







There is a low-lying section that can flood and accumulate sediment.

This stretch is a sub-standard width. Tree roots make aggressive speedbumps for cycles, buggies and wheelchairs.



Adjust the entrance to give level passage and clear priority to pedestrians and cyclists.

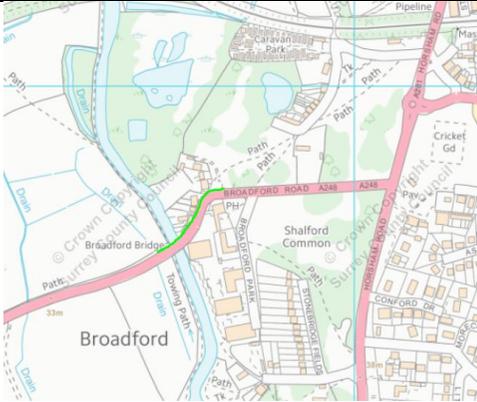
We agree that it is preferable for pedestrians and cyclists to have priority however this requires a site specific assessment involving Highways and Road Safety colleagues.

The issue of who has priority at side roads depends on the environment at that location and should be based on factors such as safety and visibility, and where the highest flows are (drivers or non-motorised users). Any changes need

**Low priority**

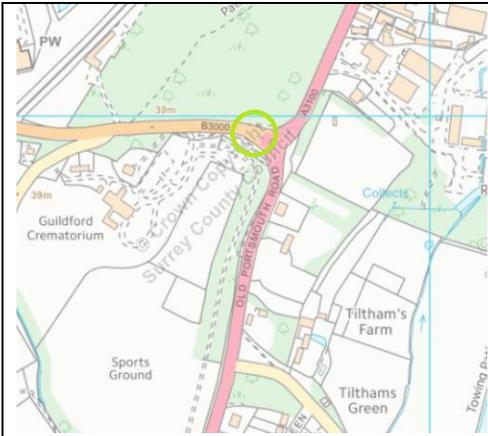
**Long-term**

<p>Vehicles entering and exiting Shalford Park appear to have priority which puts cyclists at risk because the traffic is often approaching them from behind.</p> <p>Vehicles turning into the car park from Millbrook pose an especially high risk because the turn in is easy and they can therefore be travelling at speed.</p>		<p>to prioritise reducing personal injury accidents.</p>		
 <p>This bridleway is unsurfaced making it muddy and impassable at times.</p> <p>A short stepped section prevents pushchairs, wheelchairs and cyclists using this link.</p>	<p>Raise this low-lying section to bring it above flood level and allow drainage under the path and extend it to introduce a reduced gradient to the top of the incline.</p> <p>A good surface exists under the mud. An annual maintenance plan is all this is required to keep it in good order.</p>	<p>GBC have recently commissioned design work into this. The surface will be improved so it can be used all year round and the stepped section will be graded out.</p> <p>Options for low-level lighting will also be considered.</p> <p>Shalford Parish Council are also supportive of the scheme and may be able to cover the costs of an annual clearing of the path.</p>	<p>£150k</p>	<p><b>High</b> priority – a popular bridleway which if improved would create an attractive walking and cycling route connecting the village of Shalford to Guildford town centre.</p> <p><b>Medium-term</b> – no funding has yet been secured.</p>

 <p>Currently cyclists are required to re-join the road to get to and across Broadford Bridge. For north-to-south riders, this involves two crossings of what is often a very busy road. The surfacing of the road is poor.</p>	<p>Reallocate space away from the carriageway and eastern footway to create a wider, shared-use path on the west side of Broadford Road. This would also move traffic back away from the front of the cottages benefiting residents. Re-designate the current footbridge to shared use.</p>	<p>It will not be possible to reduce the carriageway as HGVs use this road however we may be able to reallocate space from eastern footway as suggested. It would likely still be a sub-standard width but only for a short distance. If Stats diversions are needed it would increase the cost considerably.</p> <p>The footway area on the west side of the bridge should be widened and surfaced too (~£10k).</p>	<p>50-100k</p>	<p><b>High</b> priority section but difficult and expensive (with no available funding) so likely to be <b>long-term</b> aspiration.</p>
 <p>The path from the old railway bridge to the junction of Unstead Wood with Broadford Road is narrow and becomes</p>	<p>Widen and resurface.</p>	<p>Agree. Surface would need to be suitable for year round use. May also wish to consider low-level lighting bollards.</p>	<p>15-20k</p>	<p><b>Low</b> priority <b>Long-term</b></p>

