

# Ash and Tongham urban area

## Core Walking Zone 12: Ash

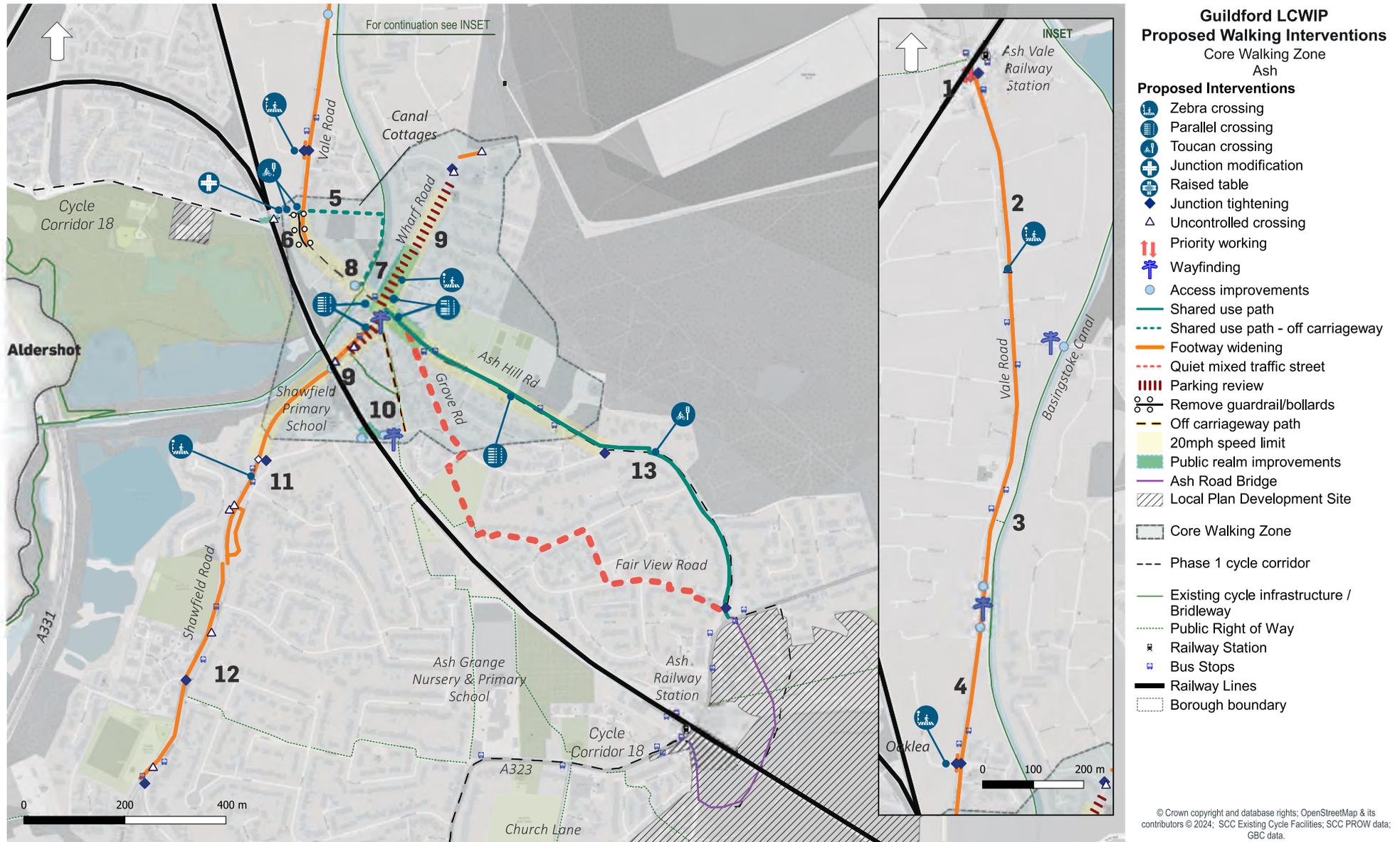


Figure 124. Core Walking Zone 12 Ash - key interventions.



