Appendix 6: First Phase Assessments

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

	Thorntisation table and scoring of	,									
			ID.	>	1	3-4	11	18	27	28	47
					High St- North St- High St A3100		Woking Guildford Godalming	Oxenden Rd- Aldershot Rd- A323-Ash hill Rd	A246 -	Epsom Rd A246- Guildford Rd - Orestan Ln - Lower Rd	Shalford to Chilworth
				a>		2.356	5.549	4.378	2.918	10.897	3.702
			Veightin	lax Scor	е		-		-	-	
	Access to Town/ Village Centre (within 400m)	1: < 2 2: < 3 3: ≥ 3	1	3	2	3	3	2	3	3	2
Access	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%
	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
Demand	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
				e/Desc on>	High St- North St- High St A3100	Chertsey St - Stoke Rd A320 and High St A3100	Woking Guildford Godalming	Aldershot Rd- A323-Ash hill Rd	Epsom Rd A25	Epsom Rd A246- Guildford Rd Orestan Ln - Lower Rd	Shalford to Chilworth
			_	a>	2	2.356	5.549	4.378	2.918	10.897	3.702
	Contributes to Improved Custing Natural	Rating Rules	Veightin	/lax Scor	e						
	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 Improvement	Quality of Design- Safety Improvement	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%	56%	78%	100%	78%	67%	56%	44%
	Ease of Implementation	1: < 1 2: < 2 3: ≥ 2	1	3	3	3	3	3	2	3	2
Deliverabili ty	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%	100%	100%	100%	100%	67%	100%	67%
Cycle Corridor	Total Weighted Score		-	42 100%	31 74%	38 90%	39 93%	28 67%	33 79%	26 62%	24 57%
Ranking (Method-1)	Rank (Ascending)		-	-	→ 4 Med	1 High	1 High	⇒ 5 Med	→ 3 High	↓ 6 Low	J 7 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 Town Centre	Guildford Park	Guildford Park	Guildford Park
			Link ID	1.1	1.2	1.3	1.4	1.5 Stoke	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	Gyratory	Walnut Tree Close	A322 Woodbridge Road	A320 Stoke Road		Stoke Fields	Haydon Place	A246/A320	A3100/A246	Cranley Road/Maori Road	High Street	North Street	Lanes	High Street	Bakers Yard	Road/Sydenha m Road	Harvey Road/Pewley Hill	Addison Road	Castle Street	Quarry Street	Portsmouth Road	Path	The Chase	Path
			Start	Farnham Road	A3ZZ Bridge	A25	A25	York Road	Stoke Road	York Road	High Street	High Street	Hillier Road	North Street		North Street	Park Street	Sydenham	Epsom Road	Epsom Road	Holy Trinity	South Hill	High Street	High Street	Southway	Perimeter	The Chase
			End	High Street	Yorkies Bridge		Nightingale	A3100 London	York Road	North Street	Waterden	Maori	A246	A246	Chertsey	High Street	North Street	High Street	Castle Street	Castle Street	Harvey Road	Quarry Street		Lawn Road	A I	Old Palace	Alresford Road
	Access to Dail Day Challes	3: Bus Stop & Railway Station	length	0.667	0.73	1.594	0.574	000000000000000000000000000000000000000	0.253	0.351	0.888	1.487	0.627	0.307	0.487	0.738	0.678	0.103	0.684	1.481	0.537	0.199	0.443	0.409	0.424	0.77	0.048
