

Appendix 6: First Phase Assessments

Table 12. Prioritisation table and scoring of the Phase 1 cycle corridors

| | | | ID--> | 1 | 3-4 | 11 | 18 | 27 | 28 | 47 |
|---------------------------------|---|---|----------------------|---|---|----------------------------------|---|---------------------------------------|---|--------------------------|
| | | | Name/Desc Area--> | High St- North St- High St A3100 | Chertsey St - Stoke Rd A320 and High St A3100 | Woking Guildford Godalming | Oxenden Rd- Aldershot Rd- A323-Ash hill Rd | Epsom Rd A246 - Epsom Rd A25 | Epsom Rd A246- Guildford Rd Orestan Ln - Lower Rd | Shalford to Chilworth |
| | | | Weight | 2 | 2.356 | 5.549 | 4.378 | 2.918 | 10.897 | 3.702 |
| Rating Rules | | | Max Score | | | | | | | |
| Access | Access to Town/ Village Centre (within 400m) | 1: < 2 2: < 3 3: ≥ 3 | 1 3 | 2 | 3 | 3 | 2 | 3 | 3 | 2 |
| | Access to Transport Facilities (within 400m) | Railway Station Nos. Score: 0: No Station 2: 1 RS within 10min cycle 3: 1 RS within corridor | 1 3 | 2 | 2 | 2 | 2 | 2 | 1 | 3 |
| | Access to Education (within 400m) | 1: < 3 2: < 6 3: ≥ 6 | 1 3 | 3 | 3 | 3 | 2 | 3 | 3 | 2 |
| Cycle Corridor Weighted Score % | | | 20% 100% | 78% | 89% | 89% | 67% | 89% | 78% | 78% |
| Demand | Commuter PCT Growth (Census Baseline and E-Bike Scenario) | 1: < 320 2: < 947 3: ≥ 947 | 1 3 | 2 | 3 | 3 | 1 | 3 | 1 | 2 |
| | School PCT Growth (Census Baseline and Go Dutch Scenarios) | 1: < 180 2: < 220 3: ≥ 220 | 1 3 | 1 | 3 | 2 | 3 | 2 | 3 | 1 |
| | Common Place (Comments & Agreements) | 1: < 10 2: < 43 3: ≥ 43 | 1 3 | 3 | 3 | 3 | 1 | 3 | 1 | 1 |
| | Widen My Path (Comments & Agreements) | 1: < 2 2: < 9 3: ≥ 9 | 1 3 | 3 | 2 | 3 | 1 | 2 | 2 | 1 |
| | Pedal Cycle Collision History (Cycle Collisions per KM) | 1: < 2 2: < 4 3: ≥ 4 | 1 3 | 3 | 3 | 2 | 3 | 2 | 1 | 1 |
| Cycle Corridor Weighted Score % | | | 20% 100% | 80% | 93% | 87% | 60% | 80% | 53% | 40% |

| | | | ID--> | 1 | 3-4 | 11 | 18 | 27 | 28 | 47 | |
|--|---|----------------------------------|-------------------------|---|---|----------------------------------|---|---------------------------------------|---|-----------------------------|----------------------------|
| | | | Name/Desc ription--> | High St- North St- High St A3100 | Chertsey St - Stoke Rd A320 and High St A3100 | Woking Guildford Godalming | Oxenden Rd- Aldershot Rd- A323-Ash hill Rd | Epsom Rd A246 - Epsom Rd A25 | Epsom Rd A246- Guildford Rd - Orestan Ln - Lower Rd | Shalford to Chilworth | |
| | | | Area--> | 2 | 2.356 | 5.549 | 4.378 | 2.918 | 10.897 | 3.702 | |
| Rating Rules | | | Weight | Max Score | | | | | | | |
| Quality of Improvement | Contributes to Improved Cycling Network (Number of Links to Other Segments of Proposed LCWIP Network) | 1: < 0.5 2: < 0.7 3: ≥ 0.7 | 1 | 3 | 3 | 3 | 3 | 1 | 2 | 1 | 2 |
| | Quality of Design- Safety Improvement (RST) | 1: < 2.5 2: < 3 3: ≥ 3 | 1 | 3 | 1 | 2 | 3 | 3 | 1 | 2 | 1 |
