



Figure 49. Detailed network map of proposed Phase 1 cycle typologies for Guildford LCWIP



# Guildford town urban / suburban area

## Cycle Corridor 1: High Street and North Street

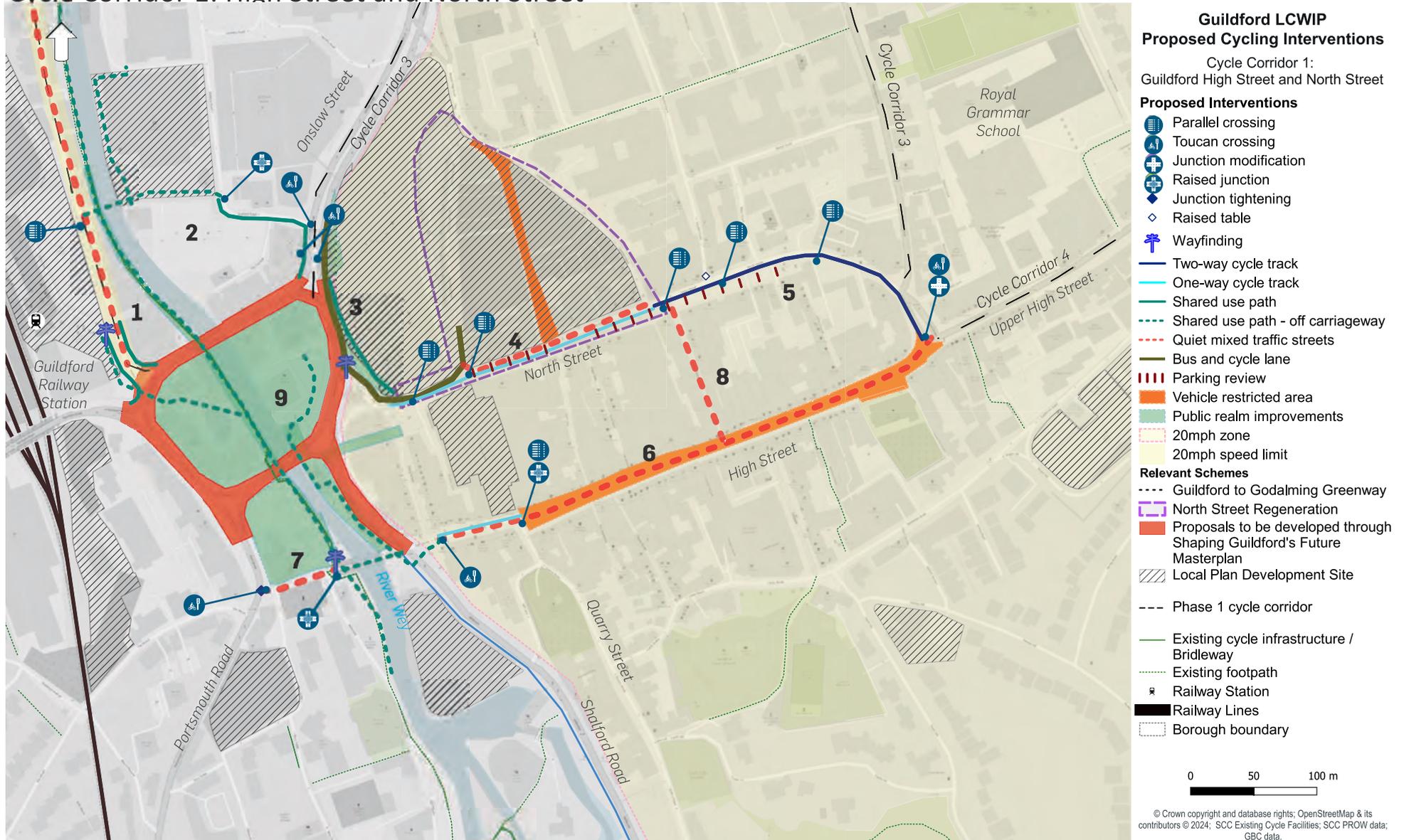


Figure 50. Cycle Corridor 1: High Street and North Street - key interventions

## High Street and North Street (# 1)

The cycle corridor extends west - east through the retail centre in Guildford Town. It provides connections to Guildford Railway Station, the bus station and links to the towpaths along the River Wey. The proposed interventions complement proposals for the North Street Regeneration and Shaping Guildford's Future Masterplan<sup>1</sup>.

