



# Guildford Borough Local Cycling and Walking Infrastructure Plan - Main Document

SURREY COUNTY COUNCIL & GUILDFORD BOROUGH COUNCIL

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## Disclaimer

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# Structure

The Guildford Borough LCWIP report is divided into two documents:

**Main document:** This document, which presents the main information into the development of the LCWIP, as described in the Contents.

**Appendices document:** Presents supplementary information, and it is divided into 11 main sections:

Appendix 1: Background Information Maps

Appendix 2a: Summary of aspirational cycle corridors

Appendix 2b: Summary of aspirational CWZs

Appendix 3: Multi-Criteria Assessment Framework (MCAF)

Appendix 4: Route Selection Tool (RST)

Appendix 5: Walking Route Audit Tool (WRAT)

Appendix 6: First Phase Assessments

Appendix 7: Indicative Cost Estimates

Appendix 8: Sustrans Report

Appendix 9a: Stakeholder Comments: Phase 1

Appendix 9b: Stakeholder Comments: Phase 2



# 1. Executive Summary

1.1. Introduction

1.2. Report Structure

# 1.1. Introduction

AtkinsRéalis has been commissioned by Surrey County Council (SCC), in partnership with Guildford Borough Council (GBC), to develop a Local Cycling and Walking Infrastructure Plan (LCWIP) for Guildford.

An LCWIP is a key transport planning document that has been defined by the Department for Transport (DfT), which aims to provide a foundation for an increase in the number of people walking, wheeling and cycling. It is intended to support a strategic approach to identifying cycling and walking improvements needed at the local level. It aims to achieve this by delivering improved facilities for existing active users whilst also encouraging a mode shift for new users.

The Guildford Borough LCWIP considers the full extent of the Borough, with an emphasis on links between key trip attractors and destinations that will encourage a greater mode share for walking, wheeling<sup>1</sup> and cycling.

The key outputs for an LCWIP are network plans for key walking and cycle corridors

<sup>1</sup> The terms walking and wheeling are used in combination to be inclusive of all users. Following Sustrans' 2022 'Walking for Everyone' report, wheeling includes pavement based modes such as wheelchairs and mobility scooters and does not include cycles or e-scooters.

and a prioritised programme of potential infrastructure improvements. Key active travel principles have been included to inform appropriate consideration and future-proofing of schemes within Guildford Borough. The primary objective for the LCWIP is to increase the number of people walking, wheeling and cycling in the study area. This includes aims to:

- » Make cycling a safe, attractive and convenient mode of transport for people of all ages and levels of confidence.
- » Expand the existing cycle network and establish an extensive, continuous travel network for the Borough.
- » Make walking and wheeling a safe, attractive and convenient mode of transport for people of all ages and abilities/disabilities.
- » Improved connectivity in the areas around transport and major employment hubs, such as railway stations and high streets, as well as other key destinations.
- » Make Guildford an area where people can have an excellent quality of life, supporting social, economic, environmental and health aspirations.

Guildford Borough LCWIP is one of a number of LCWIPs being developed in Surrey, some town-wide and some borough-wide. It is paramount that there is effective coordination between these so that a continuous network of walking and cycle corridors is developed across Surrey.

# 1.2. Report Structure

The report is structured into 10 sections:

1. Executive Summary: This section presents a summary of the study focusing on the key outputs: selected Core Walking Zones (CWZs), walking and cycle corridors, and proposed interventions.
2. Introduction: In this section, project aims, methodology and design approach are presented.
3. Previous Studies: In this section, key studies previously developed for the area are presented, including walking and cycling strategies.
4. Evidence Base/Background Data: Information used to support the choice of potential walking and cycle corridors is introduced, such as key destinations, census data, collision data, and propensity to cycle tool (PCT) forecast flows.
5. Stakeholder Engagement: Meetings with stakeholders took place on 11 occasions: five times during the selection of routes and a further six times to receive their feedback for the proposed design interventions. This section summarises these meetings, with a summary of stakeholder comments presented in the Appendix 9a and 9b (separate document).