| | Quality of Design- Comfort Improvement (RST) | 1: < 4 2: < 4.1 3: ≥ 4.1 | 1 | 3 | 1 | 2 | 3 | 3 | 3 | 2 | 1 |
| Cycle Corridor Weighted Score % | | | 30% | 100% | <div><div></div></div> 56% | <div><div></div></div> 78% | <div><div></div></div> 100% | <div><div></div></div> 78% | <div><div></div></div> 67% | <div><div></div></div> 56% | <div><div></div></div> 44% |
| Deliverabili ty | Ease of Implementation | 1: < 1 2: < 2 3: ≥ 2 | 1 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 2 |
| | Gradient Score (RST) | 1: < 3.7 2: < 4.6 3: ≥ 4.6 | 1 | 3 | 1 | 3 | 3 | 1 | 2 | 1 | 3 |
| | Potential to Achieve LTN 1/20 Guidance | 1: < 1 2: < 2 3: ≥ 2 | 1 | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 2 |
| Cycle Corridor Weighted Score % | | | 30% | 100% | <div><div></div></div> 100% | <div><div></div></div> 100% | <div><div></div></div> 100% | <div><div></div></div> 100% | <div><div></div></div> 67% | <div><div></div></div> 100% | <div><div></div></div> 67% |
| Cycle Corridor Ranking (Method-1) | Total Weighted Score | | - | 42 | 31 | 38 | 39 | 28 | 33 | 26 | 24 |
| | | | - | 100% | 74% | 90% | 93% | 67% | 79% | 62% | 57% |
| | Rank (Ascending) | | - | - | ➡ 4 | ⬆ 2 | ⬆ 1 | ➡ 5 | ➡ 3 | ⬇ 6 | ⬇ 7 |
| | | | - | - | Med | High | High | Med | High | Low | Low |



Table 13. Prioritisation table and scoring of the Phase 1 walking corridors

| CWZ | | | Guildford Town Centre | Guildford Town Centre | Guildford Town Centre | Guildford Town Centre | Guildford Town Centre | Guildford Town Centre | Guildford Town Centre | Guildford Town Centre | Guildford Town Centre | Guildford Town Centre | Guildford Town Centre | Guildford Town Centre | Guildford Town Centre | Guildford Town Centre | Guildford Town Centre | Guildford Town Centre | Guildford Town Centre | Guildford Town Centre | Guildford Town Centre | Guildford Town Centre | Guildford Park | Guildford Park | Guildford Park | | | | |
|------------------------|--|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|---------------------------|-------------------------|-----------------------|-----------------------|-----------------------|-----------------|----------------|----------------|----------------|-----|-----|-----|
| Link ID | | | 1.1 | 1.2 | 1.3 | 1.4 | 1.5 | 1.6 | 1.7 | 1.8 | 1.9 | 1.10 | 1.11 | 1.12 | 1.13 | 1.14 | 1.15 | 1.16 | 1.17 | 1.18 | 1.19 | 1.20 | 1.21 | 2.1 | 2.2 | 2.3 | | | |
| Route Name | | | Gyrotary | Walnut Tree Close | A322 Woodbridge Road | A320 Stoke Road | Stoke Road/Nightingale Road | Stoke Fields | Haydon Place | A246/A320 | A3100/A246 | Cranley Road/Maori Road | High Street | North Street | Lanes | High Street | Bakers Yard | Jenner Road/Sydenham Road | Harvey Road/Pewley Hill | Addison Road | Castle Street | Quarry Street | Portsmouth Road | Path | The Chase | Path | | | |
