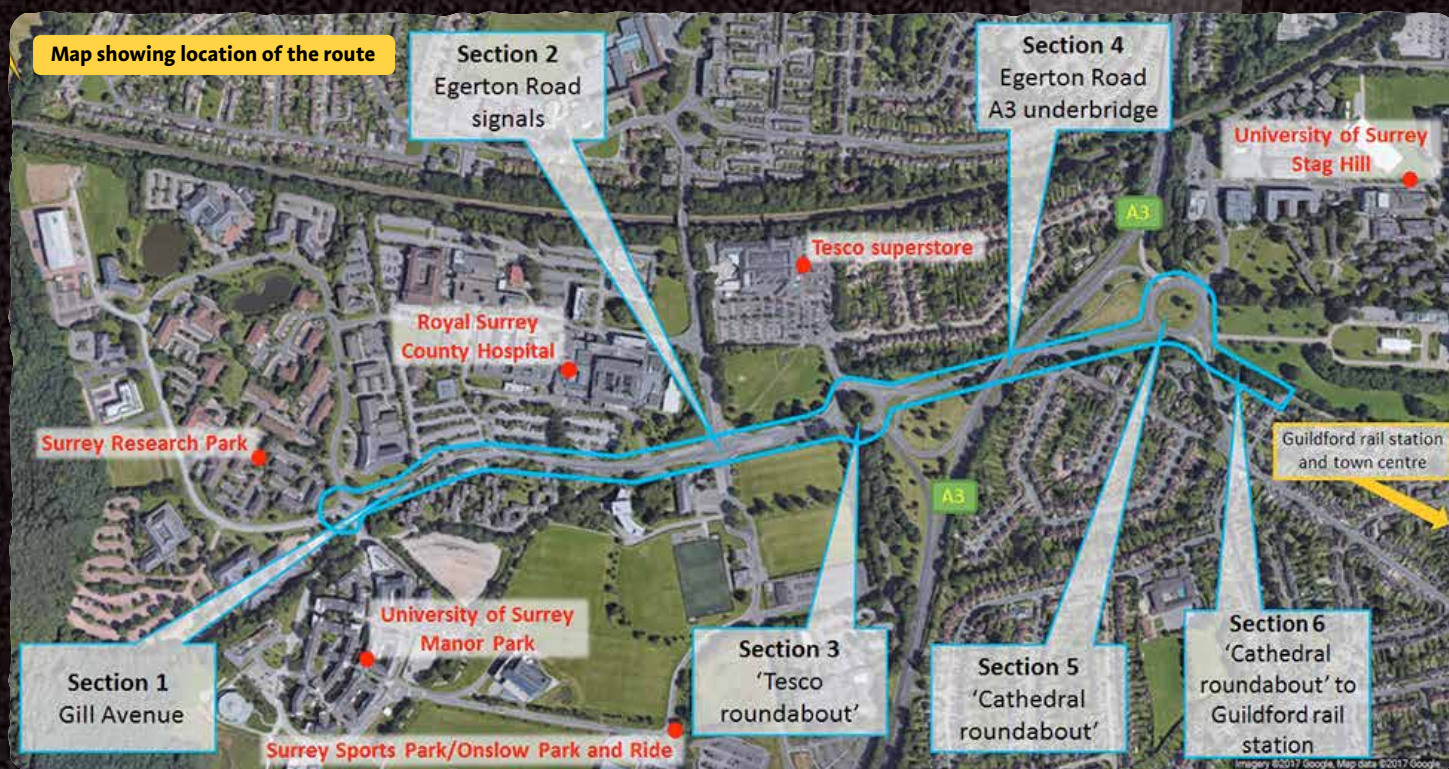


GUILDFORD SUSTAINABLE MOVEMENT CORRIDOR (WEST)

MAKING IT EASIER TO WALK, CYCLE AND TAKE THE BUS WHY ARE WE CONSULTING?

A lot of people travel east to west across Guildford and to and from places like the Surrey Research Park, Tesco Superstore, Royal Surrey County Hospital, Surrey Sports Park and Manor Park university campus.

We're aiming to make it easier and safer to walk, cycle or take the bus in this area by providing a safe, attractive and high quality route.



