

Ref	Measure	Detail	Urgency (Hi, Med, Lo)
1	Throughout: repair road surface defects	'Potholes' (a shorthand for a miscellany of surface defects) are the most frequently cited concern for cyclists. There should be an emergency programme of remedial works on key routes- filling individual potholes, and resurfacing larger areas.	H
2	Bridge Street: Provide safe lane. (Alternative or precursor to complete closure)	Take roadspace in Bridge Street to widen the pavement for pedestrians, plus provide two-way cycles-only lane.	H
3	Gyratory: provide safe cycles lanes	Provide cycle lanes around the gyratory; details TBD, might not be possible to provide all the way round, but may be possible on main through routes eg Onslow Street - North Street - Millbrook (for access to High Street)	H
4	Gyratory approaches: provide safe cycle lanes	> Onslow Street inbound from York Road roundabout and vice versa outbound (take a lane or part lane from dual carriageway); > Millbrook inbound from Millbrook car park entrance (including taking a lane or part lane from dual carriageway outside Debenhams; the pavement outside Debenhams is also quite wide and could support shared use? > Millbrook outbound to the crossing at the Weyside pub (as it is single carriageway, less potential here: maybe scope for two-way cycle lane on inbound side); > Portsmouth Road, Farnham Road to be considered likewise.	H
5	Farnham Road Bridge: widen pavement	Allocate road space on station side (means narrower lanes for cars); mainly for pedestrians, scope for cycling TBD. Cyclists must not be relegated to the narrower lanes with the cars	H
6	Implement Walnut Tree Close (WTC) one way	Plans are oven ready, turning circle installed. Do 'pop up' installation if necessary. Will provide quietened link for cyclists	H
7	Town centre one way system: contra flow cycle lanes	The one way system in the town centre is a disincentive to cycling. Contraflow cycle lanes should be installed, in particular: > North Street is currently one-way down from Leapale Road to M&S, and one way up from the gyratory to M&S; > Sydenham Road is one way to Jenner Road, forcing cyclists to climb Jenner Road; > Lower High Street is one way up from the pedestrian crossing at Debenhams to Quarry Street.	H
8	Suspend parking spaces on all main approach roads and use space for cycle lanes	Examples include adjacent to Stoke Park on outbound side of London Road, Woodbridge Road outbound, York Road south side, Sydenham Road, Lower Epsom Road	H
9	Provide Safe cycle lanes on all major approach roads	Provide Safe cycle lanes on all major approaches from the Guildford town boundary to the town centre (examples, A281 Shalford Road; Portsmouth Road; Farnham Road, Stoke Road, Aldershot Road, Woking Road, Woodbridge Road, York Road, London Road, Epsom Road). Review all the existing 'white line' cycle lanes, widen to 2m where feasible, protect with barriers, wands etc, mark as solid not broken white line. Where there are currently no cycle lanes, take roadspace to create temporary cycle lanes. Remove parking spaces (see separate item).	H
10	Provide safe routes from/to all Park and Ride sites	Many may wish to use a P&R and then cycle in to their destination. Key cycle routes from these sites should be identified and protected accordingly Example: Meroo P&R, dedicate the inbound lane of the dual carriageway from the P&R to Epsom Road roundabout to cycling; Artington P&R to the town centre along an improved Wey towpath (subject to completion of Millbrook weir replacement). These routes should be publicised and signed.	H
11	Close rat runs	Examples: Nightingale Road; Boxgrove Lane, Meroo.	H
12	Wey Towpath: improve surface	This is an invaluable greenway for cyclists. The surface was improved from Bridge Street to the Woking Road, but this surface has deteriorated with use. There should be a programme to patch up the surface, pending resurfacing with a more durable surface.	H
13	Safe route to station on gyratory pavement	G-BUG has long-promoted a possible safe route to/from the station to the town centre. Friary Passage - towpath - inner gyratory pavement - subway - station. This could be made official at very little expense, and implemented quickly. As an additional feature, the inside lane of the gyratory could be allocated as a two-way cycle lane on Onslow Bridge and Park Street, accessed from the pavement by removing some railings	H
14	Implement Joint Committee approved Quick Wins	In 2015, a number of 'Quick Wins' to improve Guildford's cycle network with little or no cost were prioritised by the Local Committee (now the Joint Committee of GBC/SCC). Few if any were implemented. These should be reviewed, prioritised and implemented. (Examples: dropped kerbs at cut through between Meroo Woods and Collingwood Crescent; officially allow cycling on Town Bridge)	H