### Proposed Interventions:

- 1 Walnut Tree Close: Building on existing measures, designate as a quiet mixed traffic street<sup>2</sup>. 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.<sup>3</sup> Introduce a priority crossing on the approach to Walnut Bridge. Widen the footways on the approach to the gyratory to introduce short sections

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



Figure 51. Access ramp to Walnut Bridge from Bedford Road. Improved access to be provided from here to Onslow Street.



Figure 52. Onslow Street / Bridge Street junction crossing. Busy junction and interaction between pedestrians and cyclists will need to be reviewed.

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

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

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

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

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

- 7 See proposed cycle corridor 3/4.
- 8 Pedestrian flows are estimated high at the location. Segregation would be preferred to ensure comfort for both pedestrians and cyclists on the approach to the crossings. Proposed interventions to be reviewed in the next stages of the design along with the Shaping Guildford's Future Masterplan. The available space may be limited on the approach to the gyratory, and the proposed interventions will investigate reduction of the traffic lanes' width and/or the central island to reallocate space for the shared use path. Potential level issues at the island to be reviewed.



Figure 53. Eastern end of North Street. Pinch point on the south footway will be required to be addressed following the implementation of the cycle facilities.



Figure 54. Park Street/ High Street junction: wide bellmouth allows for high turning speeds and limits the space for pedestrians and cyclists.

the bus station to allow safe access for southbound cyclists to North Street<sup>9</sup>.

- 4 North Street between Onslow Street and Leapale Road: Improvements to align with the proposals set out in the North Street Regeneration plans, including footway widening, parking and vehicles access restrictions. Additional recommendations include A) North Street as one-way eastbound for vehicular traffic<sup>10</sup> with a contra flow cycle lane for westbound cyclists<sup>11</sup> and mixed traffic for eastbound cyclists, including priority crossings to ensure safe transitions for cyclists. Parking to be allowed on the north side of the road. B) Public realm improvements at the entrance of Friary Shopping Centre to accommodate wider landing for cyclists at the crossings and allow cycle access for the northbound direction for cyclists exiting North Street<sup>12</sup>. The additional recommendations for the eastern end of the North Street Regeneration Plan area to be reviewed in the next stages

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

10 Proposal part of the North Street Regeneration plan.

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

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

of the development of North Street Regeneration Plan.

- 5 North Street between Leapale Road and High Street: Two-way cycle track on the south side of the road<sup>13</sup>. Review on street parking and retain space for market stalls on the footway<sup>14</sup>. Improvements to the footway levels to be reviewed in the next stages of design. Introduce priority crossings at the key desire lines for pedestrians and cyclists. Improvements to North Street / High Street junction to tighten the approaches to the junction and introduce a priority crossing for pedestrians and cyclists.
- 6 High Street<sup>15</sup>: Pedestrian and Cycle Zone (vehicle restricted area) between Quarry

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

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

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

Street and North Street proposed, by restricting vehicular access at all times. Freight movements to be permitted during specific times of the day and market days. Cyclists to be permitted bi-directionally<sup>16</sup>. A quiet mixed traffic street is shown on the map through the High Street (VRA) to highlight the continuation of the cycle network through the town centre. Quiet mixed traffic area crossing is proposed at the western end of the High Street.

- 7 High Street between Quarry Street and Portsmouth Road: Improvements to include widening of the footways on the approach to the gyratory by reducing the carriageway width and reviewing the on-street parking needs<sup>17</sup>. Cyclists will be mixed with traffic in the westbound direction<sup>18</sup>. Permit bi-directional cycling by introducing one-way contra flow cycle track for eastbound cyclists. Introduce a priority crossing on the approach to Friary Street to allow access for eastbound cyclists to the new cycle facility. At the section west of Town

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

16 Cyclists will be required to give priority to pedestrians.

17 Disabled parking to be retained.

18 Traffic flows are assumed to be low.



Figure 55. North Street Regeneration Plans June 2023 submission. Source: St Edward.

Bridge, proposed improvements include footway widening on the north side of the road by reallocating space from the carriageway. Cyclists will be mixed with traffic<sup>10</sup>. Proposal will allow junction tightening at Park Street/ High Street junction for opportunity to relocate the existing priority crossing at Park Street closer to the desire line (north of Park Street) and upgrade of the crossing to a toucan crossing for a safe exit for cyclists to the west.

- 8 Market Street: Quiet mixed traffic street to allow access between the High Street and North Street. Cyclists to be permitted bi-directionally<sup>19</sup>.
- 9 Town Centre Gyratory<sup>20</sup>: Changes to the gyratory to be part of the Shaping Guildford's Future Masterplan. The proposed interventions for walking and cycling as part of the LCWIP will complement the proposals for the Masterplan. Recommendations for the gyratory to include improved provision for cyclists and pedestrians by providing segregated cycle facilities, widened footways and improved crossings. Additional public realm improvements

<sup>19</sup> Cyclists will be required to give priority to pedestrians.

