns Lane	A246	Lower Road	68.3%	38
Guildford Town Centre	1.18	Addison Road	Holy Trinity School	Harvey Road	66.7%	40
Guildford Park	2.2	The Chase	Perimeter Road	Old Palace Road	66.7%	40
Ash	12.6	Shawfield Road	Railway Line	Star Lane	66.7%	40
Shalford	15.4	A248	Horsham Road	Station Road	66.7%	40
Guildford Town Centre	1.1	Gyratory	Farnham Road	High Street	65.1%	44

Core Walking Zone (Name)	ID	Walking Route	From	To	Score	Rank
Guildford Town Centre	1.14	High Street	Park Street	North Street	65.1%	44
Guildford Park	2.11	Yorkies Bridge	Perimeter Road	Walnut Tree Close	63.5%	46
Aldershot Road	8.3	A323 Aldershot Road	Woodside Road	Southway	63.5%	46
Bishopsmead Parade	29.5	Epsom Road	Chalk Lane	Fearn Cl	63.5%	46
Guildford Town Centre	1.10.	Cranley Road/Maori Road	Hillier Road	A246	61.9%	49
Guildford Park	2.1	Path	Southway	Perimeter Road	61.9%	49
Guildford Park	2.7	Agraria Road	Madrid Road	Farnham Road	61.9%	49
Aldershot Road	8.5	Middleton Industrial Estate	Woodbridge Hill	Railway Line	61.9%	49
Bishopsmead Parade	29.1	Ockham Road North & South	Pennymead Driveway	East Lane	61.9%	49
Ash	12.2	Ash Hill Road	Grove Road	College Road	60.3%	54
Ash	12.7	Winchester Road	Ewins Close	Shawfield Road	60.3%	54
Shalford	15.3	Shalford Road/Off Road	Church Close	Millbrook	60.3%	54
Bishopsmead Parade	29.3	Station Approach	Cobham Way	Horsley Station Car Park	60.3%	54
Aldershot Road	8.6	A25	Middleton Industrial Estate	A322 Woodbridge Road	58.7%	58
Ash	12.1	Vale Road	Station Road East	Grove Road	58.7%	58
Shalford	15.7	Tillingbourne Road	The Street	Railway Line	58.7%	58
Ash	12.3	Ash Hill Road	College Road	Guildford Road	55.6%	61
Bishopsmead Parade	29.6	Lynx Hill	Pennymead Lake	Ockham Road South	55.6%	61
Ash	12.8	Grove Road	Ash Hill Road	College Road	54.0%	63
Shalford	15.6	Station Row/Station Approach	Kings Road	The Street	54.0%	63
Guildford Park	2.3	Path	The Chase	Alresford Road	50.8%	65