| Start | | | Farnham Road | A322 Bridge Close | A25 | A25 | York Road | Stoke Road | York Road | High Street | High Street | Hillier Road | North Street | Onslow Street | North Street | Park Street | Sydenham Road | Epsom Road | Epsom Road | Holy Trinity Road | South Hill | High Street | High Street | Southway | Perimeter | The Chase | | | |
| End | | | High Street | Yorkies Bridge | Bridge Street | Nightingale Road | A3100 London Road | York Road | North Street | Waterden Road | Maori Road | A246 | A246 | Chertsey Road | High Street | North Street | High Street | Castle Street | Castle Street | Harvey Road | Quarry Street | A281 | Lawn Road | Perimeter | Old Palace | Alresford Road | | | |
| Length | | | 0.667 | 0.73 | 1.594 | 0.574 | 1.013 | 0.753 | 0.351 | 0.888 | 1.487 | 0.677 | 0.307 | 0.487 | 0.738 | 0.678 | 0.103 | 0.684 | 1.481 | 0.537 | 0.199 | 0.443 | 0.409 | 0.474 | 0.77 | 0.648 | | | |
| Access | Access to Rail/Bus Station (within 10min walk) | | 1 | 3 | 3 | 3 | 2 | 3 | 3 | 2 | 3 | 3 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | | | |
| | Access to High Street/Commercial Area (within 10min walk) | | 1 | 3 | 3 | 3 | 2 | 3 | 2 | 3 | 3 | 1 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 1 | 1 | 1 | | | |
| | Access to Education (within 10min walk) | | 1 | 3 | 2 | 2 | 3 | 1 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 3 | 2 | | | |
| | Access to Other Key Destinations (within 10min walk) | | 1 | 3 | 3 | 3 | 2 | 2 | 2 | 3 | 3 | 2 | 1 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 1 | 1 | 1 | | | |
| | Walking Route Weighted Score % | | 20% | 100% | 92% | 92% | 58% | 92% | 83% | 92% | 100% | 92% | 58% | 100% | 92% | 92% | 92% | 92% | 92% | 83% | 92% | 83% | 83% | 50% | 58% | 50% | | | |
| Demand | Pedestrian PCT (Sum of All Pedestrian Trips/2km; Number of Daily Commuter Trips) | | 1 | 3 | 3 | 2 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 3 | 3 | 1 | 3 | 2 | | | |
| | Connection to Development Sites (within 10min walk) | | 1 | 3 | 3 | 3 | 3 | 1 | 2 | 2 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | | | |
| | Common Place (Comments & Agreements) | | 1 | 3 | 3 | 3 | 2 | 3 | 1 | 1 | 3 | 2 | 3 | 1 | 3 | 3 | 3 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | |
| | Pedestrian Cycle Collision History (Pedestrian Collisions per KM) | | 1 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 3 | 1 | 3 | 3 | 3 | 2 | 1 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | | | |
| | Walking Route Weighted Score % | | 20% | 100% | 100% | 92% | 92% | 75% | 67% | 75% | 100% | 92% | 100% | 50% | 100% | 100% | 100% | 83% | 75% | 92% | 83% | 50% | 75% | 75% | 67% | 42% | 58% | 50% | |
| Quality of Improvement | Attractiveness | | 2 | 3 | 1 | 2 | 1 | 3 | 1 | 1 | 1 | 3 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 3 | 1 | 1 | | | |
| | Comfort | | 2 | 3 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 3 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 2 | 1 | 1 | | | |