6. Cycle Network: In this section, the optioneering process used for the selection of cycling corridors is presented, followed by a description of the selected routes highlighting their infrastructure constraints and opportunities. In this section, the design approach and guiding principles for cycling are also presented, accompanied by images of best practice examples, prior to an overview of concept proposals for seven Phase 1 cycle corridors.

7. Walking Network: As with the previous section, the optioneering process used for the selection of CWZs and walking corridors is presented, followed by a description of the selected routes highlighting their infrastructure constraints and opportunities. In this section the design approach and guiding principles for walking are also presented, accompanied by images of best practice examples, prior to an overview of concept proposals for seven Phase 1 CWZs and walking corridors.

8. Route Prioritisation and Costings: Based on a multi criteria process and feedback from stakeholders, this section presents a prioritised programme of infrastructure improvements and costs for each route.

9. Conclusions: This section considers the findings from the LCWIP and the next steps.

10. Appendices: In this last section, complementary data is presented, such as walking and cycle audits and stakeholder engagement responses.

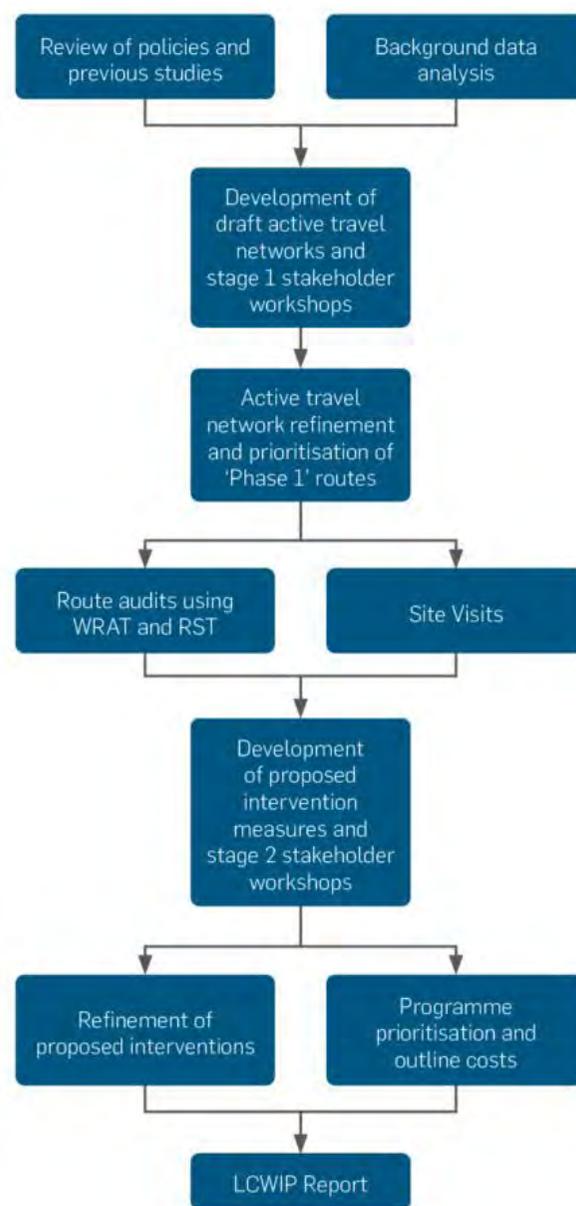


Figure 1. LCWIP process overview

### 1.2.1. Methodology

In order to meet the objectives of the LCWIP, the project was divided into key tasks identified below and presented within Figure 1.

The structure of the report has been developed to align with these activities. Further information on each activity is presented within Section 2: Introduction (see page 23).

- » Review of previous studies, strategies and guidance.
- » Background data analysis.
- » Draft active travel network development.
- » Stakeholder engagement to refine the draft proposed network.
- » Prioritisation of 'Phase 1' corridors/areas using a multi-criteria assessment framework (MCAF).
- » Site visits and formal assessments of Phase 1 corridors/areas using standardised tools - Walking Route Audit Tool (WRAT) and Route Selection Tool (RST).
- » Development of high-level interventions.
- » Further stakeholder engagement to review the proposed interventions.
- » Programme prioritisation and cost estimation.

