Guildford to Godalming Greenway Phase 1

Summers Road safety and active travel proposals

Engagement report – September 2026

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1 Introduction

Design proposals have been developed along Summers Road between New Pond Road and Bourne Road as part of the Guildford to Godalming Greenway scheme. The scheme aims to deliver safer and more attractive walking, wheeling and cycling (active travel) infrastructure in the area.

Following an application to Active Travel England, Surrey County Council has secured funding to deliver a first phase of the Guildford to Godalming Greenway scheme. This includes active travel improvements along Summers Road.

As part of the process to finalise the proposals for construction, an engagement exercise was undertaken to obtain views from local stakeholders on the proposals, which included the below features.

- A 20mph speed limit along Summers Road between New Pond Road and Bourne Road. This would also apply to the side roads off Summers Road including Brookfield, Rush Croft and Rowbury.
- Replacing existing road cushions with raised tables as well as installing 6 new raised tables along the northern section of Summers Road.
- Installing raised tables at 6 side road junctions and narrowing the junction bell mouths to reduce crossing distances for pedestrians.
- Installing a new zebra crossing on Summers Road opposite the footbridge over the railway.
- New street lighting along northern section of Summers Road.
- Planting new trees and installing benches.

The views of local stakeholders have been considered and a review of the designs undertaken, taking into account the objectives of the scheme, national design guidance, and recommendations of the Stage 2 Road Safety Audit.

Following this stage of stakeholder engagement and the design review undertaken, the design proposals will be subject to further statutory consultation where local stakeholders will have a further opportunity to have their say. Responses to the statutory consultation will be considered ahead of finalising the plans for construction, which will also be subject to final the cost estimates and funding available. There may be a need to prioritise designed measures depending on costs.

2 Engagement methodology

An engagement exercise was undertaken between 30 June and 3 August 2025 to obtain views from local stakeholders on the design proposals along Summers Road between New Pond Road and Bourne Road. The design proposals were displayed online with a questionnaire for stakeholders to provide their views. Alternatively, stakeholders could respond by email or by post.

The following methods were used to advertise the stakeholder engagement exercise:

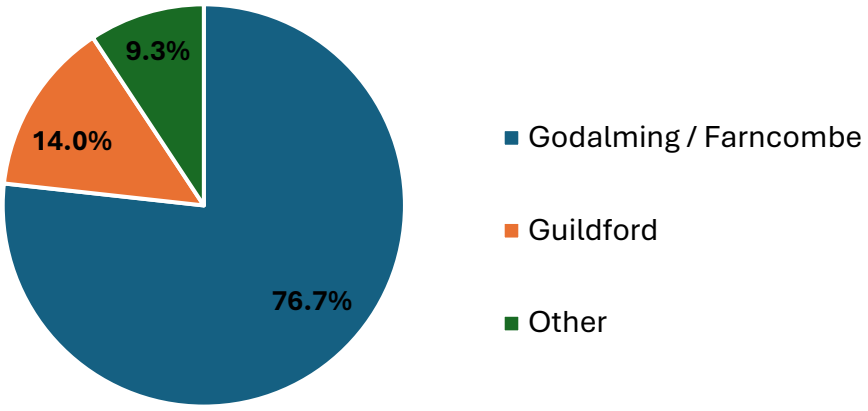
- A letter with a copy of the design proposals was delivered to properties in the vicinity of the proposals. This included properties along Summers Road (between New Pond Road and Bourne Road), Brookfield, Rush Croft and Rowbury.
- Posters were put up in the area.
- Local businesses, organisations and statutory consultees were contacted via email (where email addresses were available).
- A consultation had been carried out in 2021 on the wider Guildford to Godalming Greenway scheme, which these proposals form part of. A news alert was sent to 495 contacts who had signed up for updates following the first consultation.

3 Who responded?

138 responses were received from individuals. 4 responses were also received on behalf of groups and organisations. These were: Guildford Bike User Group, Godalming Cycle Campaign, Broadwater School and Surrey Police.