	Access to Rail/Bus Station (within 10min walk)	2: Bus Stop 1: No Connection	1 000003000	3	3	3	2	3	3	2		1	2	3	2	2	2	2	2	2	2	2	2	2	2	2	2
88	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	3	2	1	3	3	1	3	3	1	3	3	3	3	3	3	3	3	1	1	1
Acce	Access to Education (within 10min walk)	Score: 1: No Connectivity 2: Only 1 connectivity 3: More than 1 Connectivity	1 3	2	2	3	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	2	3	2
	Access to Other Key Destinations (within 10min walk)	Score: 1: No Connectivity 2: Only 1 connectivity 3: More than 1 Connectivity	1 3	3	1	3	2	2	2	3	3	2	1	3	3	3	3	3	3	3	2	3	3	3	1	1	1
	Walking Route Weighte Pedestrian PCT	ed Score % 1: < 7	20% 100%	92%	92%	100%	58%	92%	83%	92%	100%	92%	58%	100%	92%	92%	92%	92%	92%	92%	83%	92%	83%	83%	50%	58%	50%
	Sum of All Pedestrian Trips<2km; Number of Daily Commuter Trios)	2:<230 3:>230	1 3	3	2	30000	2	3	3	3	3	3	2	3	3	3	3	3	3	3	2	2	3	3	1	3	2
pue	Connection to Development Sites (within 10min walk)	Score: 1: No Connectivity 2: Only 1 connectivity 3: More than 1 Connectivity	1 3	3	3	3	1	2	2	1	3	3	2	3	3	3	•	3	3	3	2	3	3	3	2	2	2
Dem	Common Place (Comments & Agreements)	1:<1 2:<10 3:>10	1 3	3	3	2	3	1	1	1	2	3	1	3	3	3	2	2	2	2	1	1	100000	1	1	1	1
	Pedestrian Cycle Collision History (Pedestrian Collisions per KM)	1:<0.05 2:<3 3:>3	1	3	3	3	3	2	3	3	3	3	1	3	3	3	2	1	3	2	1	3	2	1	1	1	1
	Walking Route Weighte		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%
	Walking Route Weighte Attractiveness	1:<0.08 2:<0.1 2:>0.1	20% 100%	100%	92%	92%	3	67%	75%	100%	92%	100%	50%	100%	2	100%	83%	75%	92%	83%	50%	75%	75%	67%	42%	58%	50%
14		1:<0.08 2<0.1 2>0.1 1:<0.01 2<0.16 2>0.16	0000000000	1 1 1	0	92%		1 2	75%	1 100%	92% 3 3		1		2		1 1	1 1	92%	1 1		75%		2 3		1 1	
provement	Attractiveness	1:<0.08 2:<0.1 3:>0.1 1:<0.00 2:<0.15 3:>0.16 1:<0.00 2:<0.00 3:>0.00 2:<0.00 3:>0.00	2 3	1 1 1	2	1 1	3	2	2	1	3	2	1 1 1	1	2	1	1	1	1	1 1	1	1	1	2	3	1	1
ulty of Improvement	Attractiveness Comfort	1: <0.08 2 <0.01 3 > 0.1 1: <0.00 2 <0.01 3 > 0.0 1: <0.00 2 <0.00 3 > 0.0 1: <0.00 2 <0.00 3 > 0.00 1: <0.01 2 <0.00 3 > 0.00 1: <0.01 2 <0.00 3 > 0.00 1: <0.00 3 > 0.00 3 >	2 3	1 1 1 1	2	1 1 1	2	2	2	2	3	2	1 1 1	1	1	1	1	1	1	1 1 1	1	1	1	3	2	1	1
Quality of Improvement	Attractiveness Confort Directness	1: < 0.08 2 < 0.1 3 > 0.1 1 < 0.00 2 < 0.1 3 > 0.0 1 < 0.00 2 < 0.0 2 < 0.0 2 < 0.0 2 < 0.0 2 < 0.0 2 < 0.0 2 < 0.0 3 > 0.0 2 < 0.0 3 > 0.0 2 < 0.0 2 < 0.0 3 > 0.0 2 < 0.0 3 > 0.0 3 < 0.0 3 > 0.0 3	2 3	1 1 1 1 1	1	1 1 1 1 1 1 1 1	2	2	2	2	3	3	1 1 1 1 1 3	1 1 3	1 1	1 1 1	1 1 1	1 1 1	1 1 3	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1	1 1	1 1	3	2	1 1 3	1 1 1