<p>frequently overgrown. Tree roots have made the path uneven.</p>				
 <p>It is easy for vehicles to turn into Oakdene Road at speed putting pedestrians and cyclists at risk at the junction. This is particularly significant for cyclists travelling north along Oakdene Road wishing to turn right onto the short section of shared use path alongside Broadford Road.</p>	<p>Introduce traffic calming measures, e.g., adjust the junction to give level passage and clear priority to pedestrians and cyclists crossing the end of Oakdene Road.</p>	<p>Acknowledge that there is a desire to improve this junction for cyclists. It is another area that would require a site specific assessment to determine what the best intervention would be.</p> <p>It would be worth assessing the speeds of drivers on Broadford Road, especially on the bend. If there are speed issues these would need to be addressed and a raised table on Oakdene Road wouldn't help as could cause shunt collisions. Also if the table needed to be set back in Oakdene Road it would reduce visibility for cyclists turning right onto Broadford Road. The area would need to be looked at in more detail and colleagues in the design team may have alternative ideas to improve it.</p> <p>The shared use footway on Broadford Road needs vegetation to be cleared back to maximise the width available.</p>	<p>8-10k</p>	<p><b>Low priority</b></p> <p><b>Medium-term</b></p>

 <p>The A3100 has no formal crossing point for pedestrians or cyclists. The road is very busy at peak times and crossing can be difficult even at the refuges.</p>	<p>Provide a shared use crossing at the junction of the A3100, Old Portsmouth Road and (the closed off end of) Mill Lane.</p>	<p>The exact type of crossing facility provided needs to follow guidance from Local Transport Note 1/95.</p> <p>A signalised crossing needs to be a certain distance from the roundabout but if too far from the desire line won't necessarily be used.</p> <p>It may be possible to enhance the existing crossing point by widening the central refuge to accommodate cycles and slowing vehicles exiting and approaching the roundabout.</p> <p>Feasibility would need to be done to explore the most appropriate option and location.</p> <p>Maintenance cost will also be an issue.</p>	<p>150k</p>	<p>TBC</p>
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The B3000 crossing is currently via a refuge adjacent to the roundabout. Crossing here can be stressful. Traffic approaches from multiple directions, signage obstructs visibility and vehicles on the roundabout do not always indicate their turn. Traffic flow can be continuous at busy times of the day.

An alternative, shared use crossing point is needed. This should be set back from the roundabout (near to the crematorium entrance.).

As above the type of facility needs to follow guidance from LTN 1/95.

A standalone Toucan crossing would need to be staggered and would take space. May need to widen the central refuge but this may also create faster entry as would reduce deflection.

Maintenance cost will also be an issue.

200k

TBC

 <p>A paved pathway exists from the entrance of the crematorium through to its boundary with the northern edge of Broadwater Park. While the ground it traverses appears to be associated with the crematorium, it is screened from the public area and is gated to public access.</p> <p>An earth mound lies across the existing path at the borough boundary.</p>	<p>Create access to the path suitable for cyclists and pedestrians. Clear/repair the surface of the path.</p> <p>Remove the mound to provide a connection for cyclists and pedestrians.</p>	<p>The Crematorium is being redeveloped and this will become a service road for use of the crematorium only. They are not willing to permit the greenway to use the service road.</p> <p>Instead the footway will need to be widened to create a shared use path adjacent to the road.</p>	<p>140k</p>	<p><b>High</b> priority <b>Long-term</b></p>
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### Waverley Borough Sections

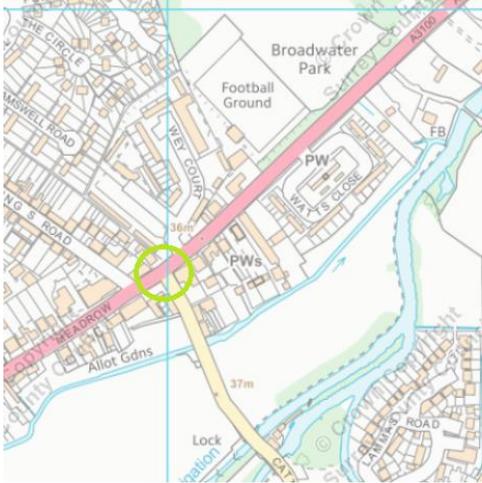
Section	GCC Proposal	SCC comments	SCC est. cost	Timescale/ priority
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 <p>500 meters of paved roadway link the borough boundary to the lakeside. This comprises a substantial concrete base and is currently accessible to motorised vehicles. The surface has deteriorated in places. At the entrance to the Rugby Club area, there is a gate across the road to restrict vehicle access.</p>	<p>Surface to the appropriate standard. Manage parking. Provide cycle/pedestrian access when vehicle access is closed.</p>	<p>This land is owned by WBC and leased to the Broadwater Sports Club, and the Rugby Club who also sub-lease to Guildford croquet club. Discussions would need to include them to see what would be possible.</p> <p>An alternative would be to create a route adjacent to the A3100 but this would cost more and be less pleasant as next to traffic.</p>	<p>50-60k</p>	<p><b>Low priority</b> <b>Long-term</b></p>
	<p>Mark out the route to minimise cycle/vehicle conflict</p>	<p>This will be WBC owned.</p>	<p>1k</p>	<p><b>Low priority</b> <b>Long-term</b></p>