| | Directness | | 2 | 3 | 1 | 3 | 1 | 3 | 3 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 1 | 3 | 1 | 3 | 1 | | | |
| | Safety | | 2 | 3 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | | | |
| | Coherence | | 2 | 3 | 1 | 2 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 3 | 1 | 2 | 1 | 1 | 2 | 3 | 3 | 3 | 3 | 2 | 3 | 1 | | | |
| | Overall Assessment of Walking Link | | 3 | 3 | 2 | 3 | 2 | 3 | 3 | 2 | 2 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 3 | 2 | 3 | 2 | 2 | | | |
| | Walking Route Weighted Score % | | 30% | 100% | 33% | 67% | 47% | 80% | 67% | 47% | 53% | 80% | 73% | 47% | 47% | 53% | 33% | 33% | 40% | 60% | 47% | 47% | 60% | 47% | 93% | 60% | 60% | 33% | |
| Deliverability | Ease of Implementation | | 2 | 3 | 2 | 3 | 2 | 2 | 3 | 3 | 3 | 2 | 3 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | | | |
| | Dependency to Other Improvements | | 2 | 3 | 2 | 3 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 3 | 2 | 2 | 3 | 2 | 3 | 3 | 3 | 3 | 2 | 2 | 3 | 2 | 2 | | |
| | Walking Route Weighted Score % | | 30% | 100% | 67% | 100% | 67% | 83% | 100% | 100% | 83% | 83% | 67% | 100% | 67% | 67% | 100% | 83% | 100% | 100% | 100% | 100% | 83% | 83% | 83% | 83% | 83% | | |
| CWZ Ro | | | Total Weighted Score | - | 63 | 41 | 54 | 45 | 50 | 51 | 45 | 49 | 57 | 53 | 39 | 46 | 47 | 45 | 41 | 44 | 52 | 47 | 42 | 50 | 43 | 56 | 39 | 42 | 32 |
| | | | % Score | - | 100% | 65% | 86% | 71% | 79% | 81% | 71% | 78% | 90% | 84% | 62% | 73% | 75% | 71% | 65% | 70% | 83% | 75% | 67% | 79% | 68% | 89% | 62% | 67% | 51% |
| | | | Rank(Ascending) | - | - | 44 | 7 | 31 | 17 | 14 | 31 | 20 | 2 | 9 | 49 | 27 | 24 | 31 | 44 | 37 | 11 | 24 | 40 | 17 | 4 | 49 | 40 | 65 | |
| | | | Network Priority | - | - | Low | High | Med | High | High | Med | High | High | High | Low | Med | Med | Med | Low | Med | High | Med | Med | High | Med | High | Low | Med | Low |



Table 14. Prioritisation summary table and scoring of the Phase 1 CWZs

| | | | CWZ | Guildford Town Cent | Guildford Park | Aldershot Road | Ash | Shalford | Effingham | Bishopsmead Parade | |
|------------------------|--|--|---------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|----------------------------|-----------------------------|----------------------------|
| | | | Total routes length | 14.2 | 6.102 | 6.136 | 5.206 | 7.104 | 2.657 | 3.845 | |
| Access | Access to Rail/Bus Station (within 10min walk) | 3: Bus Stop & Railway Station 2: Bus Stop 1: No Connection | 1 | 3 | 3 | 3 | 2 | 3 | 3 | 2 | 3 |
| | Access to High Street/Commercial Area (within 10min walk) | Score: 1: No Connectivity 2: Only 1 connectivity 3: More than 1 Connectivity | 1 | 3 | 3 | 3 | 3 | 2 | 1 | 1 | 2 |
| | Access to Education (within 10min walk) | Score: 1: No Connectivity 2: Only 1 connectivity 3: More than 1 Connectivity | 1 | 3 | 3 | 2 | 3 | 1 | 1 | 2 | 1 |