### 1.2.2. Vision and Approach

The overarching vision behind the LCWIP development is one which supports strong and sustainable growth for Guildford. This is also balanced with the need to enhance the public realm where people can benefit from a high quality of life.



Good design is vital to the successful delivery of facilities for both walking and cycling. It is recognised that poor design can undermine the efforts of those who seek to encourage walking and cycling and may weaken the intended benefits of a scheme.

The LCWIP approach and proposals strive to reflect the high aspirations of the DfT's design guidance: Cycle Infrastructure Design (Local Transport Note (LTN) 1/20).

The LTN 1/20 incorporates best practice guidance and aims to address the five key design principles of effective walking and cycling infrastructure, as follows:<sup>1</sup>

- » Coherent.
- » Direct.
- » Safe.
- » Comfortable.
- » Attractive.

In addition to the DfT's LTN 1/20, there are a number of other design principles which have been incorporated including the DfT's Inclusive Mobility. Ultimately, the high-level interventions proposed in the LCWIP seek to identify short as well as long-term solutions that could be applied across Guildford.

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<sup>1</sup> Department for Transport, Cycle Infrastructure Design (LTN 1/20).

### 1.2.3. Stakeholder Engagement

Stakeholder engagement was a key element of this study as it ensured that the views and knowledge of local people were taken into account. During the project, two briefing sessions were held with elected members and external stakeholders which outlined the purpose and aims of the LCWIP.

Further to this, two sets of workshops were held with representatives from SCC, GBC, neighbouring authorities, local cycling and walking groups, local businesses and other local stakeholder groups, as well as elected members. The first set of workshops presented the existing issues and the identification of walking and cycle corridors. The second set of workshops reviewed the proposed infrastructure interventions.

There were also frequent meetings with the SCC, and GBC project team.

### 1.2.4. Walking and Cycle Network Selection

Working with SCC and GBC, key findings from the review of previous studies, data analysis, and stakeholder engagement sessions were used to inform the development of the walking and cycling networks and route selection process.

The assessment process involved two stages. Firstly, a 'long-list' was developed using both qualitative and quantitative information to identify a comprehensive

active travel network and focus areas across Guildford Borough.

The cycle elements included corridors linking key destinations, while the walking elements focused on CWZs which identified areas with high propensity for walking in the Borough, including town centres, local high streets/ commercial areas and transport hubs. The output of this was aspirational networks for cycling and walking in Guildford Borough which included 81 cycle corridors and 39 CWZs (see Figure 2 and Figure 3 on pages 11 and 12 respectively).

The prioritised walking and cycling networks sought to provide a balance across the Borough's urban and rural areas. For prioritised CWZs, these were distributed across the Guildford urban area, Ash and Tongham urban area, and rural areas, and the proposals will be presented accordantly.

The second stage of the LCWIP utilised a multi-criteria assessment and stakeholder input to prioritise the aspirational network and select a 'short list' for further analysis as part of the LCWIP. These 'Phase 1' elements of the network were selected for the development of infrastructure improvements, which included seven cycle corridors totalling 31.5 km, and seven CWZs with 65 walking routes totalling 45.3 km, as shown in Figure 4 (page 13), Figure 5 (page 18) and Figure 6 (page 19).

Routes not selected for the development of the first set of interventions (Phase 1) have

been retained as part of the aspirational network (referred to as Phases 2 and 3) and may be developed further at a later stage.

### 1.2.5. Proposed Interventions

The high-level proposed intervention for walking and cycle corridors reflect the aims of SCC and GBC.

Across Guildford Borough, there are a variety of barriers that discourage walking and cycling, such as physical severance caused by railways or roads, proximity to high traffic flows and speeds, as well as topography. A lack of or inadequate facilities can cause residents and visitors to rely heavily on private transport<sup>2</sup>, thus over-stretching the already congested road network. Commercial areas and other key destinations could be better connected to foster economic and social vitality and cohesion in the area, supporting places where people would like to spend time.

The LCWIP seeks to address these issues with the development of a plan that is innovative, aspirational, and deliverable, creating a network that prioritises pedestrian and cyclist movement and aims to integrate with other adjacent areas and schemes.