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

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

#### General Items:

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

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

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

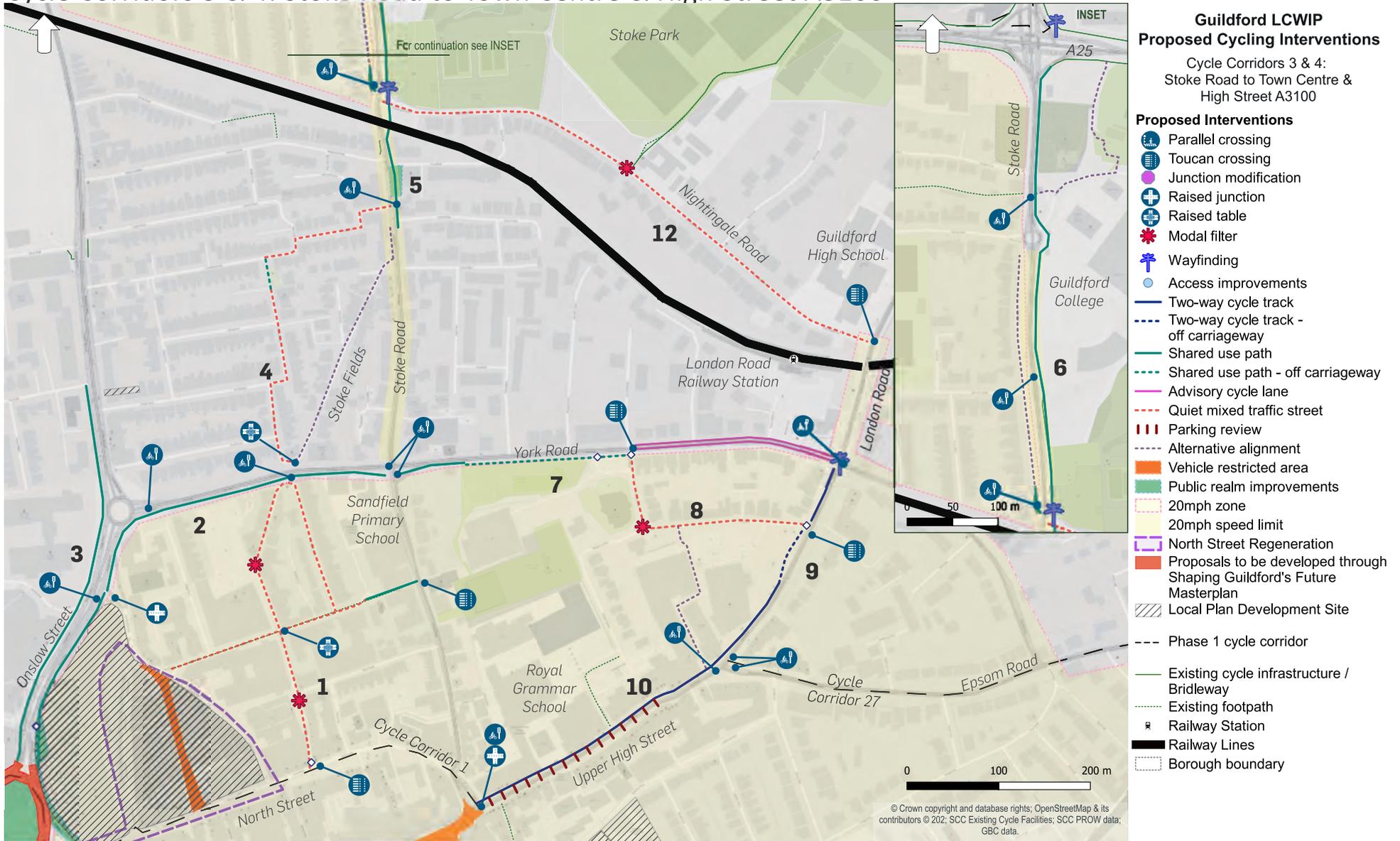


Figure 56. Cycle Corridors 3 & 4: Stoke Road to Town Centre & High Street A3100 - key interventions

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

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

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

### Proposed Interventions:

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

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<sup>1</sup> Proposal subject to topographic surveys to estimate the levels at the proposed crossing location.

access to the proposed crossings, and improvements to the levels at the road<sup>2</sup>.

