

## Appendix 1 – Complete Text of Policy ID10, with TW’s suggested Changes

New text red underlined, text to be deleted struck through. GBC suggest Main Modifications in blue underlined.

### Policy ID10: Achieving a Comprehensive Guildford Borough Cycle Network

#### Introduction

6.76 Within Gear Change: a bold vision for cycling and walking Local Transport Note (LTN) 1/20 Cycle Infrastructure Design guidance (Department for Transport, 2020)<sup>276</sup>, the Government recently set out the expectation that “Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030.” Active Travel England, a new inspectorate and funding body, is to be established to accelerate delivery of active travel infrastructure schemes and enforce standards. Similarly, the release of <sup>277</sup> promotes a higher standard of cycling infrastructure to support the above vision.

6.77 Cycling provides a range of benefits. As well as numerous mental and physical health gains to the individual, higher cycling rates, as part of a modal shift from the private vehicle as opposed to additional travel journeys, bring several environmental benefits to the community. Greenhouse gas emissions, noise pollution and congestion are reduced, which in turn improves air quality. Currently, 46% of Surrey’s carbon emissions result from transport, equivalent to 2.3 tonnes per person annually<sup>278</sup>. Meeting the targets to double cycling and walking rates nationally would lead to savings of £567 million annually from air quality improvements alone, preventing 8,300 premature deaths each year<sup>279</sup>. This provides a case for further investment in cycling infrastructure, including road space reallocation to allow for separate cycle lanes or tracks - and also potentially footway enhancements - making these modes more favourable and ‘locking in’ such shifts in demand.

6.78 A higher quality of cycle network is more inclusive and can help reduce transport inequality. A network delivered to a high standard aligns with the Government’s vision to ensure that infrastructure is ‘accessible for those aged 8-80 years old’. Those using adaptive cycles are afforded greater opportunity to travel independently and by sustainable modes. Furthermore, the rising popularity of ebikes allow individuals to cycle further or more often, reducing some of the typical barriers to cycling.

6.79 This policy will facilitate the development of a high-quality comprehensive Guildford borough cycle network which enhances and expands current provision and supports accessibility.

<sup>276</sup> Available online at: <https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england>

<sup>277</sup> Available online at: <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

<sup>278</sup> Surrey’s Climate Change Strategy 2020 (Surrey County Council, 2020). Available online at: [https://www.surreycc.gov.uk/\\_\\_data/assets/pdf\\_file/0003/225615/Surreys-Climate-Change-Strategy-2020.pdf](https://www.surreycc.gov.uk/__data/assets/pdf_file/0003/225615/Surreys-Climate-Change-Strategy-2020.pdf)

<sup>279</sup> Clean Air Strategy 2019 (Department for Environment and Rural Affairs, 2019). Available online at: <https://www.gov.uk/government/publications/clean-air-strategy-2019>

## Policy ID10: Achieving a Comprehensive Guildford Borough Cycle Network

1) The routes and infrastructure which comprise the Comprehensive Guildford Borough Cycle Network, including the cycle elements of the Sustainable Movement Corridor, as represented on the Policies Map, ~~will be the basis and starting point for the identification~~ are indicative of improvements, primarily for utility cycling, provided and/or funded by new development.

2) Development proposals are also required to deliver the site-specific requirements for cycle infrastructure ~~as identified in~~ in accordance with site allocation policies and ~~also any~~ may include further requirements identified as part of the planning application process.

3) The mechanisms for improvements resulting from new development are:

a) constructing or improving cycle routes and infrastructure on land within the applicant's control;

b) providing under licence and/or funding the Local Highway Authority to deliver the cycle routes and infrastructure on the public highway or land in its control.

4) Cycle routes and infrastructure are required to be designed and adhere to the principles and quality criteria contained within the latest and most appropriate national guidance.

5) Development proposals are expected to have regard to updated plans prepared by Guildford Borough Council and/or Surrey County Council which detail local cycling infrastructure improvements, such as a Local Cycling and Walking Infrastructure Plan.

For consultation purposes, indicative mapped routes which comprise the 'Comprehensive Guildford Borough Cycle Network' can be found in Appendix A [*Note to GBC/ Inspector: updated Appendix A map provided in this Examination Statement*].

### Definitions

6.80 *Infrastructure* – can include high quality cycle tracks segregated from motorised and pedestrian traffic, crossings, low traffic neighbourhoods<sup>280</sup>, 20mph speed limits and modal filters<sup>281</sup>, dependant on location. In rural areas, this could include the designation of Quiet Lanes, development of greenways, speed limits or traffic calming measures..

6.81 *Sustainable Movement Corridor* - will provide a priority pathway through the urban area of Guildford for buses, pedestrians and cyclists, including serving the new communities at Blackwell Farm, Weyside Urban Village and Gosden Hill Farm

6.82 *Utility cycling* - refers to cycling done simply as a means of transport rather than as a sport or leisure activity.

<sup>280</sup> Groups of residential streets, bordered by main or 'distributor' roads, where 'through' motor vehicle traffic is discouraged or removed by use of modal filter.

<sup>281</sup> A physical restraint that stops motor traffic driving beyond a certain point, placed at strategic points around the neighbourhood e.g., a bollard, bus gate, width restrictions or pocket parklets made up of tree planting, planters, seats etc.

## Reasoned Justification

6.83 The mapped network contained within the Policies Map has been developed by combining three evidence sources, Surrey County Council's Guildford Local Cycling Plan (Surrey County Council, undated circa 2015), Guildford Route Assessments Feasibility Study (Transport Initiatives and Urban Movement, 2020)<sup>282</sup>, Guildford Borough Council's <sup>283</sup> and the council's concept proposals for the routing of the Sustainable Movement Corridor<sup>284</sup>. This provides for a denser and safer cycle network in the Guildford urban area while also addressing gaps in the network outside the urban area. It provides a common, updated basis for the improvement of the Guildford borough cycle network and connections onto, an approach which has received positive endorsement from Surrey County Council.