## 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.<sup>1</sup>

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

- 7 Vale Road/Ash Hill Road/Shawfield Road/Wharf Road roundabout: The local neighbourhood centre is a key area in the Core Walking Zone, and it has been identified as a district centre in the Local Plan. The roundabout's arms are wide and difficult to cross for both pedestrians and cyclists. Key interventions in this area include junction modification which involves removal of the roundabout and introduction of priority crossings at each arm (priority junction).<sup>2</sup> 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.<sup>3</sup> Other interventions for the neighbourhood centre include provision of wayfinding, footway widening, and uncontrolled crossings by the bus stop near Beeton's Avenue and near the railway line to safely allow pedestrians to cross B3206 and access the underpass.
- 8 Basingstoke Canal: It is proposed to improve accessibility to Basingstoke Canal through formalising unofficial access points (existing desire lines) and

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

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



Figure 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.<sup>3</sup>

- 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.<sup>4</sup> 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

<sup>4</sup> Enforcement of 20 mph speed limits to be determined during the feasibility stage.

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

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

<sup>5</sup> Enforcement of 20 mph speed limits to be determined during the feasibility stage.



Figure 125. Church Path access.



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

between the two sections of shared use path.

## General Items:

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

# Rural areas

## Core Walking Zone 15: Shalford

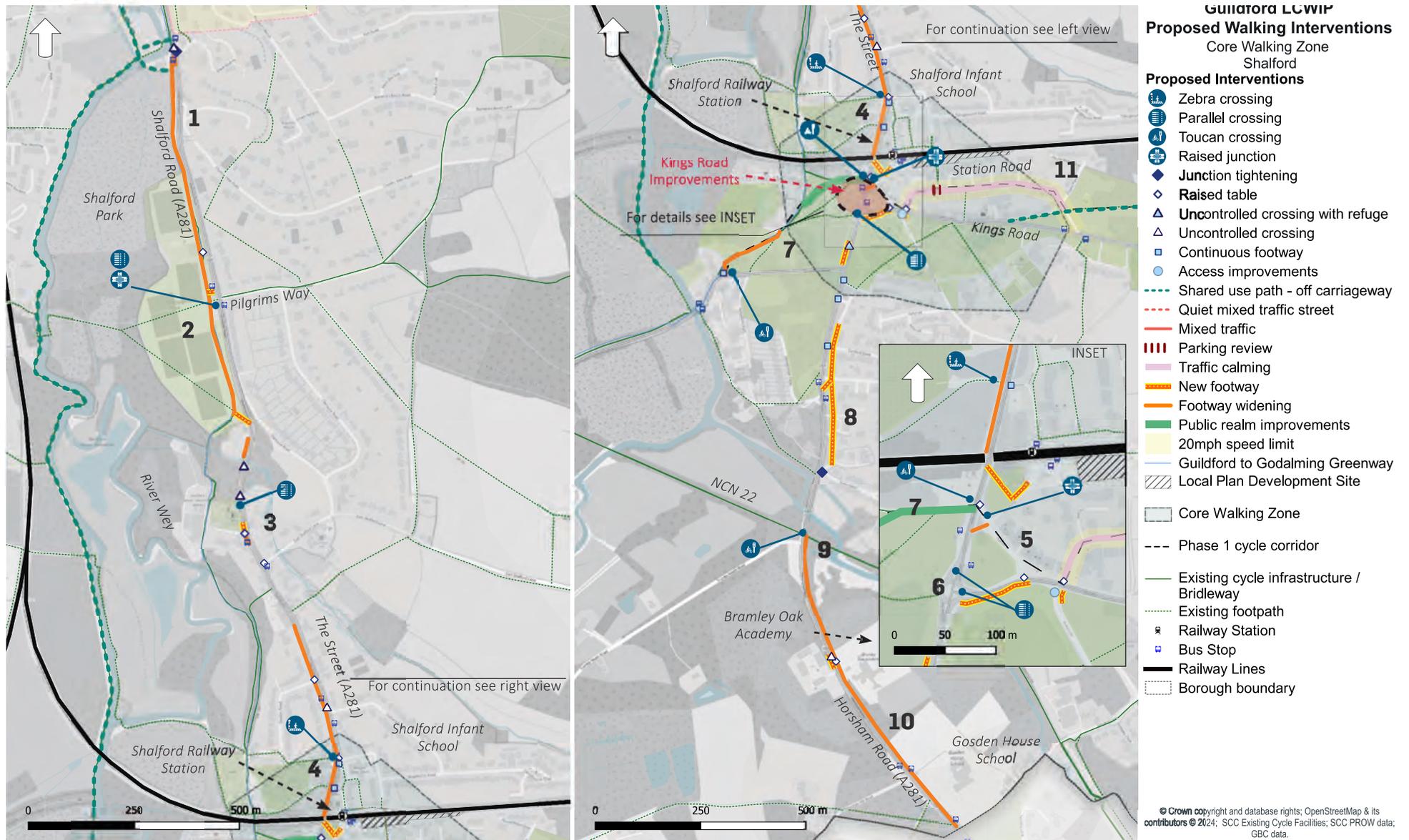


Figure 128. Core Walking Zone 15 Shalford - key interventions.

## 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



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.

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 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.<sup>1</sup> 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.

<sup>1</sup> 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.<sup>1</sup> Footway widening and provision of zebra crossing into the Shopping Parade to

<sup>1</sup> Enforcement of 20 mph speed limits to be determined during the feasibility stage.



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.

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



Figure 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



## 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.<sup>1</sup> 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 <sup>1</sup>	Public Benefit / Key destinations	Other Benefit	Potential Issues
<p>Guildford town urban / suburban area</p> <p>High Street and North Street (CWZ #1)</p>	<p>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.</p>	<p>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.</p>	<p>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.</p>
<p>Guildford town urban / suburban area</p> <p>Guildford Park (CWZ #2)</p>	<p>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.</p>	<p>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.</p>	<p>Potential opposition to some proposals due to impact on on-street parking, modal filters.</p>
<p>Guildford town urban / suburban area</p> <p>Aldershot Road (CWZ #8)</p>	<p>Provides improvements to the residential area north of University of Surrey, with improved access to local schools, the hospital and the Christmas Pie Trail.</p>	<p>Seeks to improve accessibility of the area, with new and upgraded crossings, additional wayfinding and public realm improvements.</p>	<p>Potential opposition to some proposals cycle corridor due to impact on on-street parking.</p>

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

CWZ <sup>1</sup>	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 <sup>2</sup> (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.<sup>1</sup>

<sup>1</sup> 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.