- 2 York Road between Stoke Road and Onslow Street: Shared use path<sup>3</sup> proposed on the south side of the road by reallocating space from the verge and the carriageway. Consideration should be given to the levels of the facility at the western end of the section.
- 3 Onslow Street: Shared use paths proposed on both sides of the road by reallocating space from the carriageway<sup>4</sup>. Potential impact of proposals is to be assessed in the next stage. New crossings

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

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



Figure 57. Level difference between Artillery Terrace and York Road will be required to be resolved following the implementation of the new crossing.



Figure 58. Onslow Street: dual carriageway with high traffic flows. Existing footways have guardrail. Opportunity to widen the footways to accommodate shared use path to provide access to the town centre. Source: Google Street View.

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

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

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



Figure 59. Stoke Road / Nightingale Road junction: There is no crossing on the north arm of the junction to allow access to the shared use path. Source: Google Street View.

- 6 Stoke Road between Stocton Road and A25: Introduce a shared use path on the east side of the road by reallocating space from the carriageway<sup>6</sup>. New crossings are proposed at Guildford College and north of the roundabout to link to the existing cycle facilities and footpaths, and improvements to the existing crossings are proposed on the A25 with increased pedestrian running phases and reduced average waiting times<sup>7</sup>. The area west of

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

<sup>7</sup> Junction modelling will be required at the location to estimate the impact of the proposals.

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

- 7 York Road between Stoke Road and Denmark Road: A shared use path<sup>8</sup> and advisory cycle lanes are proposed. The proposed facility will extend through the green space at Foxenden Quarry Playground<sup>9</sup>, along a widened path. The eastern extent of York Road is very constrained and segregation between cyclists and motor traffic is not feasible<sup>10</sup>. Introduce a parallel crossing at the eastern end of the shared use path to allow safe transition between the off-carriageway cycle facilities and the advisory cycle lanes. The proposed crossing will improve access to London Road Railway Station.

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

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

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

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

9 London Road: Two-way cycle track on the north side of the road. Reallocate space from the carriageway at the section north of Dene Road and utilise the existing path through the green space at the section south of Dene Road<sup>12</sup>. On-street parking requirements will need to be reviewed for opportunity to provide wider pedestrian and cycle facilities. New priority crossings are proposed at Epsom Road/London Road roundabout and improved cycle crossing at the York Road / London Road / Waterden Road junction, to allow safe transition for cyclists from the segregated cycle facilities to mixed traffic.

<sup>11</sup> Enforcement of 20 mph speed limits to be determined in the feasibility stage.

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



Figure 60. Off street path on London Road may accommodate cyclists. Source: Google Street View.



Figure 61. Wide highway space along Upper High Street may accommodate segregated cycle facilities, widened footways as well as on-street parking.