Quality of Improvement	Attractiveness Confort Directness Safety Coherence Overall Assessment of Walking Link	1:408 2:41 3:51 1:400 2:416 3:536 1:400 2:407 3:536 1:407 2:417 2:417 2:418 3:538 1:400 2:413 3:538	2 3 3 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	1 1 1 1 2	2 2 2	1 1 1 1 1 2	2 3 1	1 2 2 3 1 1 1 1 3 3 1 1 1 1 1 1 1 1 1 1	1 2 1 1 2	1 1 1 3 2 2	3 3 1 2	2 3 1 2 3	1 1 1 1 2	1 1 1 1 1 1 2	2 1 1 2 2 2 2 2	1 1 1 1 1 1 2	1 1 1 1 1 2	1 1 1 2 2 2	1 1 1 1 1 1 1	1 1 1 1 1 2	1 1 1 1 1 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 2	3 3 3 3 3 3	2 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 2
Quality of Improvement	Attractiveness Confort Directness Safety Coherence	1: < 0.08 2 < 0.1 3 > 0.1 1: < 0.00 2 < 0.00 2 < 0.00 2 < 0.00 3 > 0.00 1: < 0.00 2 < 0.00 3 > 0.00 1: < 0.00 2 < 0.00 2 < 0.00 2 < 0.00 2 < 0.00 2 < 0.00 2 < 0.00 2 < 0.00 2 < 0.00 3 > 0.00 4 < 0.00 2 < 0.00 3 > 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4 < 0.00 4	2 3 2 3 2 2 3 3 2 2 3 3 3 2 2 3 3 3 3 3	1 1 1 1 1 1 1 2 2 33%	2 2 2	1 1 1	3 3 1	1 2 3 1	1 1 1 2	1 1 1 3	3 3 1 2 2 3 3	2 3 1	1 1 1	1 1 1 1 1	1 1 2	1 1 1 1 1 1 1	1 1 1 1 1 1	1 1 1 2	1 1 1 1 1 1 1	1 1 1	1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 3 3 3 3	2 1 1	1 1 1 1 1 1 1	1 1 1
duality of Improvement	Attractiveness Confort Directness Safety Coherence Overall Assessment of Walking Link	1:408 2:41 3:51 1:400 2:416 3:536 1:400 2:407 3:536 1:407 2:417 2:417 2:418 3:538 1:400 2:413 3:538	2 3 3 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	1 1 1 1 2	2 2 2	1 1 1 1 1 2	2 3 1	1 2 2 3 1 1 1 1 3 3 1 1 1 1 1 1 1 1 1 1	1 2 1 1 2	1 1 1 3 2 2	3 3 1 2	2 3 1 2 3	1 1 1 1 2	1 1 1 1 1 1 2	2 1 1 2 2 2 2 2	1 1 1 1 1 1 2	1 1 1 1 1 2	1 1 1 2 2 2	1 1 1 1 1 1 1	1 1 1 1 1 2	1 1 1 1 1 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 2	3 3 3 3 3 3	2 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 2
Deliverability Quality of improvement	Attractiveness Confort Directness Sifety Coherence Overall Assessment of Walking Link Walking Roose Weighte	1 < 0.08 2 < 0.1 3 > 0.1 1 < 0.00 2 < 0.15 3 > 0.1 1 < 0.00 2 < 0.05 3 > 0.05 1 < 0.00 2 < 0.07 3 > 0.00 1 < 0.00 2 < 0.07 3 > 0.00 1 < 0.00 2 < 0.07 3 > 0.00 1 < 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.	2 3 3 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	1 1 1 1 2	2 1 1 2 2 2 2 3 5 67%	1 1 1 1 2 2 47%	3 3 1 1 3 3 3 3 90%	1 2 3 1 3 3 3 57%	1 1 1 2 2 2 2 47%	1 2 1 1 1 3 3 2 2 53%	3 3 1 2 3 3 3	2 3 1 2 3 3	1 1 1 1 2 47%	1 1 1 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1	2 2 2 2 53%	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 2 2 3 3 3 %	1 1 2 2 2 40%	1 1 3 1 3 3	1 1 1 1 2 2 47%	1 1 1 1 1 3 3 2 47%	1 1 3 1 3 3	1 1 1 3 3 2 47%	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	2 1 1 2 2 3 3 0 60%	1 1 3 3 1 2 2 0 60%	1 1 1 1 1 1 2 2 33%