### 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%

	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%

# 10. Route Prioritisation, Costings and Funding Opportunities

10.1. Introduction

10.2. Prioritisation of Routes

10.3. Indicative Cost Estimates

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



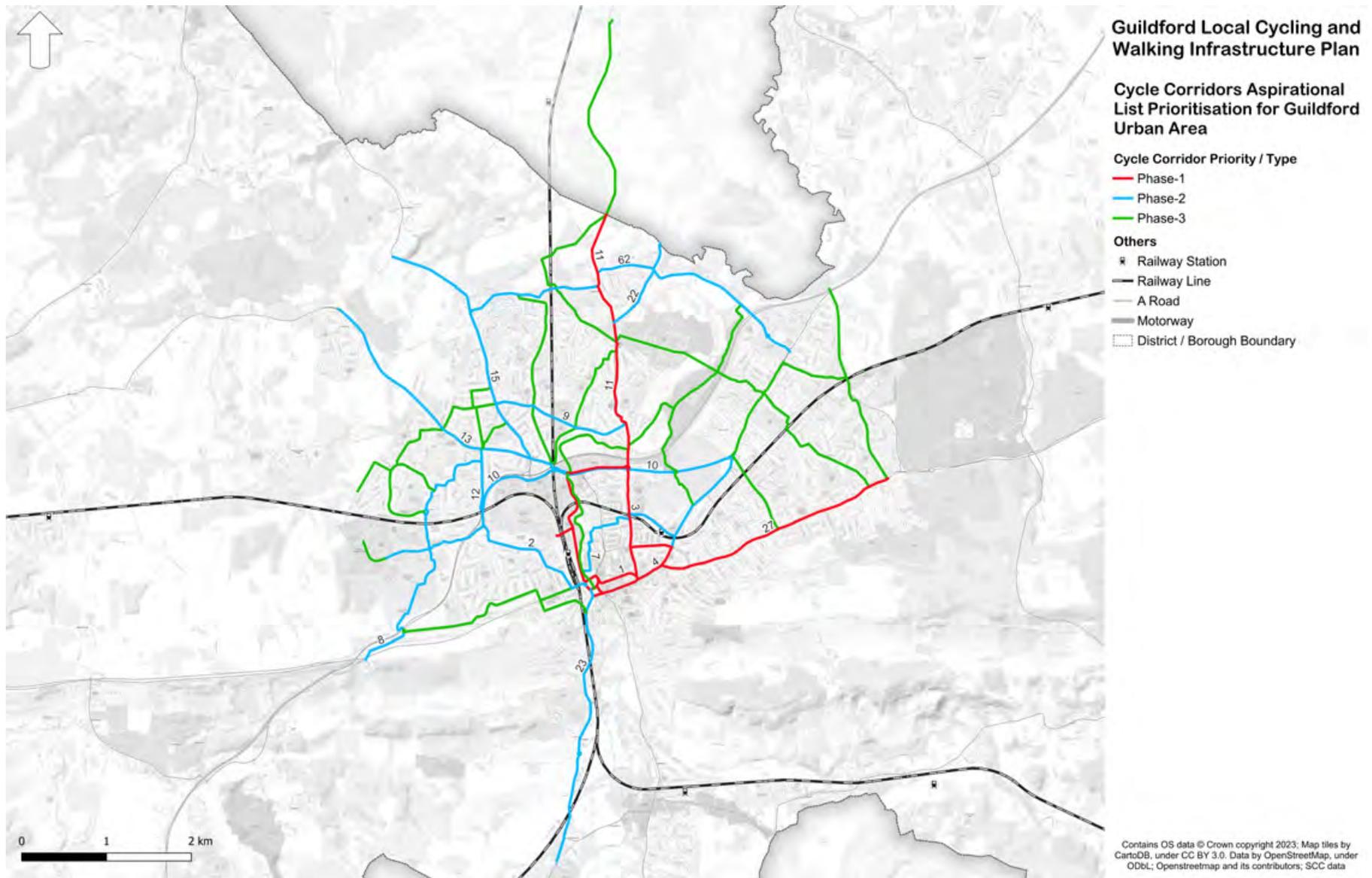


Figure 143. Prioritisation of aspirational list for cycling within Guildford (Urban).

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 <sup>1</sup>	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%