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

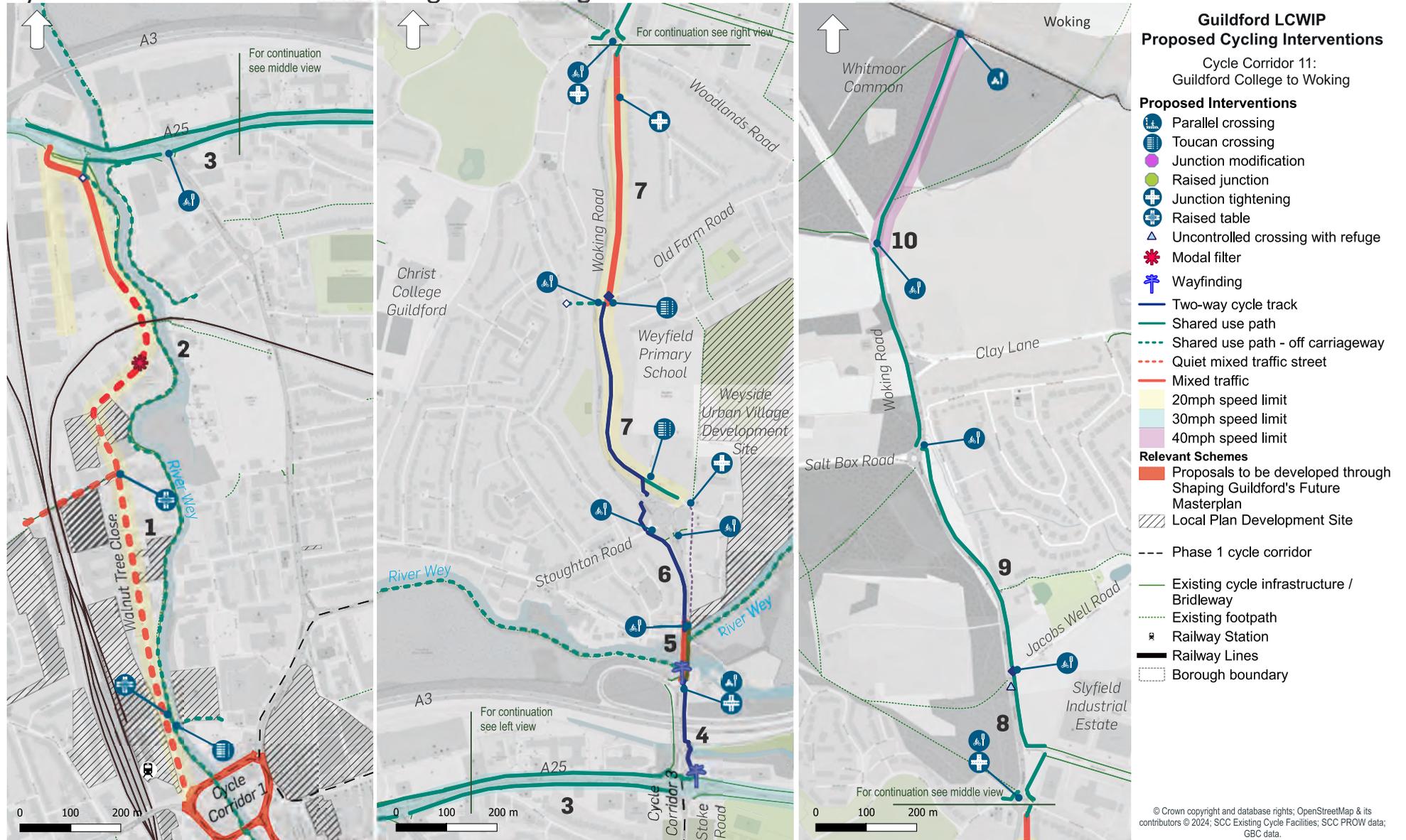
11 Nightingale Road: Quiet mixed traffic street through the residential area and to the access to Stoke Park. Introduce a modal filter east of the park entrance to reduce the vehicular flows<sup>13</sup>. Introduce a priority crossing on the approach to London Road to improve the access to the railway station.

General Items:

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

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

# Cycle Corridor 11: Guildford College to Woking



## Guildford College to Woking (# 11)

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

### The Weyside Urban Village (WUV):

Development site extends east of the cycle corridor. As part of the development proposals to improve the capacity of Woking Road have been developed<sup>1</sup>. The proposed interventions were reviewed as part of the LCWIP and the following recommendations aim to complement the scheme.

Continuation of the proposal can be explored as part of the forthcoming Woking Borough LCWIP<sup>2</sup>.

### Proposed Interventions:

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

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

2 Study to commence in Q2 2024.

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

- 2 River Wey towpath (National Trust owned): An off-carriageway shared use path is proposed as an alternative alignment of Walnut Tree Close. Improved and accessible access to the path is proposed to be investigated via Walnut Bridge<sup>5</sup>. North of the railway lines cyclists are proposed to use the towpath up to

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

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

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



Figure 63. Existing modal filter on Walnut Tree Close allows northbound through traffic and restricts southbound through traffic. Cyclists are permitted bi-directionally. Proposal to restrict all through traffic and allow access only.



Figure 64. Improvements to the existing towpath are required to enhance accessibility and improve personal safety.

the A25<sup>6</sup>. Improvements to the path are proposed (widening, added lighting, and resurfacing) as well as improvements to the access from Walnut Tree Close via the car park. Proposed interventions to be discussed with National Trust.

- 3 A25: Improve the shared use paths on both sides of the road<sup>7</sup>. Proposals

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

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



Figure 65. Existing shared use paths on the A25 have inconsistent width and at locations are very narrow. Improvements to the facilities are required to enhance the connectivity of the network.

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

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



Figure 66. River Wey Navigation bridge at A320 Woking Road: constrained pedestrian and cycle environment and high traffic flows.

cyclists may use the bus lane<sup>8</sup>. Introduce priority crossing north and south of the bridge to allow for a safe transition for

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



Figure 67. Existing shared use path on Woking Road to be upgraded to segregated cycle facility. New crossing of Stoughton Road required.

cyclists between the proposed segregated cycle facilities (items 4 & 6) and the on-carriageway facilities. Investigate the opportunity to convert the Woking Road / A3 eastbound slip lane roundabout to a priority junction for the implementation of the proposed crossing<sup>9</sup>.