One of the questions in the survey asked for the home postcode of respondents. Figure 1 below provides a breakdown of where the individual respondents live. The results highlight that the responses generally captured views of both people who live in the location of the scheme and potential regular users of the scheme's infrastructure.

Figure 1: Where respondents live

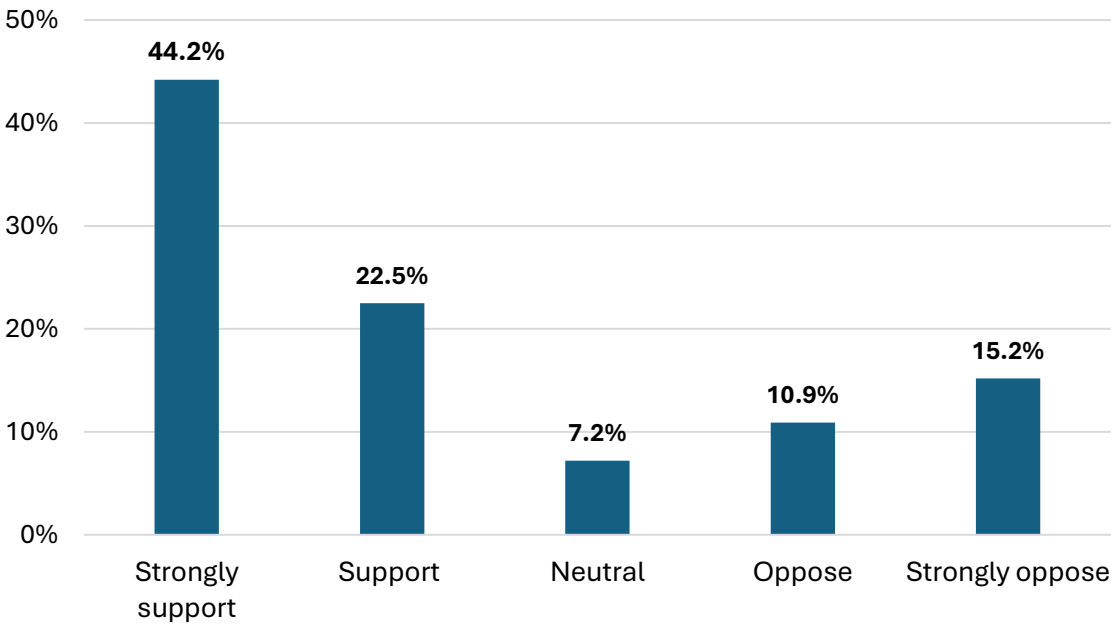


4 Analysis of responses

4.1 Level of support

Respondents were asked to indicate their level of support for the proposals ranging from “strongly support” to “strongly oppose”. Figure 2 below shows the results for individuals that responded.

Figure 2: Level of support for the Summers Road proposals



Overall, the majority of respondents supported the proposals, with 66.7% supporting (“strongly support” and “support” combined) and 26.1% opposing (“strongly oppose” and “oppose” combined).

The responses from the Godalming Cycle Campaign and Guildford Bike User Group generally showed support for the proposals. Both these organisations provided feedback on the details of the designs and suggestions to improve the plans.

Surrey Police provided feedback only in relation to the proposed 20mph speed limit. Surrey Police raised no objections and highlighted support where consistent with the current Surrey County Council speed limit policy document “Vision Zero”.

A meeting with representatives of Broadwater School was held to discuss the proposals along Summers Road. Their feedback highlighted the benefits of locating a zebra crossing at the ‘horseshoe’ on Summers Road, opposite the footbridge over the railway, which would serve Broadwater School students as well as those travelling to and from Godalming Leisure Centre, Broadwater Park, and the footbridge over the railway line.

4.2 Reasons for supporting the proposals

The survey provided an opportunity for respondents to comment on the proposals. The below is a summary of comments which align with support for the proposals. Please note, this is a summary and so every comment may not be captured below.