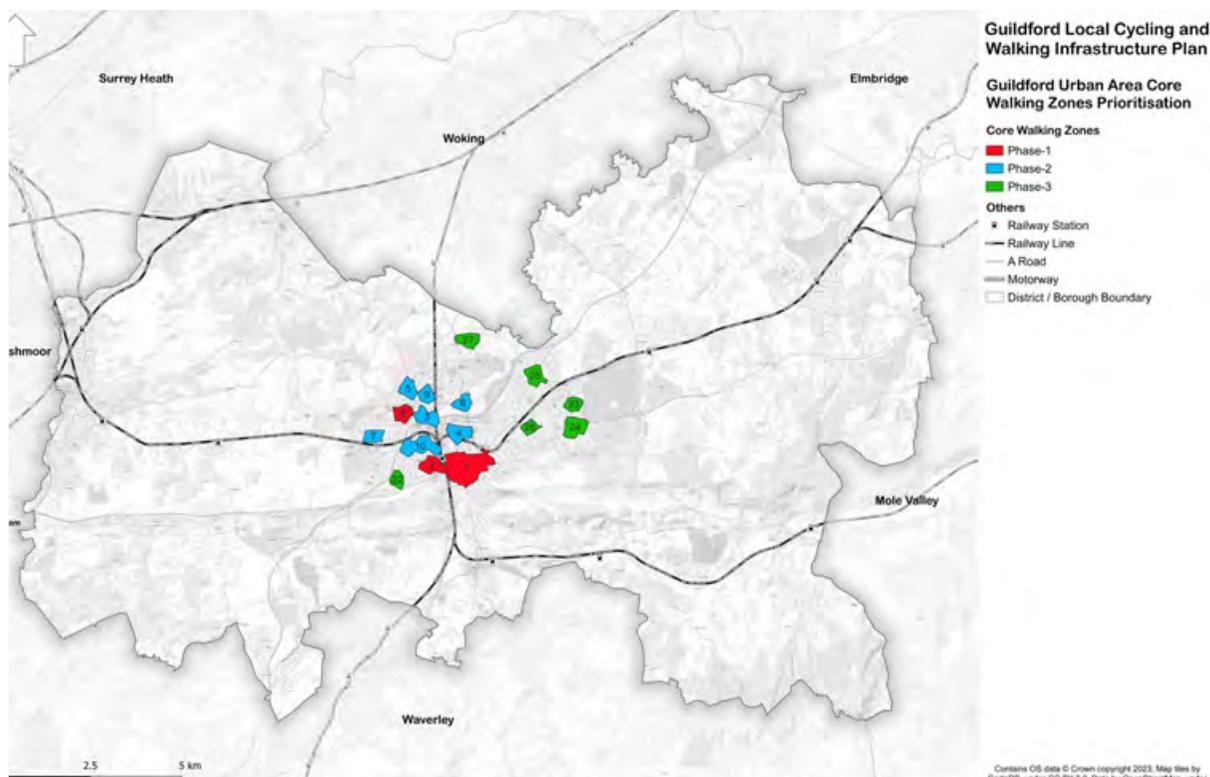


Figure 146. Suggested prioritisation of the Core Walking Zones with Guildford (Urban).

Table 15. Prioritisation table for the aspirational list of Core Walking Zones within 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 <sup>1</sup>	Phase 1	N/A
17 - Send	Phase 2	47.81%
20 - Effingham Junction Station	Phase 2	47.25%
18 - Station Parade, East Horsley <sup>2</sup>	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)

<sup>1</sup> 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.

<sup>2</sup> Refer to Footnote 1.