6.84 As well as the mapped network of routes, the Guildford Route Assessments Feasibility Study (2020) contains a set of 14 tables (Tables 17-30) detailing proposed cycling improvements for the main routes identified in the Guildford urban area. The identified issues, proposals and cost estimates should be reviewed in scheme development. For the rest of the borough (where the evidence base is sourced from Surrey County Council's Guildford Local Cycling Plan) further work will be required to define the nature of the route and level of provision required.

6.85 The map is indicative not exhaustive, and consideration will be given to proposals not presently included in the Policies Map. Further to this, the majority of routes identified have only been established at a concept level and the identification of improvements will, in such cases, require feasibility and design stages to be undertaken. This will involve undertaking road safety auditing and impact assessments, as appropriate, taking into account any relevant statutory designations. As well as consideration being given to alternative routes that serve an equivalent purpose, routes that are unlikely to serve significant identified demand and do not represent cost effective schemes should have their inclusion in the strategy reviewed.

6.86 Utility trips are of prime importance in terms of encouraging modal shift. The local cycle network is incomplete at present with short sections of infrastructure in place, but which do not join up, sometimes ending at key junctions or when carriageway width narrows. Natural and built barriers hinder the quality of infrastructure provided and access – such as guardrail and bollards, a lack of dropped kerbs or safe crossing facilities and crossings for rail, road and waterways which include steps or steep gradients on approach. Many cycle routes in the borough cater for leisure trips which, while attractive for a relaxed, quieter cycle, typically do not offer users with a direct, high-quality route which can compete with other modes of travel such as the private car in terms of convenience. Similarly, some current facilities on the carriageway do not necessarily present an attractive choice for those less confident or returning to cycling, noting that for some routes, it may be possible to provide alternatives for confident and non-confident cyclists.

6.87 Travel behaviour change interventions have the greatest impact when a new routine is to be developed, such as a new home or new place of work, further highlighting the importance of delivering a comprehensive network for utility trips to and from new development.

6.88 Site specific requirements can be found in the relevant site allocation policies and further requirements may develop during the planning application process. For example, particular

<sup>282</sup> Available online at: <https://www.guildford.gov.uk/article/25508/Guildford-Cycle-Route-Assessments-Report>

<sup>283</sup> Available online at: <https://www.guildford.gov.uk/article/25508/Guildford-Cycle-Route-Assessments-Report>

<sup>284</sup> 'Note – The Sustainable Movement Corridor: Scheme feasibility and design, funding and delivery and links to the strategic sites' (Guildford BC, 2018). This note was submitted to the examination of the LPSS with the reference GBC-LPSS-025a.

attention needs to be given to routes used by school children in the interests of safety.

6.89 The delivery of a comprehensive Guildford borough cycle network may involve the upgrade of existing routes or connections, or new infrastructure, or a combination of both. In the design and delivery of elements of the network, proposals should appropriately respond to the opportunities and constraints of the built and rural environments, land uses and designations.

6.90 Developers should as far as practicable ensure the highest standard of infrastructure is delivered. Latest guidance for the development of cycling infrastructure, as of 2020, can be found within the Department for Transport's LTN 1/20 Cycling Infrastructure Design. If this LTN is superseded or additional more specific guidance introduced, for example regarding cycle infrastructure in rural areas, the successor or more appropriate document(s) will be applicable.

6.91 The measures applicable to each development proposal will vary on a case-by-case basis, but all should take account of the needs of cyclists, for example by providing safe, secure, convenient, accessible and appropriately direct access to, from and within development. This may be achieved through cycle lanes or tracks, low traffic neighbourhoods, 20mph speed limits and modal filters, dependant on location. In rural areas, this could include the designation of Quiet Lanes, development of greenways, speed limits or traffic calming measures. Infrastructure should be integrated, well signed, lit (where appropriate) with high quality surfaces, benefit from attractive landscape design and comprehensive wayfinding and further enhanced by sufficient, convenient, safe and secure cycle parking facilities (discussed further in Policy ID11 Parking Standards [for New Development](#)).

6.92 The Strategic Development Framework SPD<sup>285</sup> contains design principles for the strategic sites of Slyfield Area Regeneration Programme (now known as Weyside Urban Village), Gosden Hill Farm, Blackwell Farm, the former Wisley airfield and the Ash & Tongham location for growth. Developers of these sites should adhere to the principles within this SPD in developing appropriate on and off-carriageway cycle links.

6.93 Conflict can arise between walkers and cyclists on shared use paths. By providing a comprehensive Guildford borough cycle network and adhering to national guidance, this conflict will be reduced as shared use facilities will generally no longer be appropriate in

urban settings, unless it can be demonstrated that segregated facilities cannot or should not be provided. Shared use facilities can be appropriate in rural settings such as on greenways and quiet lanes. The delivery of a comprehensive Guildford borough cycle network does not mean the importance of the pedestrian network should be overlooked.

6.94 Future innovation in mobility, such as e-scooters (electric scooters), may complement current modes such as pedal cycles and e-bikes. If e-scooters were to be legalised by Government or allowed as part of a Government sanctioned trial by Surrey County Council - either privately owned e-scooters or as part of a public hire scheme, or both - it ~~is envisaged~~ may be that e-scooters would be treated in the same vein as pedal cycles and ~~therefore able to be used on the road, or on~~ dedicated cycling infrastructure.

<sup>285</sup> Available online at: <https://www.guildford.gov.uk/strategicdevelopmentframeworkspd>