Deliverability Quality of Improvement	Attractiveness Comfort Directness Sifety Coherence Overall Assessment of Walking Link Walking Route Weighte Ease of Implementation	1: < 0.08 2 < 0.1 3 > 0.1 1: < 0.00 2 < 0.15 3 > 0.0 1: < 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 >	2 3 2 2 3 2 2 3 3 2 2 3 3 3 3 3 3 3 3 3	1 1 1 1 2	2 1 1 2 2 2 3 3 67%	1 1 1 1 2 2 47%	3 2 2 3 3 3 3 3 3 3 5 5 5 5 5 5 5 5 5 5	1 2 2 3 1 1 3 3 3 67% 3 3	1 2 1 1 2 2 2 47%	1 2 1 1 3 3 2 2 53%	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	2 3 3 3 3 73% 2	1 1 1 1 1 2 2 47%	1 1 1 1 2 47%	2 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 1 1 1 2 2 33%	1 1 1 1 2 2 3 3 3 %	1 1 2 2 2 40%	1 1 3 1 3 3 60%	1 1 1 1 1 2 2 47%	1 1 1 1 3 2 2 47% 3	1 1 1 3 3 3 3 5 60%	1 1 1 1 3 3 2 2 47%	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	2 1 1 2 3 3 60% 2	1 1 3 1 1 2 2 2 0 60% 3	1 1 1 1 2 2 33%
	Attractiveness Confort Directness Safety Coherence Overall Assessment of Walking Rode Weighter Ease of Implementation Dependency to Other Improvements Walking Rode Weighter Total Weighter Store	1: < 0.08 2 < 0.1 3 > 0.1 1: < 0.00 2 < 0.15 3 > 0.0 1: < 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 >	2 3 2 3 2 2 3 3 2 2 3 3 3 3 3 3 3 3 3 3	1 1 1 1 1 1 2 2 33% 2 2	2 1 1 2 2 2 2 3 3 5 67% 3 3	1 1 1 1 3 3 2 2 2 2	3 3 3 3 80% 2	1 2 3 1 3 3 57% 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	1 1 1 2 2 2 2 47% 3 3	1 2 1 1 3 3 2 2 53% 3 4	3 3 2 2 3 3 3 3 3 4 2 2 2 2 2 2 2 2 2 2	2 3 3 3 3 73%	1 1 1 1 1 2 2 47% 3 3 3	1 1 1 1 2 47%	2 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 1 1 1 2 2 3 3 3 %	1 1 1 1 1 2 2 3 3 3 % 3 3 % 3 4 2	1 1 1 2 2 2 2 40% 3 3 3	1 1 3 3 3 60% 3 3 3 3	1 1 1 1 1 2 2 2 47% 3 3	1 1 1 1 3 2 2 47% 3 3	1 1 1 3 3 3 3 4 60% 3 3	1 1 1 1 3 3 2 2 47%	2 3 3 3 3 93%	2 1 1 2 2 3 3 60% 2 3 3	1 1 3 3 1 2 2 2 2 2 2	1 1 1 1 1 1 2 2 33%
	Attractiveness Confort Directness Safety Coherence Overall Assessment of Walking Rode Weighte Ease of Implementation Dependency to Other Improvements Walking Rode Weighte Total Weighte Store Score	1: < 0.08 2 < 0.1 3 > 0.1 1: < 0.00 2 < 0.15 3 > 0.0 1: < 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 >	2 3 2 3 2 2 3 3 2 2 3 3 3 3 3 3 3 3 3 3	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 1 1 2 2 2 2 3 3 5 67% 3 3	1 1 1 1 3 3 2 2 2 2	3 2 2 3 3 3 3 3 5 5 0 79%	2 3 1 3 3 3 3 3 100% 51	1 2 1 1 2 2 2 47% 3 3 3 4 100% 45 71%	1 2 1 1 3 3 2 2 53% 3 4	3 3 2 2 3 3 3 3 3 4 2 2 2 2 2 2 2 2 2 2	2 3 3 3 3 73%	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 2 47% 2 2 57% 46 73%	2 1 1 2 2 2 2 53% 2 57% 47 75%	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 2 2 3 3 3 % 3 8 3 % 4 1 6 5 5 %	1 1 1 2 2 40% 3 3 3 100%	1 1 1 3 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 3 2 47% 3 3 100% 42 67%	1 1 1 3 3 3 3 4 100% 50 79%	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 3 3 3 3 93%	3 2 1 1 2 2 3 3 3 60% 2 3 3 5 62%	1 1 1 3 3 2 60% 3 3 2 57%	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	Attractiveness Confort Directness Safety Coherence Overall Assessment of Walking Rode Weighter Ease of Implementation Dependency to Other Improvements Walking Rode Weighter Total Weighter Store	1: < 0.08 