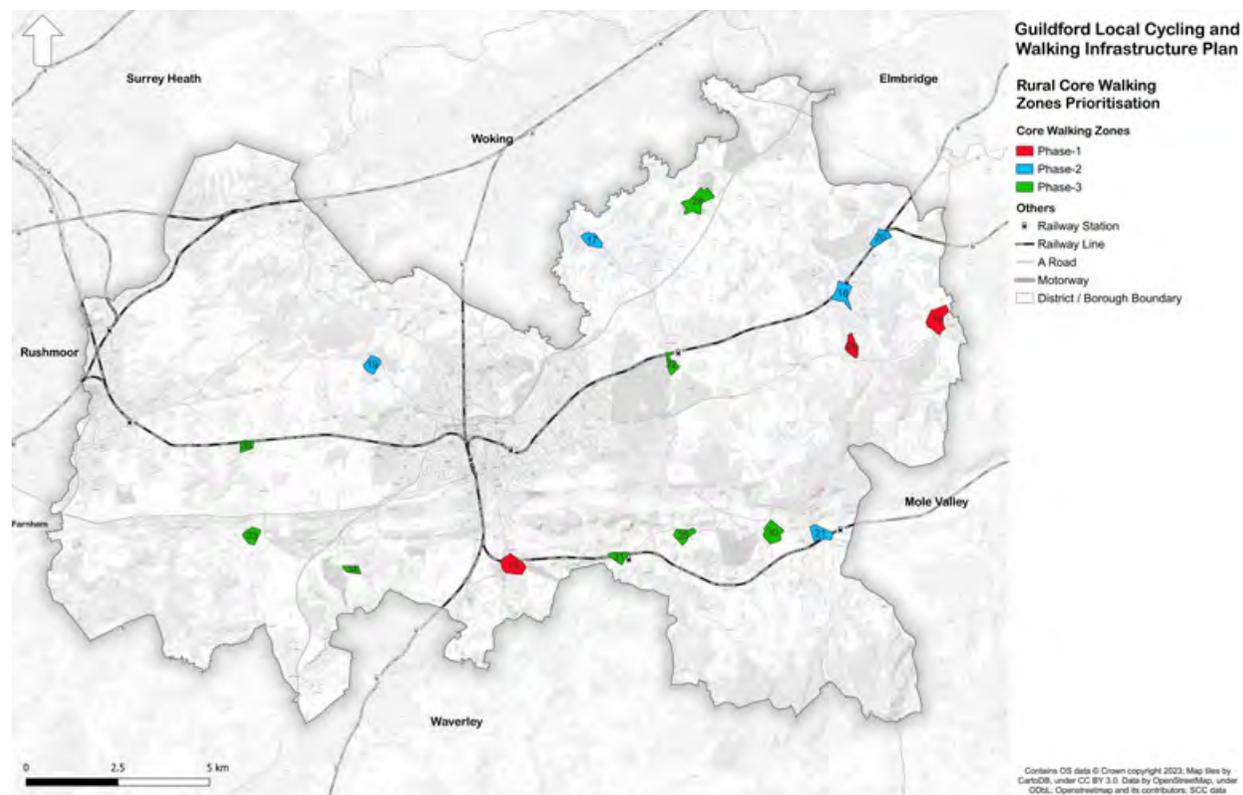


Figure 148. Suggested prioritisation of the Core Walking Zones with Guildford (Rural).

## 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<sup>1</sup> 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

<sup>1</sup> 