- Support for safer and more attractive walking and cycling infrastructure.
- The new zebra crossing proposed was particularly strongly supported.
- The 20mph speed limit proposal was generally supported, including because it would make the road safer for children.
- Support for the additional street lighting proposed.

4.3 Reasons for opposing the proposals

The below is a summary of comments which align with opposition for the proposals. Please note, this is a summary and so every comment may not be captured below.

- Some respondents opposed the proposed raised tables for reasons including:
    - Uncomfortable for road users.
    - Vibration and noise concerns.
    - Can lead to vehicles accelerating and decelerating.
    - Drainage concerns.
- A common reason for opposing the proposals was in reference to the proposed narrowing and raised tables at side junctions. Some respondents commented that side junctions are currently used for passing cars to pull in or for larger vehicles to turn around.
- Some respondents objected to the proposed 20mph speed limit. Reasons for this include that it is not needed due to traffic/parked cars or proposed traffic calming measures which reduce the speed vehicles can go. Some referenced the need for vehicles to speed up to reach passing places in the road and one respondent suggested that a 20mph speed limit may incentivise the use of Furze Lane instead as a ‘rat run’.

- Some residents opposed the benches stating that these could encourage antisocial behaviour, and some opposed the proposed trees as they may block the light to the houses behind/views onto the park.

- Generally, some respondents said that the scheme would be a waste of money and funding should be spent elsewhere/on other things.

4.4 Suggestions to influence or change the design

The survey included a question asking for suggestions to improve the design. A summary is included below, please note all details are not included.

1. Where respondents opposed the proposals (see above), often the comment was that there should be no change, e.g. no 20mph speed limit, no raised tables and no narrowing of the carriageway at side road junctions.

2. Regarding the proposed raised tables, some respondents suggested that other forms of traffic calming should be used instead.

3. Enforcement was raised as a key issue associated with introducing a 20mph speed limit. Enforcement with average speed cameras was suggested.

4. Parking issues were commonly raised by respondents. Some suggested there should be more parking restrictions, or specifically timed restrictions with resident permits, to allow traffic to flow better in both directions. In particular, this was raised in relation to the Bourne Road end of Summers Road which can be congested, especially at peak times. In contrast some respondents highlighted the need to maintain all existing parking and look at options to increase parking provision in the locality. The need for enforcement of parking restrictions was raised, especially during school pick up times.

5. At the northern end of Summers Road it was suggested that the length of the shared footway/cycleway should be extended further into Summers Road.

6. At the junction of New Pond Road and Summers Road, the left turn out of Summers Road was raised as a safety concern as the turn is tight and vehicles can need to swing into the opposite lane in order to make the turn. Potential drainage issues were also suggested in this location with the proposed new raised table.

7. Further suggestions were put forward to make improvements for pedestrians and cyclists including improving the condition of the carriageway and footways, improving lighting, installing bollards to prevent vehicles parking on footways and providing a shared footway/cycleway off the carriageway for school children.

8. Regarding the proposals for new benches and trees, it was said that benches should only be located in the park and any planting should be lower-height species.

9. Other suggestions included enforcing the weight restriction on Summers Road and making it a one-way road.

10. Some residents who opposed the proposals argued that investment should be directed into other priorities including road maintenance and fixing potholes.

5 Design review and changes

All feedback received during the public engagement has been considered and a review of the designs undertaken. Since the engagement was undertaken, a Stage 2 Road Safety Audit has also been completed and the recommendations of this have also been considered in the design review.

Table 1 summarises the key points that have been considered by the designers and any changes that have been made to the design proposals, or details have been clarified where these were already included but not specified due to the level of details shown on the design drawings. Where reviews for any elements of the design are still ongoing, this is also specified.

The design proposals will be subject to further statutory consultation where local stakeholders will have a further opportunity to have their say. This is a legal requirement for certain features in the designs including: the raised tables, the 20mph speed limit, double yellow lines and the zebra crossing.