<p>The route needs to cross/skirt the small car park at this point.</p>				
 <p>The current bridge over the lake outflow is too narrow for shared pedestrian/cycle use.</p>	<p>Construct a second bridge to accommodate a continuous cycleway.</p>	<p>Should be possible to just widen the existing bridge.</p>	<p>TBC</p>	<p><b>Low priority</b> <b>Long-term</b></p>
	<p>Either the existing path should be widened or a separate path for cycling should be constructed parallel to the existing path.</p>	<p>Conformation is needed that WBC are supportive of cycling here. Path would need to be 3m wide to minimise conflict.</p>	<p>30k</p>	<p><b>Medium-priority</b> <b>Long-term</b></p>

<p>A surfaced path exists alongside the lake. It is rather narrow for shared use.</p>				
 <p>An area relatively free from vegetation exists between the woodland bordering the park and the road.</p>	<p>Early Broadwater estate maps show a track linking the lakeside to a former lodge (now the entrance to the golf course.) It has become overgrown with mostly shrubby vegetation but its alignment can be traced through the woodland.</p> <p>Clear vegetation and re-establish the route.</p> <p>Create a path through this area parallel to the A3100, Meadow.</p>	<p>The existing shared facility has been recently cleared back. Widening an existing path will be much cheaper than creating a new one.</p>	<p>100k</p>	<p><b>Medium-priority</b></p> <p><b>Long-term</b></p>
	<p>Reconstruct the crossing point to a standard suitable for shared pedestrian/cycle use. Ideally this should be light controlled.</p>	<p>The type and location of crossing facility provided needs to follow guidance from LTN 1/95.</p> <p>Would need to explore where along this section would be the most useful location for crossing. Surveys assessing demand may be relevant.</p> <p>Maintenance cost will also be an issue.</p>	<p>150k</p>	<p><b>Medium-priority</b></p> <p><b>Long-term</b></p>

<p>The A3100 crossing is currently via a refuge. The refuge is not big enough to accommodate cycles and the road can be very busy making crossing difficult.</p>				
 <p>No cycle facilities exist here but the footway is wide.</p>	<p>The roadside pavement is wide throughout this length and could accommodate shared use.</p> <p>Redesignate and sign for shared use.</p>	<p>Agree although it does become very narrow at the Catteshall Road end and would like to see this widened to prevent the pinch-point. This would need to be done as a part of any junction improvements mentioned below.</p>	<p>5k for signs and dropped kerbs</p>	<p><b>Medium-priority</b></p> <p><b>Medium-term</b></p>

 <p>This short section of Catteshall Road is narrow and frequently completely blocked by vehicles queuing to exit onto Meadow. There have been accidents including one fatal.</p>	<p>Introduce light control at the junction and set back the stop-line for traffic emerging from Catteshall Road to the bridge over Hell Ditch (point 2.10 on the map.) Operate single-line-alternate working up to the junction, releasing space for the cycleway. (This also moves queuing traffic away from the neighbouring properties reducing noise, pollution and intrusion for the residents.)</p>	<p>This suggestion has been looked into and it is not feasible. As it's a bus route the stop line would need to be set very far back and a feasibility study concluded this wouldn't work.</p> <p>Other options have been considered. These include adding a roundabout, or signalling the junction. A suitable option is still to be agreed on.</p>		<p><b>High</b> priority <b>Long-term</b></p>
	<p>Widen the existing path and surface appropriately for the rural setting. (Examples of surfacing that could prove appropriate can be found alongside the River Wey Navigation at Guildford.)</p>	<p>This is all common land and a flood area so will be very difficult to achieve.</p> <p>Suggest that the Wey navigation would be a better route and make improvements to the towpath instead. Although this would need permission from the National Trust.</p>	<p>50-150k</p>	<p><b>Medium</b> priority <b>Medium term</b></p>

<p>An unsurfaced path exists through to the Town Bridge</p>				
 <p>The existing route, via the car-park of Godalming United church, connects to the Town Bridge where the busy A3100 crosses the River Wey. Even for experienced cyclists, this road is intimidating, with its uphill approach to a junction designed for maximum traffic flow rather than cyclist safety. An alternative route, suited to family-friendly cycling, is required.</p>	<p>A new pedestrian/cycle bridge is proposed to cross the River Wey just downstream from the Town Bridge.</p>	<p>Might be slightly easier to put a crossing nearer Sainsbury's but will need to be high enough for boats to get underneath.</p> <p>Realistically this will be very difficult to fund and achieve.</p>	<p>High</p>	<p><b>High</b> priority <b>Long-term</b></p>



Bridge Street/Woolsack Way junction. There is currently only a refuge to assist crossing between Homebase and Bury Fields. It is a busy junction, designed to keep traffic moving quickly. People crossing the road must contend with traffic approaching from multiple directions.