We're expecting around £3.9m will be available for these improvements and the majority of the money will come from the Enterprise M3 Local Enterprise Partnership with the remaining contribution provided by Guildford Borough Council. Our proposals are likely to cost much more than this so we'd like to know which sections you want us to deliver first – the rest will be delivered in the future when further funding is secured.

Following analysis of the consultation results, Surrey County Council and Guildford Borough Council will apply for funding for the improvements from Enterprise M3. If we're successful, construction work is likely to start in autumn 2018 and would be completed in phases.

HAVE YOUR SAY

We'd like to know which proposals would be of most value to you (see Sections 1 to 6). Your feedback, along with economic and feasibility considerations will help us to make a decision on which elements to prioritise.

Between 18 September and 29 October 2017 we are seeking your views on the proposed improvements. Take part in the public consultation and complete the questionnaire online or at an exhibition, by Sunday 29 October:

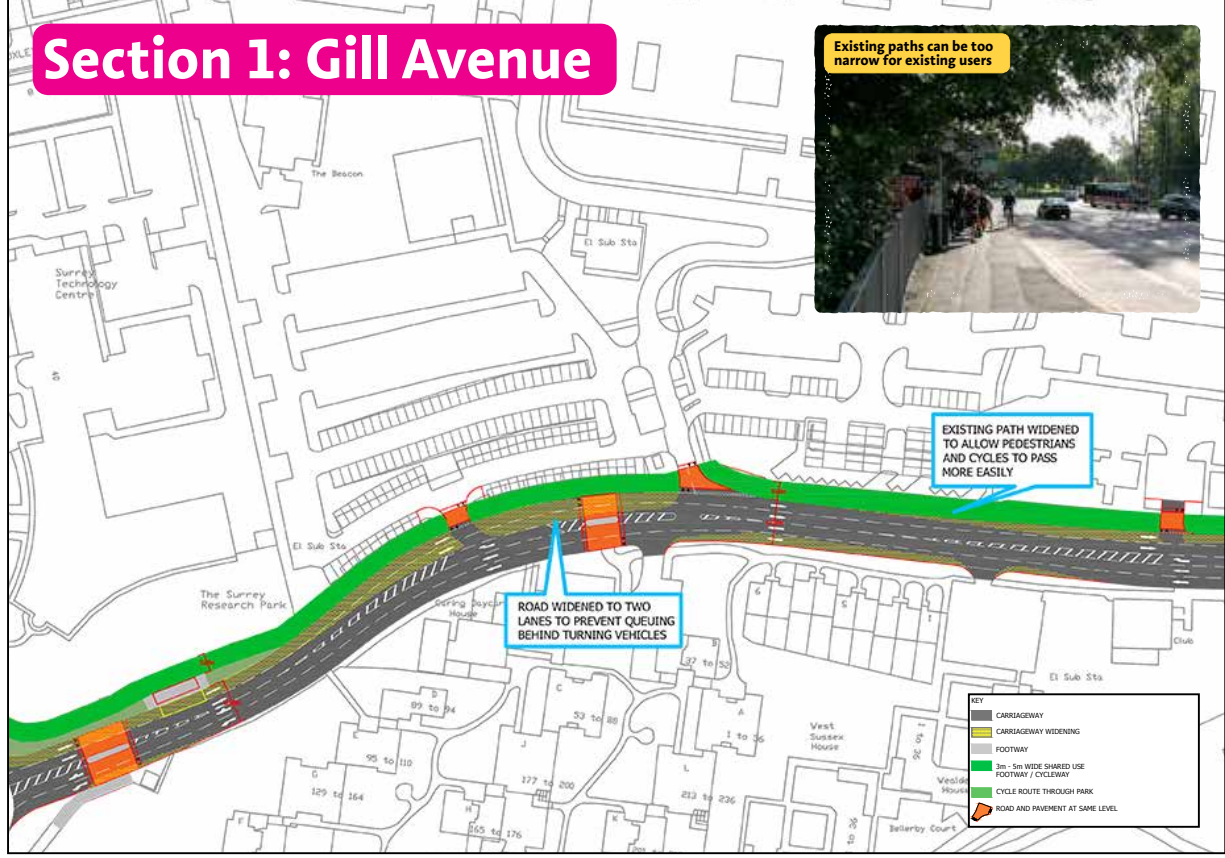
surreycc.gov.uk/guildfordtransportschemes or search online for 'Guildford SMC: West'