Table 1: Design review and changes

Design feature	Issues raised by stakeholders	SCC design response	Changes to / clarification of details in the design proposals
Raised tables	Concerns about the proposed raised tables for reasons including those listed below. It was suggested that other forms of traffic calming should be implemented instead. • Uncomfortable for road users. • Vibration and noise concerns. • Can lead to vehicles accelerating and decelerating. • Drainage concerns.	Currently the main type of traffic calming on Summers Road is speed cushions. Generally, the current cushions are in poor condition and will require maintenance/replacing soon. Cushions are also not the most effective type of traffic calming as many vehicles, particularly larger vehicles, can easily straddle them. For cyclists, national design guidance highlights that they are not the preferred type of traffic calming because they constrain the ability of cyclists to choose their preferred position in the carriageway and are particularly hazardous to riders of three wheeled cycles. Instead, it is recommended that vertical calming features span the carriageway width and have sinusoidal ramps with a smooth transition profile. The designs include raised tables with sinusoidal ramps and these are considered appropriate given the existing traffic volumes and traffic speeds, and they are more suitable for cyclists that speed cushions. In the designs they have been spaced at approximately every 70 metres to discourage vehicles accelerating in between. The carriageway on Summers Road is particularly narrow between New Pond Road and the entrance to Broadwater Lodge Care Home and the existing average speeds are less than 24mph and therefore, following a review, it is now proposed to only include one raised table along this length near the junction with New Pond Road. Other 'lighter' traffic calming measures in the form of repeater speed limit signs are considered to be sufficient along the rest of the length here. The raised tables will be constructed to allow appropriate run off and drainage.	Raised tables with a sinusoidal ramp on both sides are proposed in the designs. Between New Pond Road and the entrance to Broadwater Lodge Care Home, only one raised table is now proposed, just south of the New Pond Road junction. The raised tables will be constructed to allow appropriate run off and drainage.

Side road junctions	Side road junction entries should not be narrowed. The side junctions are currently used for passing cars to pull in or for larger vehicles to turn around.	By narrowing side road junctions and adding raised tables, the design proposals reduce crossing distances for pedestrians, improve visibility for pedestrians, provide wider footways at the crossing points and provide a level continuous surface, all of which would improve level of service for pedestrians. The existing layouts at side road junctions are not in line with current design guidance for a road of this type, with very wide junction bell mouths at the side road junctions. There are double yellow lines or parking restrictions opposite all of the side road junctions, although opposite Rush Croft the double yellow lines only cover half the width of the junction and should be extended. The double yellow lines provide locations where vehicles can pass each other. Vehicle tracking undertaken has evidenced that it will still be possible to turn around on Summers Road. However, following further engagement with Godalming Leisure Centre, the proposed narrowing at the Leisure Centre's entrance has been reduced, taking into account the size of the largest vehicle that requires access through this junction.	Proposed to extend the double yellow lines on Summers Road opposite the junction with Rush Croft. Proposed narrowing at the entrance to Godalming Leisure Centre to be reduced.
Parking	There should be changes to parking restrictions with options including those listed below, and parking restrictions should be enforced. • More parking restrictions. • Timed parking restrictions. • Resident permits. Alternatively/additionally, more parking capacity	The current coverage of double yellow lines along Summers Road between Bourne Road and Broadwater School has been reviewed. Double yellow lines are continuous on the western side. Along the eastern side, double yellow lines break up areas in on-carriageway parking to provide passing opportunities for vehicles. The proposals include further parking restrictions at the location of the proposed zebra crossing (cannot park on the zig-zag lines). The coverage of double yellow lines currently balances parking needs whilst providing some locations where vehicles can pass each other. The double yellow lines opposite Rush Croft only cover half the width of the junction so should be extended to improve passing at this location.	Proposed to extend the double yellow lines on Summers Road opposite the junction with Rush Croft. Wider-scale changes to parking provision are for consideration through the Waverley Parking Review and parking permit schemes would be considered on request through the formal process. Issues with parking enforcement have been