2 < 0.1 3 > 0.1 1: < 0.00 2 < 0.15 3 > 0.0 1: < 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 > 0.00 2 < 0.00 3 >	2 3 2 2 3 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3	1 1 1 1 1 1 1 1 2 2 33% 2 2 67% 41	2 1 1 2 2 2 2 3 3 5 67% 3 3	1 1 1 1 1 1 2 2 2 2 57% 45	3 2 2 3 3 3 50% 2 2 50 50 50 50 50 50 50 50 50 50 50 50 50	2 3 1 3 3 3 3 3 100% 51	2 1 1 2 2 2 47% 3 3 3 100% 45	1 2 1 1 1 3 3 2 2 53% 49	3 3 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	2 3 2 3 3 3 73% 2 67% 53	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 1 1 2 2 2 2 53% 2 57% 47 75%	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 2 2 3 3 3 % 3 8 3 % 4 1 6 5 5 %	1 1 1 1 2 2 2 2 2 3 3 3 3 100% 44	1 1 1 3 3 3 3 50%	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 3 2 47% 3 3	1 1 1 3 3 3 3 100%	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 3 3 3 3 3 93% 3 2 83% 56	3 2 1 1 2 2 3 3 3 60% 2 3 3 5 62%	1 1 1 3 3 2 60% 3 3 2 57%	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

			Guildfor	d Park G	Guildford Park	Guildford Park	Guildford Park	Guildford Park	Guildford Park	Guildford Park	Guildford Park	Aldershot Road	Aldershot Road	Aldershot Road	Aldershot Road	Aldershot Road	Aldershot Road	Aldershot Road	Ash	Ash	Ash	Ash	Ash	Ash	Ash	Ash	Shalford	Shalford
			2.4	2	2.5		2.7	2.8	2.9	2.10.	2.11	8.1	8.2	8.3	8.4	8.5	8.6	8.7	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	15.1	15.2
			Alresfor	d Road E	Queen Eleanor's Road/Elmside	Madrid Road/Guildfor d Park Road	Agraria Road	Farnham Road	Mount Pleasant/Path	Perimeter Road	Yorkies Bridge	Broad Street/Alders hot Road	Shepher's Lane/Stought n Road	A323 to Aldershot Road	A323 Aldershot Road	Middleton Industrial Estate	A25	Southway	Vale Road	Ash Hill Road	Ash Hill Road	Guildford Road	Wharf Road	Shawfield Road	Winchester Road	Grove Road	Horsham Road	The Street
			Path	F	Powell Close	Elmside	Madrid Road	Agraria Road	Farnham Road	Guildford Park	Perimeter	Broadacres	Broad Street	Woodside	Southway	Woodbridge	Middleton	Applegarth	Station Road	Grove Road	College Road	Ash Hill Road	Newlands	Railway Line	Ewins Close	Ash Hill Road	Foxburrow Hill	Kings Road
			Madrid I	Road _	The Chase/Old	Farnham Road	Farnham Road	Bridge Street	Portsmouth	Yorkies Bridge	Walnut Tree 0.211	Woodside 0.656	The Gables	Southway 0.128	Manor Road	Railway Line	A322 	A323 1.703	Grove Road	College Road	Guildford Road	Foreman Road	Railway Line	Star Lane	Shawfield 0.389	College Road	Kings Road	Church Close
	Access to Rail/Bus Station (within 10min walk)	3: Bus Stop & Railway Station 2: Bus Stop 1: No Connection	1 3	00000000 80000000	2	3	2	3	2	3	3	2	2	2	2	2	2	2	3	2	3	3	2	2	2	2	3	3
2	Access to High Street/Commercial Area (within 10min walk)	Score: 1: No Connectivity 2: Only 1 connectivity 3: More than 1 Connectivity	1 2		2	2	1	3	3	2	2	2	2	2	3	2	3	2	2	2	2	1	2	2	2	2	1	1