GUILDFORD SUSTAINABLE MOVEMENT CORRIDOR (WEST)

WHAT WE ARE PROPOSING

Section 1: Gill Avenue



Existing paths can be too narrow for existing users

EXISTING PATH WIDENED TO ALLOW PEDESTRIANS AND CYCLES TO PASS MORE EASILY

ROAD WIDENED TO TWO LANES TO PREVENT QUEUING BEHIND TURNING VEHICLES

KEY


- CARRIAGEWAY
- CARRIAGEWAY WIDENING
- FOOTWAY
- 3m - 5m WIDE SHARED USE FOOTWAY / CYCLEWAY
- CYCLE ROUTE THROUGH PARK
- ROAD AND PAVEMENT AT SAME LEVEL

Section 1: Gill Avenue

Current issues:

- Queues can form behind vehicles that are waiting to make right turns.
- High levels of traffic leads to congestion during peak periods.
- Conflict between shared path users and vehicles exiting side roads.

Section 2: Egerton Road



PROPOSED NEW CYCLE LINK FOLLOWS DESIRE LINE THROUGH PARK

WIDENING TO 2 LANES TO INCREASE CAPACITY FOR BUSES

TOUCAN CROSSING ALTERED TO ALLOW PEDESTRIANS AND CYCLES TO CROSS IN A SINGLE STAGE

NEW LEFT TURN FILTER LANE TO ENABLE VEHICLES CONTINUE STRAIGHT AHEAD WHILST LEFT TURN SIGNAL IS RED

NEW BUS GATE TO PROVIDE AN EARLY START FOR BUSES

The signal layout on Egerton Road can make it difficult and time consuming for people to cross

KEY

- CARRIAGEWAY
- CARRIAGEWAY WIDENING
- FOOTWAY
- 3m - 5m WIDE SHARED USE FOOTWAY / CYCLEWAY
- CYCLE ROUTE THROUGH PARK
- ROAD AND PAVEMENT AT SAME LEVEL

Section 2: Egerton Road signals

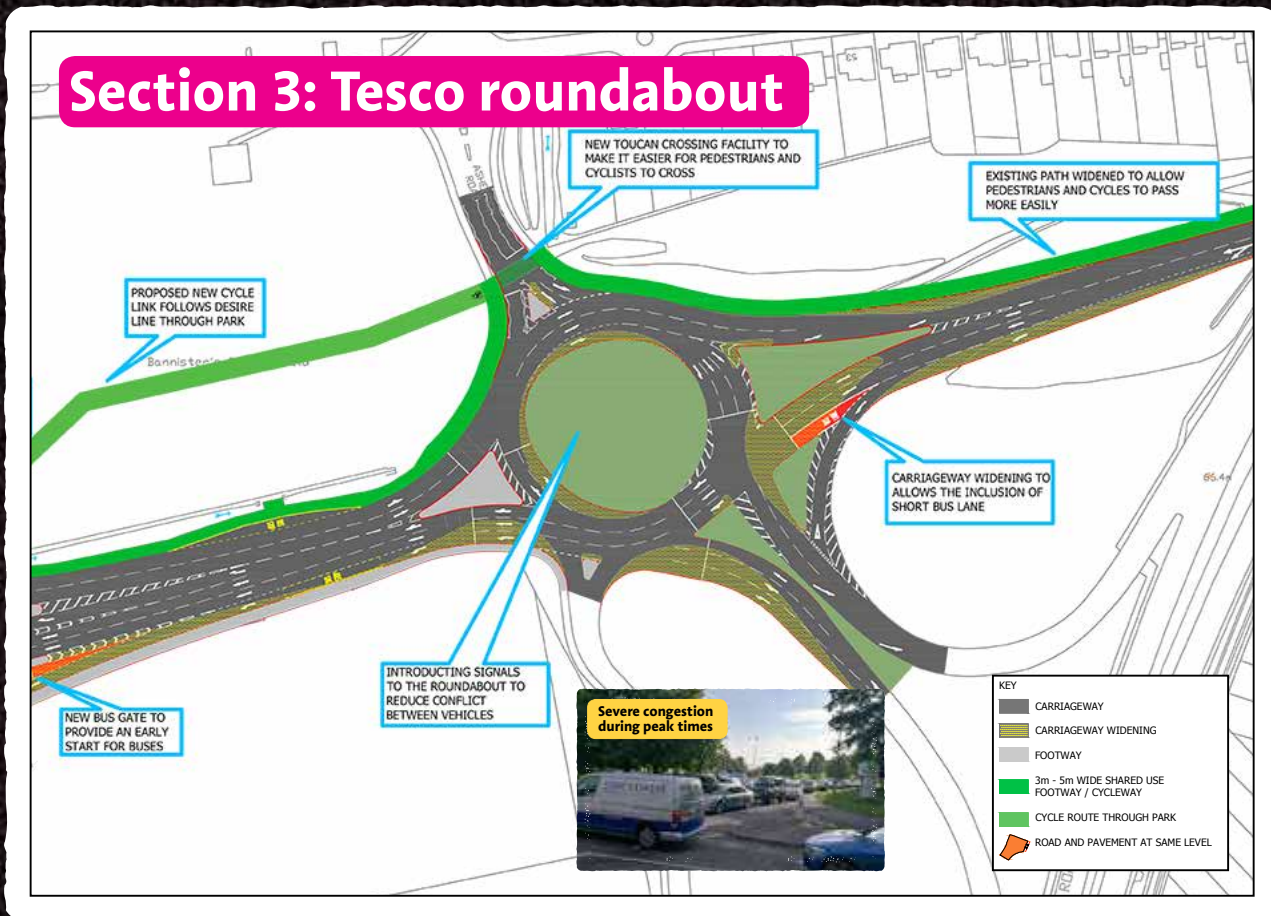
Current issues:

- It can be time-consuming for pedestrians and cyclists crossing the junction as the signals require users to cross in multiple stages.
- Buses become delayed whilst queuing at the junction making it difficult to meet their timetables.
- The current width of the shared path can make it difficult for pedestrians and cyclists to pass each other, particularly outside the bus and coach stop.



GUILDFORD SUSTAINABLE MOVEMENT CORRIDOR (WEST)

WHAT WE ARE PROPOSING

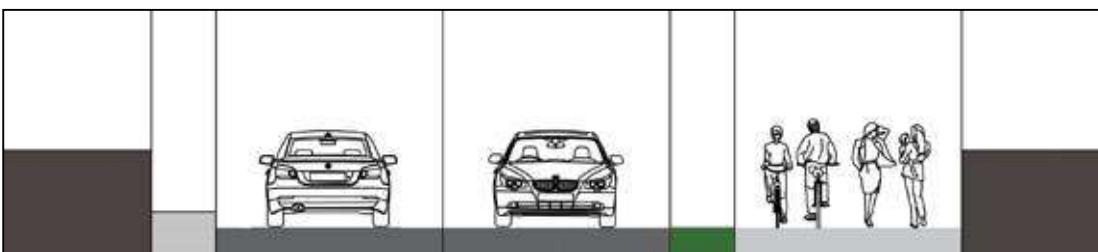


Section 3: Tesco roundabout

Current issues:

- The roundabout suffers from congestion during peak periods and vehicles often queue back over the roundabout and block exits.
- Buses become delayed whilst queuing at the roundabout making it difficult to meet their timetables.
- Pedestrians and cyclists find it difficult to cross the road at the entrance to Tesco.

Section 4: Egerton Rd A3 underbridge



Section 4: Egerton Rd A3 underbridge

Current issues:

- The existing subway beneath the A3 can be off-putting for some people making them less likely to use it, particularly at night.
- There have been some instances of anti-social behaviour in this area.