	should be provided in the locality.	A proposal to significantly change parking provision is not within the scope and budget of this scheme and would need to consider impacts on adjacent roads. More wide-scale parking changes would be considered through the Waverley Parking Review. Regarding the potential to introduce new permit schemes, these are considered by Surrey County Council through an assessment process. Further information including how to request a permit scheme can be viewed here: https://www.surreycc.gov.uk/roads-and-transport/parking/parking-and-permits/parking-permit-schemes#introduction. Issues with parking enforcement have been raised with the County Council's Parking Team.	raised with the County Council's Parking Team.
20mph speed limit	A 20mph speed limit is not needed.	20mph speed limits can provide a range of benefits on appropriate roads including fewer collisions, reduced collision severity, safer roads for more vulnerable users including children and the elderly, a more pleasant environment for walking and cycling, and improved air quality. Given the existing speeds surveyed, the type of road it is with the presence of Secondary School and Leisure Centre, in accordance with Surrey's Vision Zero Road Safety Strategy, Summers Road is considered an appropriate road for a 20mph speed limit. A 20mph speed limit is expected to reduce the average speeds (averages approximately 18 – 24 mph based on 4 locations surveyed) but also the higher speeds currently experienced (85%ile speeds approximately 23 – 29 mph based on 4 locations surveyed). The cost of implementing a 20mph speed limit alongside the rest of the measures proposed as part of this scheme is low.	No changes to the design proposals.

	If a new 20mph speed limit is introduced, it needs to be enforced, e.g. with speed cameras.	The County Council's approach to introducing 20mph speed limits does not follow a blanket approach, and they are targeted in areas where they are self-enforcing, supported by traffic calming measures where required. The above would be the case along Summers Road. As part of managing speeds, the designs include replacing existing speed cushions with raised tables and signing the proposed 20mph speed limit.	A 20mph speed limit would be self-enforcing, without speed cameras.
Junction of Summers Road and New Pond Road	The left turn out of Summers Road onto New Pond Road is tight and vehicles can need to swing into the opposite lane in order to make the turn. There are also potential drainages issues in this location with the proposed new raised table.	This location has been reviewed and it is agreed that the left turn out is very tight and tracking shows that vehicles need to use the opposite lane to make the turn. It is consequently proposed to ban the left turn out of Summers Road on to New Pond Road, with supporting engineering measures. The design in this location allows for appropriate run off and drainage.	Proposed to ban the left turn out of Summers Road on to New Pond Road, with supporting engineering measures. The design in this location allows for appropriate run off and drainage.
Shared use footway/cycleway at the northern end of Summers Road	At the northern end of Summers Road the length of the shared footway/cycleway should be extended further into Summers Road.	The design has been amended so that the shared use footway/cycleway is extended slightly further into Summers Road and cyclists would be directed to leave or join the shared use footway/cycleway on the proposed raised table, which will serve as a traffic calming feature. The extension of the shared footway/cycleway is limited due to highway width restrictions.	The design has been amended so that the shared use footway/cycleway is extended slightly further into Summers Road and cyclists would be directed to leave or join the shared use footway/cycleway on the proposed raised table, which will serve as a traffic calming feature.
Footway and carriageway maintenance	There is need to improve the condition of the	Where improvements are proposed in the designs, the footway and carriageway condition will be renewed. This would include replacing existing road cushions which are in poor condition	Where improvements are proposed in the designs, the footway and carriageway