Acces	Access to Education (within 10min walk)	Score: 1: No Connectivity 2: Only 1 connectivity 3: More than 1 Connectivity	1 3		3	3	2	2	2	2	1	2	3	2	1	1	1	3	1	2	1	1	1	2	2	2	3	1
	Access to Other Key Destinations (within 10min walk)	Score: 1: No Connectivity 2: Only 1 connectivity 3: More than 1 Connectivity	1 2	200	1	2	2	3	3	2	2	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1
	Walking Route Weighted Pedestrian PCT	1:<7	20% 83	% >>>>>>	67%	83%	58%	92%	83%	75%	67%	58%	67%	58%	58%	50%	58%	67%	58%	58%	58%	58%	50%	58%	58%	58%	67%	50%
	(Sum of All Pedestrian Trips<2km; Number of Daily Commuter Trios)	2: < 230 3: > 230 Score: 1: No Connectivity	1 3	X000000 X000000 X000000 X000000 X000000	2	3	2	3	3	3	1	2	2	2	2	2	1	3	2	2	2	1	2	2	2	2	1	1
pu e	Connection to Development Sites (within 10min walk)	2: Only 1 connectivity 3: More than 1 Connectivity	1 3		2	3	2	3	3	3	3	1	1	1	1	2	000000000000	2	1	1	2	2	1	1	1	1	2	2
Dem	Common Place (Comments & Agreements)	1:<1 2:<10 3:>10	1 2	000000	1	2	1	3	3	2	1	3	3	1	1	2	3	1	1	1	1	1	1	1	1	1	1	1
	Pedestrian Cycle Collision History (Pedestrian Collisions per KM)	1:<0.05 2:<3 3:>3	1 00000003	X000000 X000000 X000000 X000000	2	3	1	3	3	3	1	3	2	3	2	1	3	2	2	3	1	1	1	1	1	1	1	3
	Walking Route Weighted		20% 92	%	58%	92%	50%	100%	100%	92%	50%	75%	67%	58%	50%	58%	67%	67%	50%	58%	50%	42%	42%	42%	42%	42%	42%	58%
	Attractiveness	1:<0.08 2:<0.1 2:>0.1	2 1	700000 700000 700000 700000 700000	2	2	1	2	1	2	1	1	3	1	2	1	1	1	1	1	1	3	2	1	1	1	3	1
.	Comfort	1:<0.01 2:<0.16 3:>0.16	2 1	000000 000000 000000 000000 000000 00000	2	1	1	3	1	3	3	3	3	2	2	1	1	3	1	1	1	3	3	3	1	1	3	3
provemen	Directness	1:<0.02 2:<0.07 2:>nn7	2 1		1	3	1	1	1	3	1	3	1	1	3	1	1	3	1	1	1	3	3	1	1	1	•	1
ality of Im	Safety	1:<0.17 2:<0.35 3:>0.35	2 1		1	2	1	2	1	3	2	2	1	1	1	1	1	1	1	1	1	3	2	1	1	1	2	2
ñ	Coherence	1:<0.01 2:<0.33 3:>0.33	2 3		3	3	3	3	3	3	2	3	3	3	3	3	2	3	2	3	2	3	3	3	3	1	3	3
	Overall Assessment of Walking Link	1:<0 2:<0.1 3:>0.1	3 2	0001	3	3	2	3	2	3	3	3	3	3	3	2	2	3	2	2	2	3	3	3	2	2	1	3
	Walking Route Weighted	Score % 3: No significant constraints	30% 47	% 00000000	60%	73%	47%	73%	47%	93%	60%	80%	73%	53%	73%	47%	40%	73%	40%	47%	40%	100%	87%	60%	47%	33%	93%	67%
verability	Ease of Implementation	No significant constraints Implementation will require further studies and engagement Constraints to delay the implementation	2 3		3	2	3	3	3	3	2	3	3	2	2	3	2	3	3	3	3	3	3	3	3	3	3	3
De I;	Dependency to Other Improvements	3: No depedency	2 00000003	00000000 000000000	3	2	000000000000000000000000000000000000000	000000300000	00000030000	300000	2	00000030000000000000000000000000000000	3	3000	0000000 3 00000	00000000000000000000000000000000000000	300000 3 00000	2	00000000000000000000000000000000000000	2	2	2	3	000000030000	0 00000030000	3	2	0000000 3 0000000
	Walking Route Weighted	1- Denerlant Score %	30% 100	1%	100%	67%	100%	100%	100%	100%	67%	100%	100%	83%	83%	100%	83%	83%	100%	83%	83%	83%	100%	100%	100%	100%	83%	100%