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

- 7 Woking Road East (service road) between Stoughton Road and Woodlands Road: Two-way cycle track is proposed between the roundabout and Old Farm Road, by converting the western footway to cycle track<sup>10</sup>. The proposal also includes

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

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



Figure 68. No crossings are provided at Woking Road / Woodlands Road / Hazel Avenue roundabout. Converting the roundabout to a priority junction will help tidy the movements and reallocate space for cycle facilities and new crossings.



Figure 69. New segregated cycle facility proposed along Woking Road (north of Salt Box Road) by reallocating space from the verge.

mixed traffic provision<sup>11</sup> north of Old Farm Road with additional traffic calming measures. Introduce priority crossings at key locations:

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

Additional measures to consider restrictions to HGVs and 20mph speed limit.<sup>12</sup>

- 8 Woking Road between Woodlands Road and Jacobs Well Road: Shared use path by reallocating space from the verge<sup>13</sup>. Convert Woking Road / Woodlands Road / Hazel Avenue roundabout to a signalised junction<sup>14</sup> and introduce toucan crossings.

11 Traffic flows are assumed to be low.

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

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

14 Weyside Urban Village Development proposal.

- 9 Woking Road between Jacobs Well Road and Salt Box Road: Shared use path on the east side of the road by reallocating space from the verge<sup>15</sup>. Introduce a toucan crossing at Jacobs Well Road.
- 10 Woking Road between Salt Box Road and Woking Borough: Shared use path on the west side of the road by reallocating space from the verge and the carriageway<sup>16</sup>. The speed limit is proposed to be reduced to 40mph to improve the safety and comfort of cyclists. New toucan crossing north of Salt Box Road to allow cyclists to change sides of the road, and at Burdenshott Road. The proposal terminates at the border of Guildford Borough, where a toucan crossing is proposed to link to the existing bridleways and footpaths. Continuation of the proposal can be explored as part of the forthcoming Woking Borough LCWIP.

#### General Items:

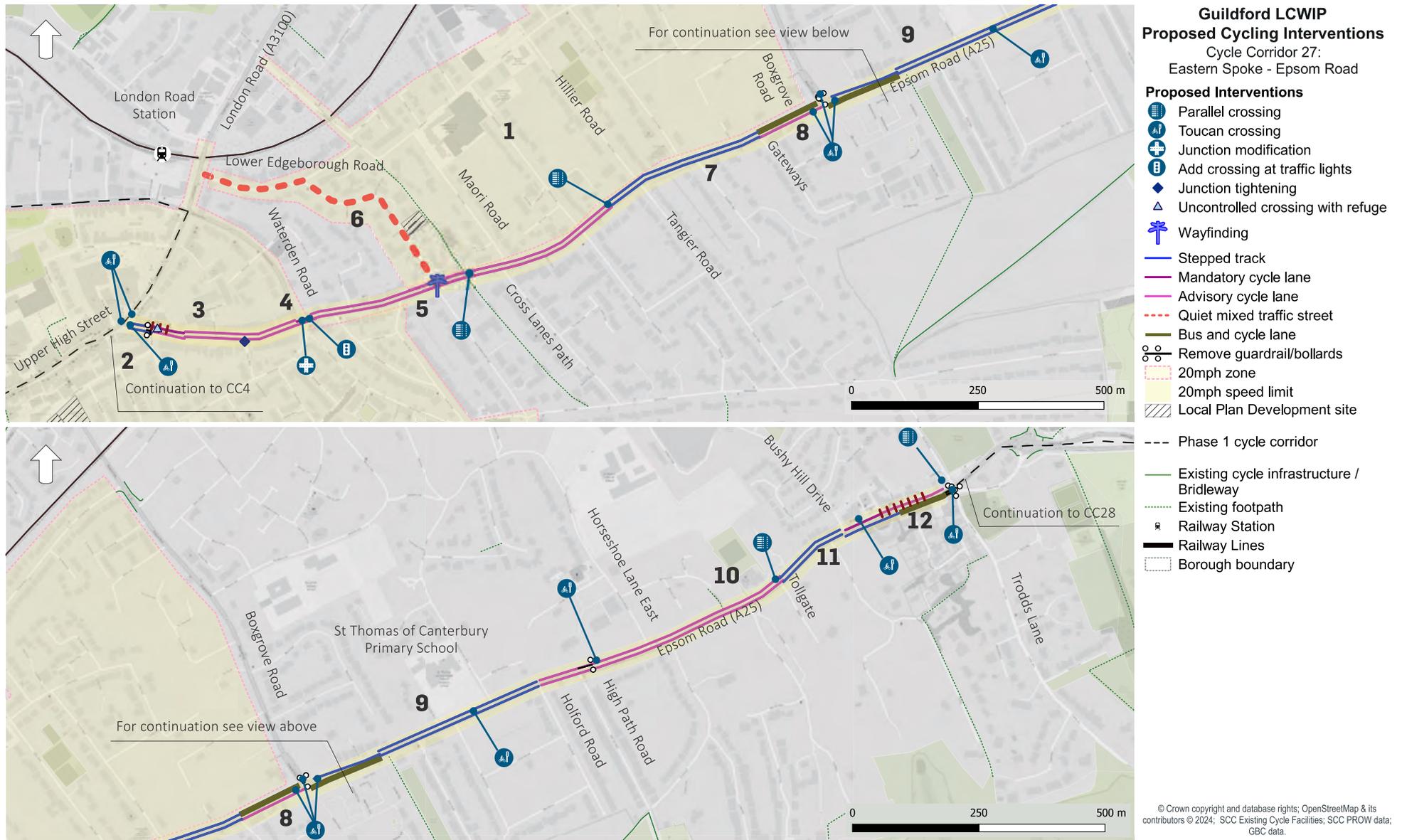
- » Wayfinding: Review and update area-wide wayfinding system. Consider measures such as wayfinding totems at key locations (e.g., railway stations, business park, industrial area) to help cyclists to navigate the area and illustrate the locations of local destinations and potential routes between them.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