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.

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.

- » 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

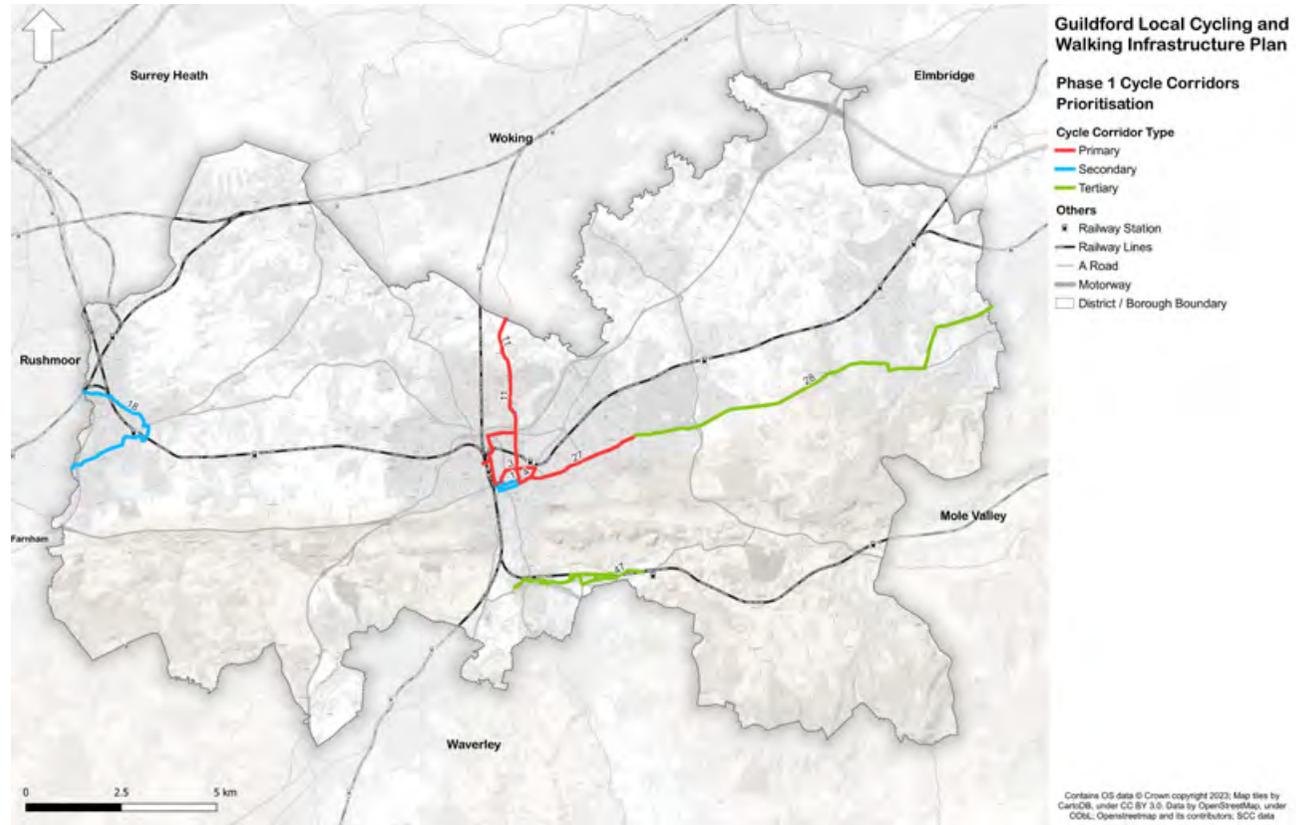


Figure 149. Suggested prioritisation of Phase 1 cycling corridors.