CWZ Roi	Total Weighted Score		4		45	51	39	57	48	60	40	52	50	40	45	39	37	48	37	38	35	52	49	42	38	34	51	45
	K Score				71%	81%	62%	90%	76%	95%	63%	83%	79%	63%	71%	62%	59%	76%	59%	60%	56%	83%	78%	67%	60%	54%	81%	71%
	Rank(Ascending)		2) 2.	ž	31	14	¥ 49	1 2	22	1 1	₩ 46	11	17	₩ 46	31	V 49	58	22	₩ 58	54	₩ 61	11	20	2) 40	54	₩ 63	T 14	31
	Network Priority		Me		Med	High	Low	High	High	High	Low	High	High	Low	Med	Low	Low	High	Low	Low	Low	High	High	Med	Low	Low	High	Med

														Bishopsmead	Bishopsmead	Bishopsmead	Bishopsmead	Bishopsmead	Bishopsmea
				halford	Shalford	Shalford	Shalford	Shalford	Shalford	Effingham	Effingham	Effingham	Effingham	Parade	Parade	Parade	Parade	Parade	Parade
			15	5.3	15.4	15.5	15.6	15.7	15.8	16.1	16.2 ETTINgnam	16.3	16.4	29.1	29.2	29.3	29.4	29.5	29.6
				halford oad/Off Road	A248	A248	Station Row/Station Approach	Tillingbourne Road	Dagley Lane	The Street	Common Road/Lower	A246	Browns Lane	Ockham Road North & South	Kingston Avenue	Station Approach	Ockham Road South	Epsom Road	Lynx Hill
			Ch	hurch Close	Horsham Road	Station Road	Kings Road	The Street	Broadford	Lower Road	Leewood Way	The Grove	A246	Pennymead	Ockham Road	Cobham Way	Guildford Road	Chalk Lane	Pennymead
			М	illbrook	Station Road	Chantry Road	The Street	Railway Line	Horsham Road	A246	Water Lane	Mount	Lower Road	East Lane	East Horsley	Horsley	Penneymead	Fearn Cl	Ockham Roa
			1.	293	0.488	1.768	0.417	0.346	0.544	0.673	0.933	0.51	0.541	1.24	0.314	0.153	1.251	0.4	0.487
	Access to Rail/Bus Station (within 10min walk)	3: Bus Stop & Railway Station 2: Bus Stop 1: No Connection	1	2	3	3	3	3	3	2	2	2	2	3	3	3	2	2	2
8 8	Access to High Street/Commercial Area (within 10min walk)	Score: 1: No Connectivity 2: Only 1 connectivity 3: More than 1 Connectivity	1	2	1	1	1	1	1	1	1	1	1	2	2	2	2	1	1
Access	Access to Education (within 10min walk)	Score: 1: No Connectivity 2: Only 1 connectivity 3: More than 1 Connectivity	1	1	1	2	1	1	1	3	3	2	3	2	1	1	1	1	1
	Access to Other Key Destinations (within 10min walk)	Score: 1: No Connectivity 2: Only 1 connectivity 3: More than 1 Connectivity	1	2	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1
	Walking Route Weighte		20%	58%	50%	67%	50%	50%	50%	58%	58%	50%	58%	67%	58%	58%	50%	42%	42%
	Pedestrian PCT (Sum of All Pedestrian Trips<2km; Number of Daily Commuter Trins)	1:<7 2:<230 3:>230	1 000	1	1	1	1	1	1	2	2	2	2	2	1	1	2	1	2
pue	Connection to Development Sites (within 10min walk)	Score: 1: No Connectivity 2: Only 1 connectivity 3: More than 1 Connectivity	1	2	2	2	2	2	2	2	2	2	2	3	2	2	2	2	2
Dema	Common Place (Comments & Agreements)	1:<1 2:<10 3:>10	1	2	1	2	1	1	1	1	2	1	1	1	1	1	1	3	1
	Pedestrian Cycle Collision History (Pedestrian Collisions per XM)	1:<0.05 2:<3 3:>3	1	2	2	1	2	1	2	2	2	2	1	1	1	1	2	1	1
	Walking Route Weighte		20%	58%	50%	50%	50%	42%	50%	58%	67%	58%	50%	58%	42%	42%	58%	58%	50%