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

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

# Cycle Corridor 27: Eastern Spoke - Epsom Road



## Epsom Road (# 27)

The proposed route along the A245 and A25 connects cycle corridor #4 on Guildford Upper High Street with the village of Merrow in the north-east of Guildford where it offers onward continuity towards Effingham at the borough boundary. The route proposes a mix of stepped track and advisory cycle lanes, with short sections of mandatory cycle lane as well as bus and cycle lanes<sup>1</sup>.

Proposed Interventions:

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

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

<sup>2</sup> Enforcement of 20 mph speed limits to be determined during the feasibility stage.



Figure 71. A short section of mandatory cycle lane in front of the shops near junction with Upper High Street will provide space for cyclists travelling uphill.



Figure 72. Removal of short right turn lane at Waterden Road junction will offer space for dedicated (mandatory) eastbound cycle lane (uphill), and provision of signal-controlled crossing on the eastern arm.



Figure 73. Sections of Epsom Road offer enough carriageway and verge space to provide full segregation (stepped tracks).



Figure 74. Existing signal-controlled crossing near High Path Road to be upgraded to toucan and the guardrail removed.



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

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

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

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

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

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





Figure 75. Existing on-street parking outside shops to be reviewed and rearranged to accommodate eastbound advisory cycle lane.



Figure 76. Merrow Street / Trodds Lane toucan crossing requires improvements to provide better onward connectivity along Epsom Road and in other directions.