Provide a shared use crossing.

This is a tricky area where the whole junction needs to be rethought out.

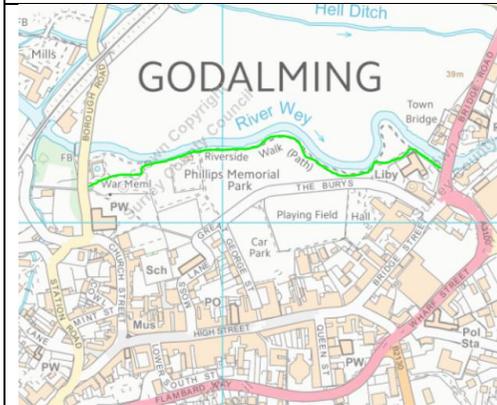
Congestion is a problem here too.

Maintenance cost will also be an issue.

150k

**High** priority

**Long-term**



Provide appropriate signage. Also, where the path emerges from behind the bowls club pavilion, just to the north of the band-stand, some adjustments may be required to make the route clear.

Formalising this route may create issues, would need to be discussed further with WBC.

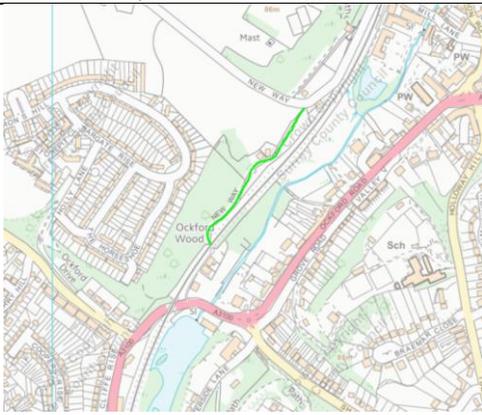
Will want to widen it in places but avoid mature trees.

35k

**Medium** priority

**Medium-term**

<p>The pathway through the Phillips Memorial Park has recently been upgraded and provides a generally adequate route for shared-use.</p>				
 <p>Borough Road crossing. Although there have been recent, beneficial improvements here, traffic is still unwilling to give way to people who need to cross. A stronger, clearer priority to pedestrians and cyclists is needed here.</p>	<p>Provide a shared use crossing.</p>	<p>Recently installed a road table here. Couldn't do anymore here at the time as it is a conservation area.</p>	<p>40k – if a zebra crossing is possible</p>	<p><b>Medium</b> priority <b>Medium-term</b></p>

 <p>Vicarage Walk. This path carries limited and mostly commuter foot traffic (essentially to and from the station and Westbrook Mills), it is too narrow for pedestrians and people on bikes to pass comfortably.</p>	<p>Increase the width of the path and with a wider bridge at its junction with Westbrook.</p>	<p>This will require land take and converting a footpath to a cycle track.</p> <p>Given the expense and difficulties in achieving this it would be considered very low priority.</p>	<p>TBC</p>	<p><b>Low</b> priority <b>Long-term</b></p>
	<p>Engineer a more gentle slope and widen and resurface the path. Upgrade to shared use, resurface and provide suitable lighting.</p>	<p>Further comments are needed from the Rights of Way team.</p>	<p>50k+</p>	<p><b>Low</b> priority <b>Long-term</b></p>

<p>Footpath at the point it leaves the surfaced section of New Way. The surface is badly eroded resulting in a significant drop in level.</p> <p>Section of New Way linking to A3100. The surface has significant pothole damage and the land is unlit throughout. It is thus unsuitable for use in inclement conditions, or at night.</p>				
 <p>Portsmouth Road from the New Way junction to the rail bridge. The footway is too narrow for shared use.</p>	<p>Widening the footway for shared use to continue south towards Milford.</p>	<p>Unlikely to be able to widen this to create a sufficiently wide enough footway to be shared use. Would still be a pinch-point.</p> <p>The section all the way to Milford is about 1.8km and could easily cost hundreds of thousands to widen it. In places the highway is wide however there may be some pinch-points along the route. Measures would need to be taken to prevent anti-social pavement parking.</p>	<p>10k</p>	<p><b>Low priority</b></p> <p><b>Long-term</b></p>

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