| | Access to Other Key Destinations (within 10min walk) | Score: 1: No Connectivity 2: Only 1 connectivity 3: More than 1 Connectivity | 1 | 3 | 3 | 3 | 1 | 2 | 3 | 1 | 1 |
| | CWZ Weighted Score % | | 20% | <div><div></div></div> 100% | <div><div></div></div> 100% | <div><div></div></div> 92% | <div><div></div></div> 75% | <div><div></div></div> 67% | <div><div></div></div> 67% | <div><div></div></div> 50% | <div><div></div></div> 58% |
| Demand | Pedestrian PCT (Sum of All Pedestrian Trips<2km; Number of Daily Commuter Trips) | 1: < 16 2: < 130 3: ≥ 130 | 1 | 3 | 3 | 3 | 3 | 2 | 1 | 1 | 2 |
| | Connection to Development Sites (within 10min walk) | Score: 1: No Connectivity 2: Only 1 connectivity 3: More than 1 Connectivity | 1 | 3 | 3 | 3 | 1 | 1 | 1 | 2 | 2 |
| | Common Place (Comments & Agreements) | 1: < 0.3 2: < 0.6 3: ≥ 0.6 | 1 | 3 | 2 | 2 | 3 | 1 | 1 | 3 | 1 |
| | Pedestrian Cycle Collision History (Pedestrian Collisions per KM) | 1: < 0.25 2: < 0.32 3: ≥ 0.32 | 1 | 3 | 3 | 3 | 3 | 2 | 1 | 2 | 1 |
| | CWZ Weighted Score % | | 20% | <div><div></div></div> 100% | <div><div></div></div> 92% | <div><div></div></div> 92% | <div><div></div></div> 83% | <div><div></div></div> 50% | <div><div></div></div> 33% | <div><div></div></div> 67% | <div><div></div></div> 50% |
| Quality of Improvement | Attractiveness | 1: < 0.06 2: < 0.08 3: ≥ 0.08 | 2 | 3 | 1 | 2 | 2 | 1 | 3 | 3 | 3 |
| | Comfort | 1: < 0.14 2: < 0.22 3: ≥ 0.22 | 2 | 3 | 1 | 1 | 2 | 1 | 3 | 3 | 2 |
| | Directness | 1: < 0.1 2: < 0.14 3: ≥ 0.14 | 2 | 3 | 1 | 1 | 2 | 1 | 2 | 3 | 3 |
| | Safety | 1: < 0.1 2: < 0.16 3: ≥ 0.16 | 2 | 3 | 2 | 2 | 1 | 1 | 2 | 3 | 3 |
| | Coherence | 1: < 0.38 2: < 0.51 3: ≥ 0.51 | 2 | 3 | 1 | 2 | 3 | 1 | 1 | 3 | 2 |
| | Overall Assessment of Walking Link | 1: < 0.14 2: < 0.2 3: ≥ 0.2 | 2 | 3 | 1 | 2 | 2 | 1 | 3 | 3 | 3 |
| | CWZ Weighted Score % | | 30% | <div><div></div></div> 100% | <div><div></div></div> 40% | <div><div></div></div> 53% | <div><div></div></div> 67% | <div><div></div></div> 33% | <div><div></div></div> 73% | <div><div></div></div> 100% | <div><div></div></div> 87% |
| Deliverability | Ease of Implementation | 3: No significant constraints 2: Implementation will require further studies and engagement 1: Constraints to delay the implementation | 2 | 3 | 1 | 3 | 3 | 3 | 1 | 2 | 2 |
| | Dependency to Other Improvements | 3: No dependency 1: Dependent | 2 | 3 | 1 | 3 | 3 | 3 | 2 | 1 | 2 |
| | CWZ Weighted Score % | | 30% | <div><div></div></div> 100% | <div><div></div></div> 33% | <div><div></div></div> 100% | <div><div></div></div> 100% | <div><div></div></div> 100% | <div><div></div></div> 50% | <div><div></div></div> 50% | <div><div></div></div> 67% |
| | Total Weighted Score | | - | 63 | 39 | 50 | 51 | 36 | 40 | 50 | 47 |
| | % Score | | - | 100% | 62% | 79% | 81% | 57% | 63% | 79% | 75% |
| | Rank(Ascending) | | - | - | 6 | 2 | 1 | 7 | 5 | 2 | 4 |
| | Network Priority | | - | - | Low | High | High | Low | Med | High | Med |