#### General Items:

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

# Ash and Tongham urban area

## Cycle Corridor 18: Ash Street

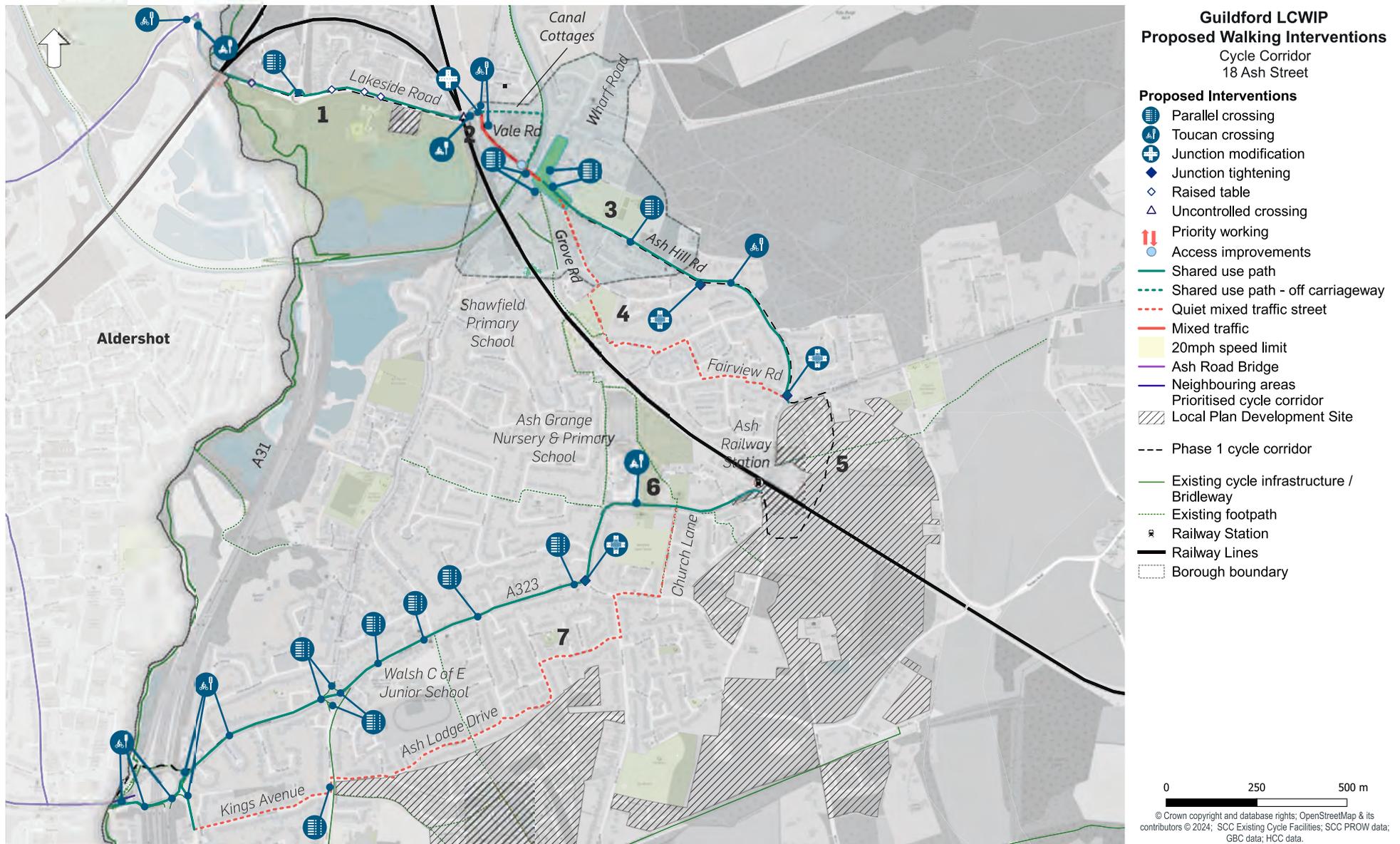


Figure 77. Cycle Corridor 18: Ash Street - key interventions

## Ash Street (# 18)

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

### Proposed Interventions:

- 1 **Lakeside Road:** Due to the limited available space, interventions along Lakeside Road include a shared use path (SUP) along the existing footway with raised tables at the junctions to enhance priority for both cyclists and pedestrians. It also includes a parallel crossing by Old Farm Place.
- 2 **Lakeside Road roundabout:** Where Lakeside Road approaches the roundabout with Vale Road, there is very limited space, and the footway is narrow. There is not sufficient space for a segregated facility or even a SUP; therefore, for a small section (approximately 250m) the cycle corridor will be mixed traffic (accompanied by footway widening), including junction modification (replacing the mini roundabout with a priority junction).<sup>1</sup> To

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

improve safety for cyclists and comply with cycling guidelines (LTN 1/20), it is proposed to reduce the speed limit to 20mph.<sup>2</sup> As an alternative, it is proposed to improve the connection between Canal Cottages and the existing path along Basingstoke Canal. From there, cyclists can stay along the canal or join back to Vale Road, avoiding the roundabout (refer to CWZ 12 on page 185).

- 3 **Vale Road:** Along Vale Road, further safety measures include toucan and parallel crossings, junction tightening and a 20mph speed limit.<sup>2</sup> 20 mph limit

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

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



Figure 78. Alternative alignment to Ash Hill Road including the existing path (off Old School Close). Source: Google Street View.

also proposed for a section of Shawfield Road as part of CWZ interventions (Figure 77). There is an alternative route, a mixed traffic route along Vale Road (accompanied by footway widening), or via Canal Street, where a shared use path is proposed. Canal Street connects Vale Road with Basingstoke Canal towpath, leading to Ash Hill Road. which will provide connection to Vale Road south, near the canal bridge. The access from Canal Street to Basingstoke Canal towpath will benefit from signage, resurfacing and possibly lighting improvements.

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



Figure 79. Example of SUP to be widened and uncontrolled crossing / pedestrian refuge to be upgraded to parallel crossing. Source: Google Street View.