

# Appendix 8: Sustrans Report

## Guildford Local Cycling and Walking Infrastructure Plan (LCWIP)

### Critical Friend: Corridor 3 Recommendations

November 2023



#### About Sustrans

Sustrans is the charity making it easier for people to walk and cycle. We are engineers and educators, experts and advocates. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute. Sustrans works in partnership, bringing people together to find the right solutions. We make the case for walking and cycling by using robust evidence and showing what can be done. We are grounded in communities and believe that grassroots support combined with political leadership drives real change, fast. Join us on our journey. [www.sustrans.org.uk](http://www.sustrans.org.uk)

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Revision	Description	Author	Check	Date
01	Final	CT	LD	08/11/23

Guildford LCWIP - Corridor 3 Recommendations

1 From A25 to Town centre

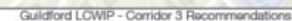
- **Stoke Road from Stoke Fields to North Street:**

- Haydon Place: Mixed traffic use.

– Stoke Road from York Road North Street: Mixed traffic.

2 From Bridge Street to London Road

- **York Road (A246) from Onslow Street to London Road:**  
Bidirectional segregated cycle track.





## 1 From A25 to Town centre

### 3.1

Provide unidirectional segregated cycling facilities on each side of Stoke Road. By possibly reducing carriageway lane widths, re-allocating space from on-road parking. (Traffic surveys needed).



Figure 3.1: Stoke Road

### 3.2

Narrow section between A25 and Josephs Road. Segregated cycling provision is favourable as per LTN 1/20 but it may not be achievable due to width constraints. If there is not enough space for a segregated cycle track, consider providing a shared use path in this area, and in other areas where there are width constraints.



Figure 3.2: Stoke Road

### 3.3

Consider extending traffic speed to 30mph along Stoke Road from Josephs Road to A25.

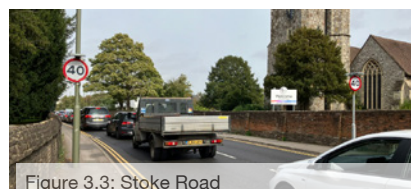


Figure 3.3: Stoke Road

### 3.4

Redesign roundabout to provide controlled crossing facilities on all arms. In particular, consider providing parallel crossing facilities - or other controlled crossing depending on traffic surveys - on the western roundabout arm (across Stoke Road).



Figure 3.4: Stoke Road / Guildford Collage Roundabout

### 3.5

Provide mixed traffic use facilities on the west side of Stoke Road. Provide dropped kerb and reduce vegetation to allow cyclists to join the carriageway (fig.3.5.2).

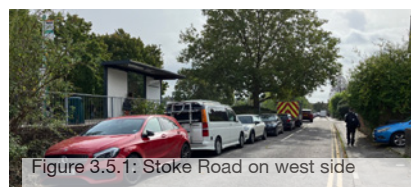


Figure 3.5.1: Stoke Road on west side



Figure 3.5.2: Stoke Road on west side

### 3.6

Redesign roundabout at Stoke Road / Recreation Road to provide controlled crossing facilities on all arms. In particular, consider providing parallel crossing facilities - or other controlled crossing depending on traffic surveys.



Figure 3.6: Stoke Road / Recreation Road

### 3.7

Narrow section from Nightingale Road to Stoke Fields (constrained by bridge). Segregated cycling provision is favourable as per LTN 1/20 but it may not be achievable due to width constraints. If there is not enough space for a segregated cycle track, consider providing a shared use path in this area.



Figure 3.7: Stoke Road under the bridge

## Option A from 3.8 - 3.14

### 3.8

Consider re-routing into existing shared use facilities between pedestrian, cyclists and motor vehicles on Stoke Fields. Provide share with care and pedestrian priority, but cycling permitted signage.



Figure 3.8: Stoke Fields

### 3.9

Review bollard spacing to ensure minimum of 1.5m clear gap, to allow all types of cycle to access.



Figure 3.9: Stoke Fields

### 3.10

Provide a share with care and pedestrian priority, but cycling permitted signage at the south end of Stoke Fields.