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

Core Walking Zone (Name)	ID	Walking Route	From	To	Score	Rank
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

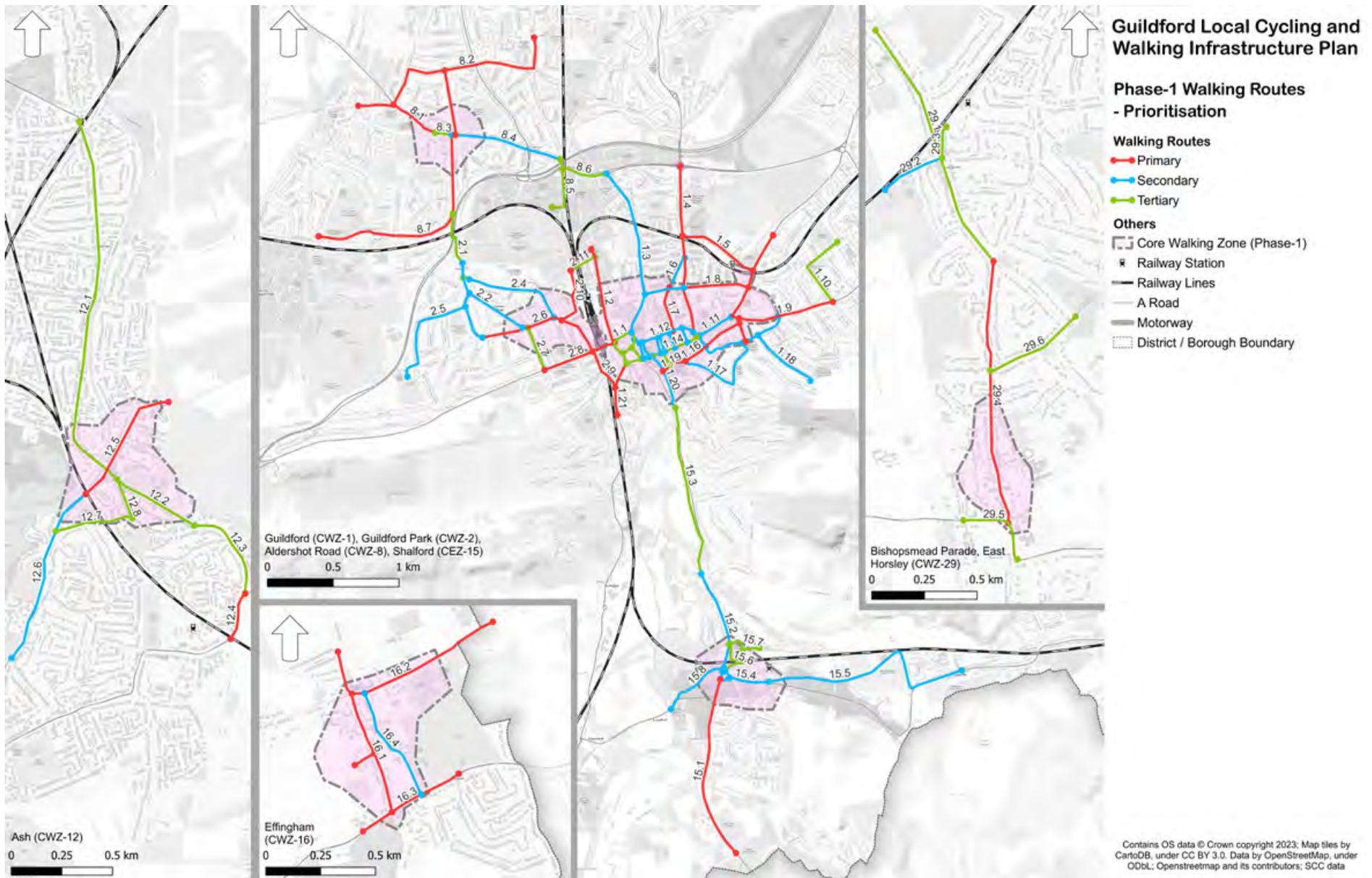


Figure 150. Suggested prioritisation of the Phase 1 walking links.