15	Provide more bike parking, and make bike parking more secure	Lack of bike parking - especially secure bike parking - is a big turn off. More bike parking should be introduced in the town centre and other key locations (shopping parades etc), preferably with measures such as CCTV monitoring.	H
16	Introduce safety measures at known dangerous junctions	Examples: > Crossing of Woodbridge Meadows at A25 junction; > crossing Cathedral Business Park access road (the jet lane/slip road is particularly dangerous); > London Road jet lane at Boxgrove Roundabout; > where Boxgrove Road narrows under the railway bridge	H
17	Clay Lane	The pavement cycleway from Burpham to Jacobs Well is dangerously narrow in places. There is scope for it to be widened into the verges, and some kerbs that could be dropped.	H
18	Compton	A cyclist was killed here on the B3000 during lockdown. Measures for making the road safer for cyclists and residents must be implemented as a matter of urgency (we have a proposals from a resident)	H
19	Close Bridge Street to motor traffic	Provide a traffic free, wide, safe thoroughfare from Station to town centre for pedestrians and cyclists. Pedestrians and cyclists segregated. Block from exit of Walnut Tree Close down to traffic light crossing. Turn remaining three sides of gyratory into two-way for motor traffic (traffic from WTC must turn right).	M
20	Accelerate Town Centre Transport Package (TCTP)	Accelerate implementation of the unfinished TCTP projects. This could be with temporary measures (eg pop up lanes), pending later 'proper' installations. Examples: > Cycle lanes along both sides of Ladymead, for example outside Burger King and the narrow path at the bus shelter outside PC world; > London Road Cycleway eg suspend parking adjacent to Stoke Park; > College Link+ eg have temporary crossing of Woodbridge Road; > SMC from station though town centre via Woodbridge Road which may be effected by the other measures eg Bridge Street	M
21	Cobbled' High Street: allow cycling	Currently cycling is prohibited during pedestrianised hours, and is only allowed uphill outside those hours. It should be open to considerate cycling both ways at all times, or at least opened to uphill cycling.	M

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22	Market Street and Friary Street: allow shared use	Useful for cyclists using North Street to reach the High Street. Friary Street in particular links to the 'Debenhams' toucan crossing to the Town Bridge and the river towpath	M
23	Provide safe routes to secondary schools	(Depends on school restart schedule but must assume schools will resume for Autumn term, if not before.) Need to engage with school staff to identify key routes to school in the catchment area and protect accordingly eg cycle lane up Farnham Road to GCS	M
24	Provide safe routes to primary schools	(Depends on school restart schedule but must assume schools will resume for Autumn term, if not before.) Need to engage with school staff to identify key routes to school in the catchment area and protect accordingly. (Maybe more limited scope given smaller catchment areas and safety concerns) example: remove selected permanent pedestrian barriers outside Sandfield Primary and add cycle lane down to Waitrose	M
25	Improve Dagley Lane, Shalford village to Shalford Park	Provides pleasant traffic free alternative to A281, part of proposed Guildford to Godalming Greenway which the Joint Committee supports, but the surface is rough and a set of steps impedes progress. A resurfacing feasibility study has been conducted by GBC, and immediate measures should be taken for example replacing the steps with a graded slope and filling potholes, pending an accelerated programme to carry out a full resurfacing.	M
26	Cycle hire/bike share scheme	Accelerate implementation of the planned bike share scheme, by starting with docking stations in the town centre and Park and Ride sites, with appropriate hygiene measures - hand sanitiser, handlebars cleaned between rides etc.	M
27	Woodbridge Meadows - Woodbridge Road bridge and footpath	This footpath could provide a valuable link for cyclists. It should be officially opened for shared use. The footbridge over the Wey beside the railway has steep steps and a cycling 'gutter' should be installed. Remove some parking bays outside the café on Woodbridge Road and provide a dropped kerb to facilitate access. Longer term the footbridge steps could be replaced by a shallower ramp.	M
28	Promote quiet 'back routes'	There are a number of routes on back roads which could be publicised with appropriate signing. Examples: > Avoiding the one ways in North Street and giving a shallower gradient: Commercial Road (bus station) - cut through car park - Leapale Lane - Haydon Place - Ward Street. (plus the Bars and through Allen House grounds (if cycling were allowed) to reach G Live; > From Parkway use the Lido Road, cross Stoke Road, then Stocton Road cross Woodbridge Road - Faraday Road - path beside river behind Wickes to reach A25 at the Wey bridge. The latter path is overgrown and needs clearing; > Path from Yvonne Arnaud theatre via Millmead to Town Bridge.	M