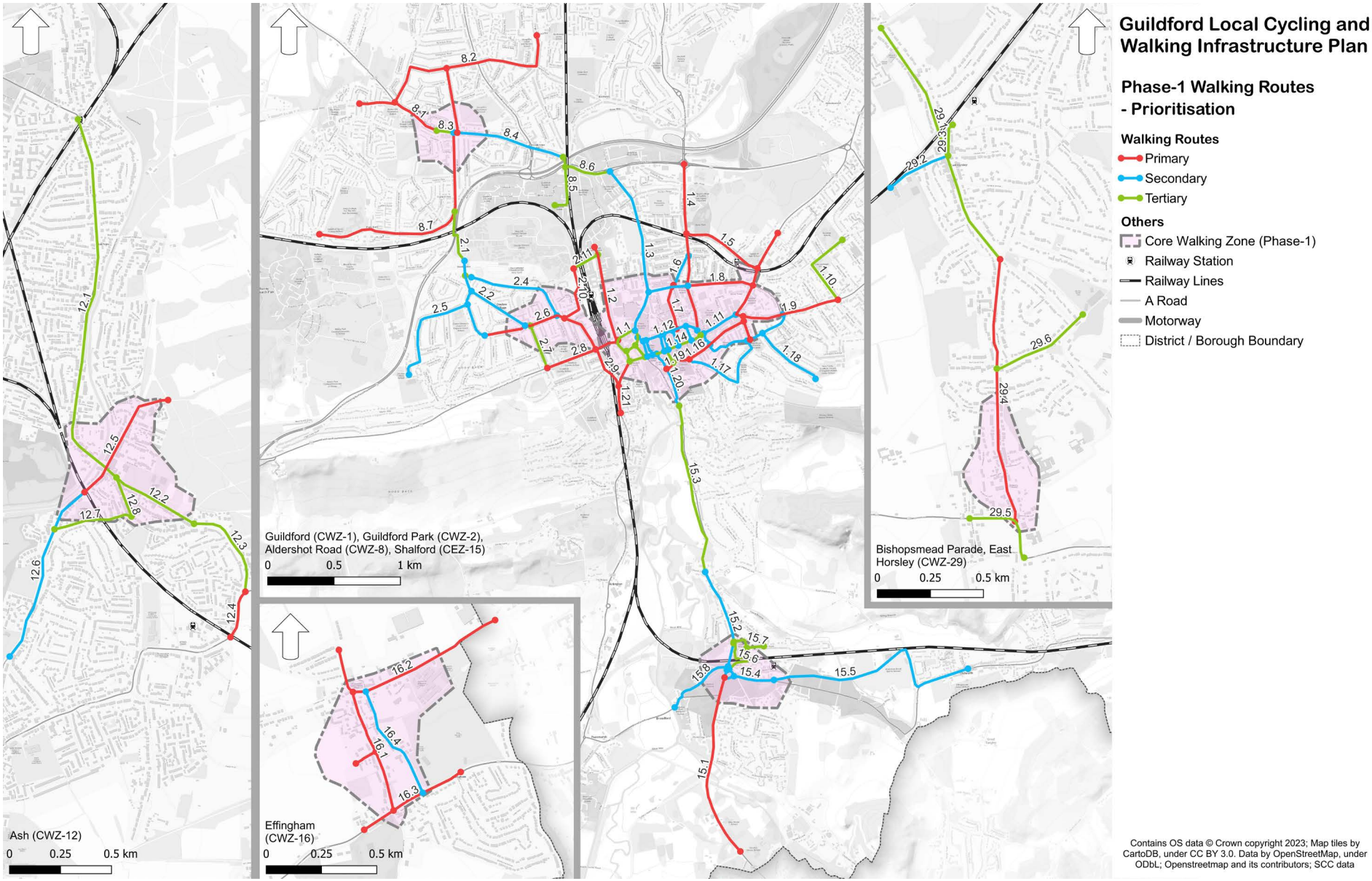

Figure 150. Suggested prioritisation of the Phase 1 walking links.

10.3. Indicative Cost Estimates

10.3.1. Methodology

Outline costs were estimated for the proposed design measures. The estimates are reflective of the early concept stage and intended to provide an indicative, rough order-of-magnitude cost only. Costs can vary significantly depending on local site conditions.

Depending on the type of intervention, costs were estimated by two methods:

10.3.1.1. Readily Available Unit Cost Information

Where available, unit cost information for common types of infrastructure improvements were obtained from data from DfT[1], Wiltshire Council[2], and Greater Manchester[3] (e.g. type of crossing, type of cycle facility). Cost estimates were then calculated based on the approximate quantity of facilities proposed (e.g., number of toucan crossings, kilometres of cycle track). For these costs, it was assumed that the indicative unit cost available included all aspects of installation, such as allowances for preliminaries, risk, costs associated with the need for utility diversions, etc. Where the data source provided a range of costs, the high cost was used to provide a more conservative estimate at this early concept stage.

10.3.1.2. Costing for Bespoke Elements

For scheme elements where unit cost information was not readily available, more bespoke estimates were developed. These cost estimates include allowances for items which can currently be quantified (at initial concept design level), unknown or unquantifiable items, and risk (see Appendix 7 - separate document). The estimates included the following assumptions:

10.3.1.3. Quantifiable items (the basic costs of a scheme before allowing for risks):

» Engineering judgement was used to estimate material quantities (what would be covered by multiple items in a standard bill of quantities developed in detailed design[4]).