	Attractiveness	1:<0.08 2:<0.1 2:>n1	2	2	2	3	1	1	3	3	2	3	1	1	1	1	3	1	1
*	Comfort	1:<0.01 2:<0.16 2:>0.16	2	3	2	3	1	1	3	3	3	3	2	1	3	1	3	1	1
proveme	Directness	1:<0.02 2:<0.07 3:>nm	2	1	3	1	1	1	3	3	3	3	1	1	3	1	3	3	1
lity of Im	Safety	1:<0.17 2:<0.35 3:>0.35	2	1	1	1	1	1	1	3	3	3	3	1	1	1	3	1	1
Quali	Coherence	1:<0.01 2:<0.33 3:>0.33	2	1	2	3	1	3	3	3	3	3	3	3	3	3	3	3	3
	Overall Assessment of Walking Link	1:<0 2:<0.1 3:>0.1	3 000	3	3	3	2	2	3	3	3	3	3	2	3	2	3	3	2
	Walking Route Weighte		30%	53%	67%	73%	33%	47%	87%	100%	93%	100%	67%	47%	73%	47%	100%	60%	47%
Deliverability	Ease of Implementation	3: No significant constraints 2: Implementation will require further studies and engagement 1: Constraints to delay the implementation	2	2	2	2	3	3	2	2	3	3	3	3	3	3	3	3	2
8	Dependency to Other Improvements	3: No depedency 1: Depedent	2	2	3	3	3	3	2	3	2	3	2	2	3	3	3	2	3
	Walking Route Weights		30%	67%	83%	83%	100%	100%	67%	83%	83%	100%	83%	83%	100%	100%	100%	83%	83%
CWZ Ro	n Total Weighted Score			38	42	46	34	37	46	54	53	55	43	39	46	38	55	40	35
	% Score		·	60%	67%	73%	54%	59%	73%	86%	84%	87%	68%	62%	73%	60%	87%	63%	56%
	Rank(Ascending)		. 🂆		_ 10	9) 27	63	₩ 58	2) 27	i 7	17 9	1P 5	38	₩ 49	9) 27	54	₽ 5	₩ 46	V 61
	Network Priority		•	Low	Med	Med	Low	Low	Med	High	High	High	Med	Low	Med	Low	High	Low	Low





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

				CWZ	Guildford Town Cen	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 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
ess	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	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
	C	WZ Weighted Score %	20%	100%	100%	92%	75%	67%	67%	50%	58%
	Pedestrian PCT	1: < 16									
	(Sum of All Pedestrian Trips<2km; Number of Daily Commuter Trips)	2: < 130 3: ≥ 130	1	3	3	3	3	2	1	1	2
nand	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
Der	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
	C	WZ Weighted Score %	20%	100%	92%	92%	83%	50%	33%	67%	50%
	Attractiveness	1: < 0.06 2: < 0.08 3: ≥ 0.08	2	3	1	2	2	1	3	3	3
4	Comfort	1: < 0.14 2: < 0.22 3: ≥ 0.22	2	3	1	1	2	1	3	3	2
Quality of Improvement	Directness	1: < 0.1 2: < 0.14 3: ≥ 0.14	2	3	1	1	2	1	2	3	3
lity of Im	Safety	1: < 0.1 2: < 0.16 3: ≥ 0.16	2	3	2	2	1	1	2	3	3
Que	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
	CW	Z Weighted Score %	30%	100%	40%	53 %	67%	33%	73%	100%	87%
Deliverability	Ease of Implementation	3: No significant constraints Implementation will require further studies and engagement Constraints to delay the implementation	2	3	1	3	3	3	1	2	2
Delive	Dependency to Other Improvements	3: No depedency 1: Depedent	2	3	1	3	3	3	2	1	2
		Z Weighted Score %	30%	100%	33%	100%	100%	100%	50%	50%	67%
	Total Weighted Score		-	63	39	50	51	36	40	50	47
	% Score		-	100%	62%	79%	81%	57%	63%	79%	75%
	Rank(Ascending)			20070	<u>√</u> 6	ارام 2		Jb 7	⇒ 5	№ 2	→ 4
	Network Priority		-		Low	High	High	Low	Med	High	Med