29	Provide Advanced Stopline	Marking advanced stop lines for cyclists at traffic lights around the gyratory, but ensuring that these (and at other crossings where pedestrians cross) allow for cyclists to stop 2m back from the crossing without other vehicles forcing their way in front of cyclists.	M
30	Adjust traffic lights to favour cyclists and pedestrians	C&P often have to wait a long time for lights to change in their favour. Timing should be changed to reduce wait times, preferably a few seconds after triggering any automatic sensor or push button. Example: Stoke Crossroads	M
31	Exercise/recreational routes	Cycling for exercise has proved very popular during lockdown. The Council could promote and improve where necessary some accessible leisure routes (eg Stoke park circuit; NCN223 through Riverside Park; path beside A3 from Burpham to Spectrum; Shalford path and Downs Link;	M
32	Implement neighbourhood zones	Use modal filters and other measures eg 20mph to stop rat running and create traffic free neighbourhoods and the 'villagisation' of our residential streets. The Guildford Cycle Network Study identified potential zones, and one could be selected for a trial.	M
33	Borough-wide routes	Provide safe cycle routes from communities in the Borough to the Guildford town boundary (eg Ash, Normandy, Worplesden, Clandons, Horsleys, Shalford, Compton: eg segregate lanes where possible; allow cycling on pavements eg on A246 Horsleys-Merrow	M
34	Introduce shared pedestrian and cycle zones to our town centre	Introduce shared pedestrian and cycle zones to our town centre with cars only allowed limited access to car parks .	M
35	Guildford Godalming Greenway	Proper resurfacing of Dagley Lane, widen pavement at Broadford Bridge, sort out access to crematorium service road	M
36	Bike share scheme	Full implementation	M
37	Cathedral Hill	Shared cycle/footpath over Cathedral Hill from Yorkies Bridge	M
38	Wooden Bridge	Raise railings and allow cycling	M
39	Air quality	Publish more info on the drop in pollution during lockdown and do everything possible to ensure levels stay this low and see if we can figure out ways to start to provide day to day information too	M
40	SMC	Implement the 'Whole Route Approach' by constructing the Sustainable Movement Corridors	L
41	Wey Towpath: improve surface	Proper durable surface from Artington Park and Ride to Stoke Lock	L
42	Car free days	Regular car free days in the centre of Guildford, with the emphasis on celebrating the freedom for cyclists and pedestrians rather than on excluding cars. Perhaps free park and ride on those days.	L
43	Woodbridge Meadows footbridge	Replace steps with graded ramp	L
44	A long term solution to crossing the gyratory	Discuss	L
45	Advanced Stop lines	Introduce the use of Advanced Stop Lines of 7.5m for cyclists at all traffic lights.	L
46	Circular bike route around Guildford	Using the towpath in Guildford, distancing is very difficult with two way pedestrian and cycle traffic. It made me wonder about creation of a suggested 5-10 mile circular one-way bike ride around Guildford. Such a route could in the longer term provide an 'orbital' route connecting Guildford suburbs, avoiding the need to go via the town centre.	L
47	Debenhams crossing	The Debenhams crossing could be modified / expanded to allow cyclists to connect directly with the Town Bridge on the opposite side and the river path beyond.	L
48	Christmas Pie Trail	Get the Christmas Pie Trail sorted out so that is useable all year round by hybrid bikes between Guildford and the Blackwater valley. Also add some signposting from the town centre so that users can actually find the start of it.	L
49	Wooden Bridge	New fit-for-purpose cycle and pedestrian bridge	L
50	Boxgrove roundabout	Redesign of the approach to the roundabout connecting Boxgrove Road to London Road, making it easier for bikes to get in the right lane from any road approaching this dangerous roundabout.	L
51	Traffic lights	Cycle stop lights giving cyclists a head start at certain traffic light junctions. This works very well in London. A good example would be at the junction of London Road and York Road.	L
52	School cycle tracks	Revamp the informal cycle tracks to schools e.g. between Shalford village and tilling Bourne school	L

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53	Bellfields crossing	The pedestrian crossing beside the garage at Bellfields along the A320 Woking road could be changed to a cycle crossing and a cycle route to the end of Almond close easily be provided. This would link up the shared pedestrian/cycle route from Slyfield to Bellfields without having to negotiate the very busy Hazel Avenue/A320 Woking road roundabout. I cannot accelerate fast enough onto this roundabout with my two kids in the bicycle trailer to do nursery drop off safely.	