## 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<sup>1</sup>, Wiltshire Council<sup>2</sup>, and Greater Manchester<sup>3</sup> (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

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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.

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<sup>4</sup>).

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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 be broken down to include the kerb, kerb bed, and kerb backing. For carriageway, the later stages would

#### 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.

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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%<sup>5</sup> 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.

<sup>5</sup> 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	£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	£900,000	
Site supervision	12%	£300,000	£600,000	£700,000	£500,000	£800,000	£800,000	£1,500,000	£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 alignment 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
<b>TOTAL (2024, rounded)</b>		<b>£7,600,000</b>	<b>£5,600,000</b>	<b>£7,200,000</b>	<b>£8,800,000</b>	<b>£11,800,000</b>	<b>£6,600,000</b>	<b>£5,800,000</b>



## 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<sup>1</sup>. Once funding opportunities are secured, the proposed improvements can progress to preliminary and detailed design phases for implementation<sup>2</sup>.

**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.

<sup>1</sup> Not all the listed opportunities may be applicable to this LCWIP.

<sup>2</sup> Subject to SCC decision to progress or not with a particular scheme.

## 11. Next Steps

# Next Steps

The Guildford Borough LCWIP sets out a long-term strategy for the future active travel network including potential infrastructure to improve conditions for people walking, wheeling and cycling and support a shift from car journeys to sustainable modes. Development of the LCWIP is the first step in the process to support future investment in active travel.

As set out in Policy ID9 of the Guildford Local Plan:

‘Development proposals are expected to have regard to updated plans prepared by Guildford Borough Council and/or Surrey County Council which detail local cycling infrastructure improvements, such as a Local Cycling and Walking Infrastructure Plan.’

Therefore, it is understood that the LCWIP should be considered as part of relevant planning applications.

The LCWIP report should be used to support the case for further stages of design, assessment and stakeholder engagement and secure funding to progress improvements for the corridors identified.

As an LCWIP is intended to facilitate a long-term approach to developing active travel proposals over a period of approximately 10 years, all of the corridors

identified within the active travel network maps are recommended to progress to concept design at an appropriate time in the life of the LCWIP implementation.

New opportunities to further expand the proposed network should also be considered, including corridors not identified within the current LCWIP, with the aim to deliver a high-quality network which reflects an appropriate mesh density.

## Feasibility Design

The next stage of LCWIP implementation will be to advance the high-level proposals for the Phase 1 areas to feasibility design. This will allow a more detailed review of individual routes or interventions (e.g., using ATE’s scheme review tools), evaluation of constraints, and refinement of the proposed design measures. There are several potential approaches to prioritising work in the next stage, which can be advanced in parallel, such as:

### Option 1: Advance Priority Routes in Full

This approach would seek to advance the routes identified as highest priority, including the full package of Phase 1 proposed interventions.

### Option 2: Prioritise/Advance Individual Interventions

This approach would break down the routes into smaller segments or individual interventions. This would allow a more refined prioritisation process to target areas of highest need or the weakest links of the network. Implementation would therefore be targeted where it is expected to deliver the most significant overall improvement and deliver the highest value for money.

### Option 3: Quick Wins

This approach would review individual proposed interventions and identify potential ‘quick wins’ which could be implemented in the short term relatively easily. As with Option 2, this approach could focus on the priority routes or identify potential quick wins across the entire LCWIP network.

## Beyond concept stage

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

The LCWIP should be reviewed and updated periodically, particularly in response to significant changes in local circumstances, such as the publication of new policies or strategies. Engagement with SCC and GBC has been undertaken during the development of the LCWIP to provide alignment and future-proofing with regards to key transport and local policies.

The LCWIP outputs should be integrated into local planning and transport policies, strategies and delivery plans, as per the DfT guidance. Additional active travel opportunities may also be identified and incorporated into the LCWIP in response to major new development sites, and as walking and cycling networks mature and expand.



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