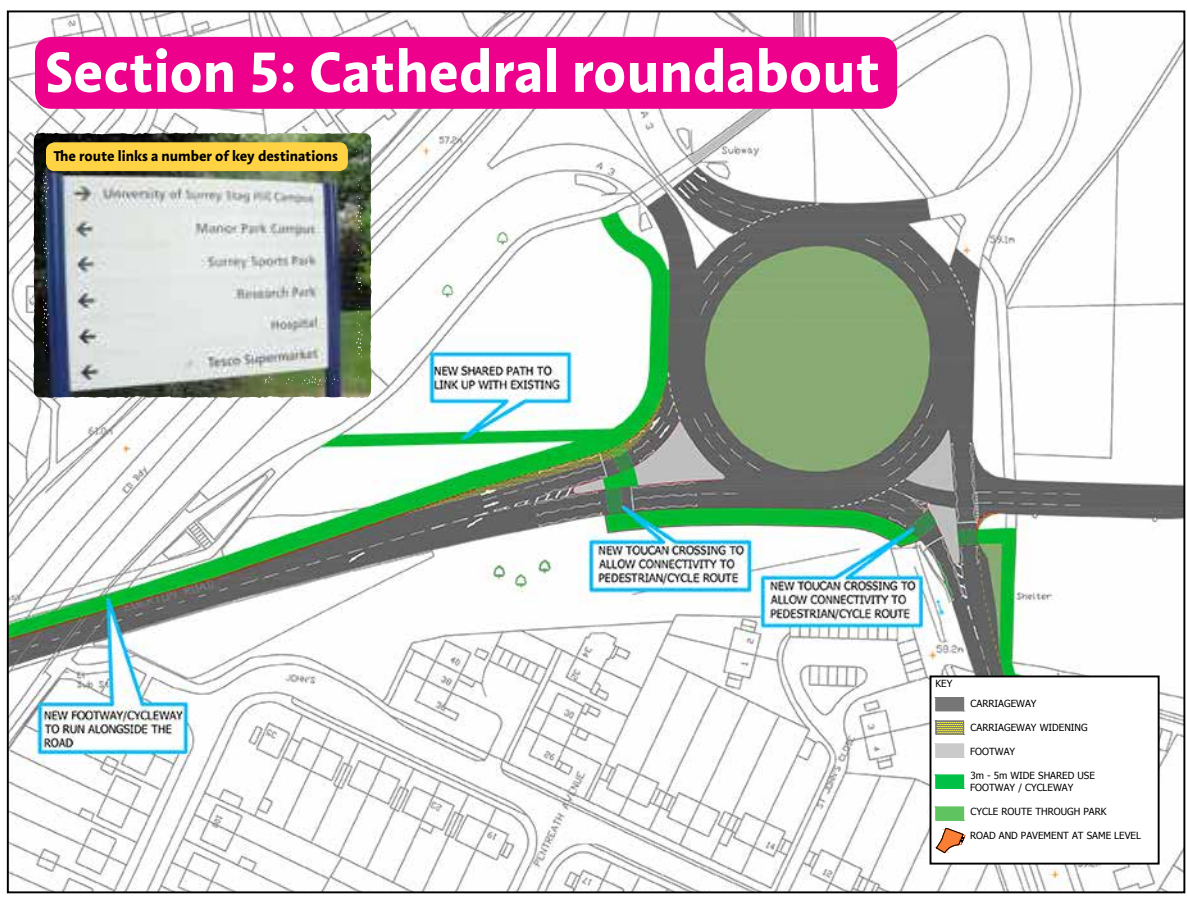
We are considering a number of ideas to improve conditions for people travelling through the underbridge. This could involve providing a new shared use path at road level or improving the existing subway layout to make it more appealing.



GUILDFORD SUSTAINABLE MOVEMENT CORRIDOR (WEST)

WHAT WE ARE PROPOSING

Section 5: Cathedral roundabout



Section 5: Cathedral roundabout

Current issues:

- No formal crossing facilities over a number of the roundabout arms.
- Pedestrians and cyclists wishing to travel east to west must take a longer route around the roundabout using the subway.

Section 6: Cathedral roundabout to Guildford rail station

Current issues:

- Cyclists who currently travel between the rail station and Cathedral roundabout use the busier thoroughfares of The Chase and Guildford Park Road.

We are proposing to provide an alternative route for pedestrians and cyclists via Alresford Road/Ridgemount. This will be a safer and more pleasant route to walk and cycle along. Supporting measures would be provided in the form of speed cushions, minor improvements to pavements and relocating the existing bus stop on Guildford Park Road nearer to the rail station entrance.

The measures we're proposing follow the principles outlined in the Surrey Transport Plan and people should benefit from them because they are:

- **Inclusive** – they will consider everyone's needs regardless of age, gender, ethnicity or ability.
- **Safe** – they will keep more vulnerable users away from busy traffic and help people feel more confident to walk or cycle.
- **Comfortable** – they will be built to a high standard and easy to use.
- **Continuous** – wherever possible you'll be able get between different destinations easily, with less congestion and safe crossings for pedestrians and cyclists.
- **Connects areas where people want to go** – routes will link up key destinations such as places where people live, work, shop and visit.