10.3.1.4. Unknown or unquantifiable items:

» Allowance for those items which have not or cannot be quantified at this stage of design (25% of quantified costs).
» Allowance for preliminaries and traffic management (15% of quantified costs).
» Allowance for risk (20% of quantified costs).
» Allowance for statutory undertakers diversions (15% of quantified costs).

10.3.1.5. Other assumptions:

» Each corridor is delivered individually and so no estimate of the efficiency from a combined delivery is applied.
» Prices from different sources were adjusted to a 2024 (Q1) base year for all costs using inflation rates from the Consumer Price Index (CPI).
» Does not include costs associated with the need for third party land acquisition (if required).
» Assumes a standard material palette. Higher specification or a heritage materials palette may be preferred in some areas, which would be considered in detailed design and may require additional cost.

1 Typical costs of cycling interventions, Interim analysis of Cycle City Ambition schemes, January 2017.
2 Costs of highway works, Wiltshire Council (https://www.wiltshire.gov.uk/highways-works-cost)
3 Greater Manchester Cycling design guidance, March 2014.
4 An example would be length of kerbing or area of new carriageway. Kerbing was estimated as a combined single rate but in later stages this would broken down to include the kerb, kerb bed, and kerb backing. For carriageway, the later stages would separately identify formation, capping, sub-base, road base, and surfacing.

» Where alternative options are noted in the initial concepts, only the indicative cost of the main proposal is included.
» A contingency of 40%[5] is included to provide allowance for unknowns at this early stage of optioneering.
» Design/consultancy fees are assumed to be 18% of capital costs.
» Site supervision fees are assumed to be 12% of capital costs.

10.3.1.6. Not included:

» Inflation projection for when the schemes may be built.
» Optimism bias.

Estimated costs were tabulated by core walking zone and cycle corridor. Therefore, each core walking zone/cycle corridor and each mode (walking and cycling) were evaluated separately. This method provided a stand-alone cost for each core walking zone and cycle corridor so they may be considered independently. However, if viewed as a network-wide package of improvements, there is opportunity for savings associated with a combined delivery programme.

5 Percentage added to contingency, design fees and supervision fees were recommended by Atkins internal costs team.

Table 20 gives the sum of all schemes. The indicative cost estimates for the package of improvements along each cycle corridor and core walking zone are presented in Table 21 and Table 22, respectively (following pages). The unit cost references are summarised in Appendix 7 (separate document).

Cost estimates to be revised in the future stages of the design process when further information will be available such as highway boundary and / or land acquisition, utilities, drainage issues, etc.

Table 20. Indicative high level costs for the proposed cycle and walking interventions (all routes)

		Cycle corridors*	Core Walking Zones
Link Cost		£32,900,000	£21,000,000
Junction Cost		£9,300,000	£10,400,000
Total Base Capital Cost (2024)		£42,200,000	£31,400,000
Contingency	40%	£16,900,000	£12,600,000
Design / consultancy fees	18%	£7,600,000	£5,700,000
Site supervision	12%	£5,100,000	£3,700,000
TOTAL (rounded)		£71,800,000	£53,400,000

Note*

In case than more than one alignment has been developed, cycle corridor costs were based on 'one scenario', i.e., excludes alternative alignment B for Ash Street and Shalford to Chilworth corridors, as described in notes in the following page.

Table 21. Indicative high level costs for the proposed cycle interventions

		Guildford Urban / Suburban Areas				Ash and Tongham Urban Areas		Rural Areas		
		Guildford High St and North St (#1)	Stoke Rd to Town Centre and High Street A3100 combined (#3 and 4)	Guildford to Woking (#11)	Eastern Spoke - Epsom Road (#27)	Ash Street (#18)A	Ash Street (#18)B	Epsom Road East (#28)	Shalford to Chilworth (#47)A	Shalford to Chilworth (#47)B
Link Cost		£1,700,000	£3,000,000	£4,400,000	£3,100,000	£4,600,000	£11,300,000	£4,700,000	£4,100,000	£4,110,000
Junction Cost		£900,000	£1,900,000	£1,500,000	£1,200,000	£2,000,000	£1,300,000	£600,000	£600,000	£614,000
Total Base Capital Cost (2024)		£2,600,000	£4,900,000	£5,900,000	£4,300,000	£6,600,000	£12,600,000	£5,300,000	£4,700,000	£4,724,000
Contingency	40%	£1,000,000	£2,000,000	£2,400,000	£1,700,000	£2,600,000	£2,600,000	£5,000,000	£2,100,000	£1,900,000
Design / consultancy fees	18%	£500,000	£900,000	£1,100,000	£800,000	£1,200,000	£1,200,000	£2,300,000	£1,000,000	£900,000
Site supervision	12%	£300,000	£600,000	£700,000	£500,000	£800,000	£800,000	£1,500,000	£600,000	£600,000
TOTAL (2024, rounded)		£4,400,000	£8,400,000	£10,100,000	£7,300,000	£11,200,000	£11,100,000	£21,400,000	£9,000,000	£8,100,000