	footways and carriageway along Summers Road.	with raised tables. The proposals will deal with some of the locations where the condition of existing assets is particularly poor.	condition will be renewed. This would include replacing existing road cushions which are in poor condition with raised tables. The proposals will deal with some of the locations where the condition of existing assets is particularly poor.
Benches and trees	Proposed benches may attract anti-social behaviour. Benches should only be located in the park. Any planting should be lower-height species.	National design guidance promotes the inclusion of benches to create more inclusive walking and cycling routes, providing resting places, particularly important for older people and people with mobility issues. Urban trees also have a number of benefits for an area and its residents including for shade, climate change adaption, air quality, the public realm, and health and wellbeing. However, the location of benches as well as trees will be reviewed further to ensure these are planned in the most appropriate locations along the full Guildford to Godalming Phase 1 route.	The location of benches as well as trees will be reviewed further to ensure these are planned in the most appropriate locations along the full Guildford to Godalming Phase 1 route.
Other suggestions	Summers Road could be made one-way.	This would require consideration as part of a wider scheme considering other roads in Farncombe. This is not within the scope and budget of this scheme.	No changes to the design proposals.
	A shared footway/cycleway off the carriageway should be provided for school children along Summers Road.	Given the footfall along Summers Road, one of the footways would need to be widened to provide suitable width for it to be wide enough to be shared by pedestrians and cyclists. This would require land take or widening into the carriageway which would require removal of parking. This is not within the scope of this scheme.	No changes to the design proposals.
	Bollards should be installed to prevent footway parking.	Footway parking will be monitored. If there are any problematic locations, bollards will be considered.	Footway parking will be monitored. If there are any

			problematic locations, bollards will be considered.
Scheme proposals overall	Investment should be directed into other priorities instead, e.g. road maintenance and fixing potholes.	This is a scheme to make active travel safer and more attractive. The majority of the scheme funding is from Active Travel England which is applicable only to active travel schemes in England. Funding was awarded by Active Travel England following submission of a Business Case. The funding secured cannot be used for and funding is not being diverted away from maintenance. Countywide road maintenance works are funded from a different budget and are prioritised using a number of criteria to ensure that roads and pavements in greatest need of treatment are addressed in a fair and consistent manner across the county.	No changes to the design proposals.

6 Conclusion

An engagement exercise was undertaken between 30 June and 3 August 2025 to obtain the views from local stakeholders.

Overall, the majority of respondents supported the proposals. All feedback received during the public engagement has been considered and a review of the designs undertaken, taking into account the objectives of the scheme, national design guidance, and recommendations of the Stage 2 Road Safety Audit.

Changes to the design proposals are summarised in Table 1 of this report, or where reviews are ongoing, this is specified.

Changes to/clarifications on the designs include:

- Between New Pond Road and the entrance to Broadwater Lodge Care Home, only one raised table is now proposed, just south of the New Pond Road junction. The raised tables will be constructed to allow appropriate run off and drainage.
- It is proposed to extend the double yellow lines on Summers Road opposite the junction with Rush Croft.
- Proposed narrowing at the entrance to Godalming Leisure Centre to be reduced.
- It is proposed to ban the left turn out of Summers Road on to New Pond Road, with supporting engineering measures.
- The design has been amended so that the shared use footway/cycleway at the northern end of Summers Road is extended slightly further into Summers Road and cyclists would be directed to leave or join the shared use footway/cycleway on the proposed raised table, which will serve as a traffic calming feature.
- Where improvements are proposed in the designs, the footway and carriageway condition will be renewed. This would include replacing existing road cushions which are in poor condition with raised tables. The proposals will deal with some of the locations where the condition of existing assets is particularly poor.

The location of benches as well as trees will be reviewed further to ensure these are planned in the most appropriate locations along the full Guildford to Godalming Phase 1 route.

Wider-scale changes to parking provision are for consideration through the Waverley Parking Review and parking permit schemes would be considered on request through the formal process.

Other elements of the scheme designs remain as planned.

The design proposals will be subject to further statutory consultation where local stakeholders will have a further opportunity to have their say. This is a legal requirement for certain features in the designs including: the raised tables, the 20mph speed limit, double yellow lines and the zebra crossing. Responses to the statutory consultation will be considered ahead of finalising the plans for construction, which will also be subject to final the cost estimates and funding available.