Figure 3.10: Stoke Fields

### 3.11

Provide a sign to guide cyclists to cross from Stoke Fields to Haydon Place. If possible, make the crossing more people friendly by removing guard railing.

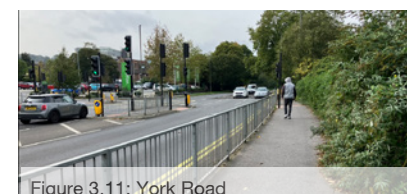


Figure 3.11: York Road

### 3.12

Provide mixed traffic use facilities. Reduce traffic speed to 20mph.



Figure 3.12: Haydon Place

### 3.13

Add cycle parking near Waitrose supermarket.



Figure 3.13: Haydon Place

### 3.14

Allow contraflow cycling in one way section of Haydon Place and provide appropriate signage.

To improve pedestrian environment, on this one way section of Haydon Lane, consider making the carriageway and pavement at the same level for pedestrian, cyclists and vehicles to share the space, as in Stoke Fields.



Figure 3.14: Haydon Place / Martyr Road

## Option B from 3.8 - 3.14

### 3.15

Narrow section along Stoke Road from Stoke Fields to York Road. Segregated cycling provision is favourable as per LTN 1/20 but it may not be achievable due to width constraints. If there is not enough space for a segregated cycle track, consider providing a shared use path in this area, and in other areas where there are width constraints.

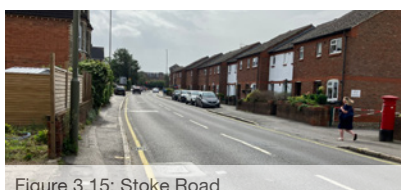


Figure 3.15: Stoke Road

### 3.16

Consider removing one car lane and rearrange carriageway layout - subject to traffic surveys - to gain space to install segregated cycle track.



Figure 3.16: Stoke Road

### 3.17

Provide mixed traffic use facilities. Reduce traffic speed to 20mph and provide traffic calming measures if needed.

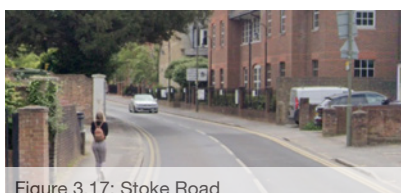


Figure 3.17: Stoke Road

### 3.18

Reduce corner radii and tighten crossing to reduce motor vehicle speeds when turning in and out Chertsey Street.



Figure 3.18: Chertsey Road

## ② From Bridge Street to London Road

### 3.19

Provide a bidirectional segregated cycle track on the east / south side of the road. Consider redesigning carriageway layout by rationalising car lanes (subject to traffic surveys) and reallocating car parking.



Figure 3.19.1: Onslow Street



Figure 3.19.2: Onslow Street

### 3.20

Narrow section. Segregated cycling provision is favourable as per LTN 1/20 but it may not be achievable due to width constraints. If there is not enough space for a segregated cycle track, consider providing a shared use path in this area, and in other areas where there are width constraints.

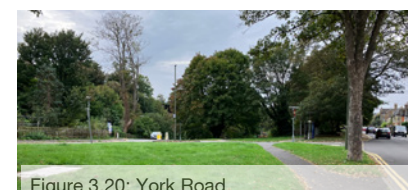


Figure 3.20: York Road

### 3.21

Narrow section. Segregated cycling provision is favourable as per LTN 1/20 but it may not be achievable due to width constraints. If there is no space available to install a segregated cycle track, consider as an alternative to provide a shared use path along Foxenden Quarry Playground.



Figure 3.21: York Road

### 3.22

Consider reallocating car park from York Road to Denmark Road area.

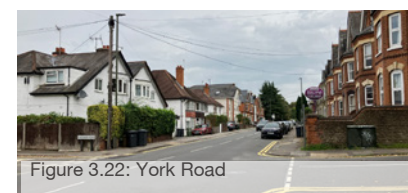


Figure 3.22: York Road

Guildford LCWIP - Corridor 3 Recommendations 5