Notes:

Costs for Ash Street cycle corridor are presented:

» A) Including alternative alignment along London Way.
» B) Excluding alternative alignment.

Costs for Shalford to Chilworth cycle corridor are presented:

» A) Including alternative aliment along New Road section alternative to the off-road alignment.
» B) Excluding alternative alignment.

Table 22. Indicative high level costs for the proposed walking improvements

		Guildford Urban / Suburban Areas			Ash and Tongham Urban Areas	Rural Areas		
		Guildford Town Centre (#1)	Guildford Park (#2)	Guildford Road (#8)	Ash (#12)	Shalford (#15)	Effingham (#16)	Bishopsmead Parade (#29)
Link Cost		£1,300,000	£2,000,000	£1,900,000	£3,700,000	£5,700,000	£3,500,000	£2,900,000
Junction Cost		£3,200,000	£1,300,000	£2,300,000	£1,500,000	£1,200,000	£400,000	£500,000
Total Base Capital Cost (2024)		£4,500,000	£3,300,000	£4,200,000	£5,200,000	£6,900,000	£3,900,000	£3,400,000
Contingency	40%	£1,800,000	£1,300,000	£1,700,000	£2,100,000	£2,800,000	£1,500,000	£1,400,000
Design / consultancy fees	18%	£800,000	£600,000	£800,000	£900,000	£1,300,000	£700,000	£600,000
Site supervision	12%	£500,000	£400,000	£500,000	£600,000	£800,000	£500,000	£400,000
TOTAL (2024, rounded)		£7,600,000	£5,600,000	£7,200,000	£8,800,000	£11,800,000	£6,600,000	£5,800,000

10.4. Funding Opportunities

There are a number of potential sources of funding available to deliver improvements identified in an LCWIP. Several potential sources are summarised below[1]. Once funding opportunities are secured, the proposed improvements can progress to preliminary and detailed design phases for implementation[2].

Integrated Transport and Maintenance Block funding: This is provided annually to SCC by the Government's Department for Transport (DfT) to enable investment in various transport and highway projects and programmes.

Government grants: Government frequently provides opportunities for local authorities to bid competitively for funding opportunities, with differing themes and objectives depending on the focus of the funding stream, such as the Active Travel Fund (ATF). The ATF is DfT's main funding stream to encourage uptake of wheeling, walking and cycling and support Gear Change and the Cycling and Walking Investment Strategy 2. Government funding can also be made available for active travel improvements through other sources, such as the cycle rail fund to improve cycle facilities at railway stations.

Other Government grant sources may include Capability and Ambition Funds, Levelling Up Funds and agency funding such as National Highways (e.g., Designated Funds).

Developer funding: Through the Planning process, GBC as Local Planning Authority will negotiate with developers in order to mitigate any potential impacts of new development or accommodate the expected increased travel demand, especially walking, cycling and public transport. Developers are asked to pay for, or contribute towards, the cost of the additional infrastructure required. The level of contribution will be related to the scale of the new development and its impact on the local area. For transport, these specific funds can be secured via a legal agreement (Section 106) or works can be agreed that the developer fully pays for. However, the use of S106 planning obligations is mainly limited to site-specific mitigation measures.

Other sources: Other sources may include a range of internal funding.

1 Not all the listed opportunities may be applicable to this LCWIP.
2 Subject to SCC decision to progress or not with a particular scheme.

11. Next Steps