For the Phase 1 areas, a high-level package of proposed interventions was identified that incorporates current best practice, providing short and long term concepts that could be further developed and implemented.

<sup>2</sup> Across Guildford, 40% use private cars to commute to work (ONS - 2021 data).

Table 1 and Table 2 (pages 14 to 21, and 19 and 20 respectively) summarise the key features of each of the Phase 1 cycle corridors and CWZs.

### 1.2.6. Route Prioritisation

Following the development of the proposed interventions, the Phase 1 walking areas and cycle corridors were prioritised to help guide future scheme development and implementation.

The prioritisation process included criteria related to stakeholder input, potential usage, design and access. These categories were intended to reflect the potential usage of each route, the potential feasibility of the proposed schemes, the potential of the improvements to encourage new walking and cycling trips, anticipated benefit over the existing conditions, and the degree to which the routes would foster pedestrian and cycle access to key destinations.

### 1.2.7. Costing

Outline costs were estimated for the high-level proposed interventions. These estimates are reflective of the early concept development stage and are intended to provide an indicative, rough order-of-magnitude cost only. The figures also reflect the diversity of route intervention proposals, which sought to meet LTN 1/20 guidance and varied significantly in terms of size and complexity. Indicative costs for individual schemes vary from approximately £4.4 million

to £21.4 million for the cycle corridors and from approximately £5.6 million to £11.8 million for the CWZs.

The costs for each corridor and mode (walking and cycling) were evaluated separately; and two cycle corridors were divided into segments A and B for ease of implementation, i.e., these could be delivered separately. This method provided a stand-alone cost for each cycle corridor and CWZ and allows the proposals to be considered independently. However, if viewed as a network-wide package of improvements, there is an opportunity for savings.

### 1.2.8. Next Steps

The LCWIP report is the first stage in the process for investment in active travel in the Borough and Surrey more broadly. The end-to-end process is outlined below:

- » Stage 1 - Plan (LCWIP Report)
- » Stage 2 - Feasibility
- » Stage 3 - Business case/secure funding
- » Stage 4 - Delivery

The Guildford Local Plan (Policy ID9) sets out the need for developers to have regard to GBC and SCC plans which detail local cycling improvements, including the LCWIP. Therefore, it is understood that the LCWIP should be considered as part of relevant planning applications.

The LCWIP report will be used to support the case for further stages of assessment, design, and stakeholder engagement and to



secure funding to progress improvements for the corridors identified. As an LCWIP is intended to facilitate a long-term approach to developing active travel proposals over a period of approximately 10 years, all of the corridors identified within the active travel network maps are recommended for further consideration at an appropriate time in the life of the LCWIP implementation.

The LCWIP outputs should also be integrated into local planning and transport policies, strategies and delivery plans, as per the DfT guidance.

The next stage of LCWIP implementation will be to advance the Phase 1 high-level concepts to feasibility assessment and design. This will allow a more detailed review of individual routes or interventions, evaluation of constraints, and refinement of the proposed design measures. The feasibility stage will also include a broader stakeholder and public consultation process, enabling local input to help further shape the proposals.

During this process, and subsequent design phases, stakeholder engagement and consultation will continue to be a key element of developing high-quality and attractive routes for local users. The progression of these schemes, either as a work package or individual schemes, will likely be subject to external factors such as funding applications or potential inter-dependencies with other proposals within the local area.

The LCWIP should be viewed as a 'living document' and be reviewed and updated periodically to reflect evolving needs and opportunities. This could be in response to significant changes in local circumstances, such as the publication of new policies or strategies. Additional active travel opportunities may also be identified and incorporated into the LCWIP in response to major new development sites and as walking and cycling networks mature and expand.

There are a number of potential sources of funding available to deliver improvements identified in a LCWIP<sup>3</sup> including DfT government grants, Active Travel England (ATE), developer funding (Section 106, and/or internal funding.

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<sup>3</sup> Although not all the listed opportunities may be applicable to this LCWIP.

## 1.2.9. Walking and Cycling Aspirational Network

Figure 2 to Figure 6, following pages, illustrate the cycling and walking network aspirational lists and the selected routes for Phase 1.

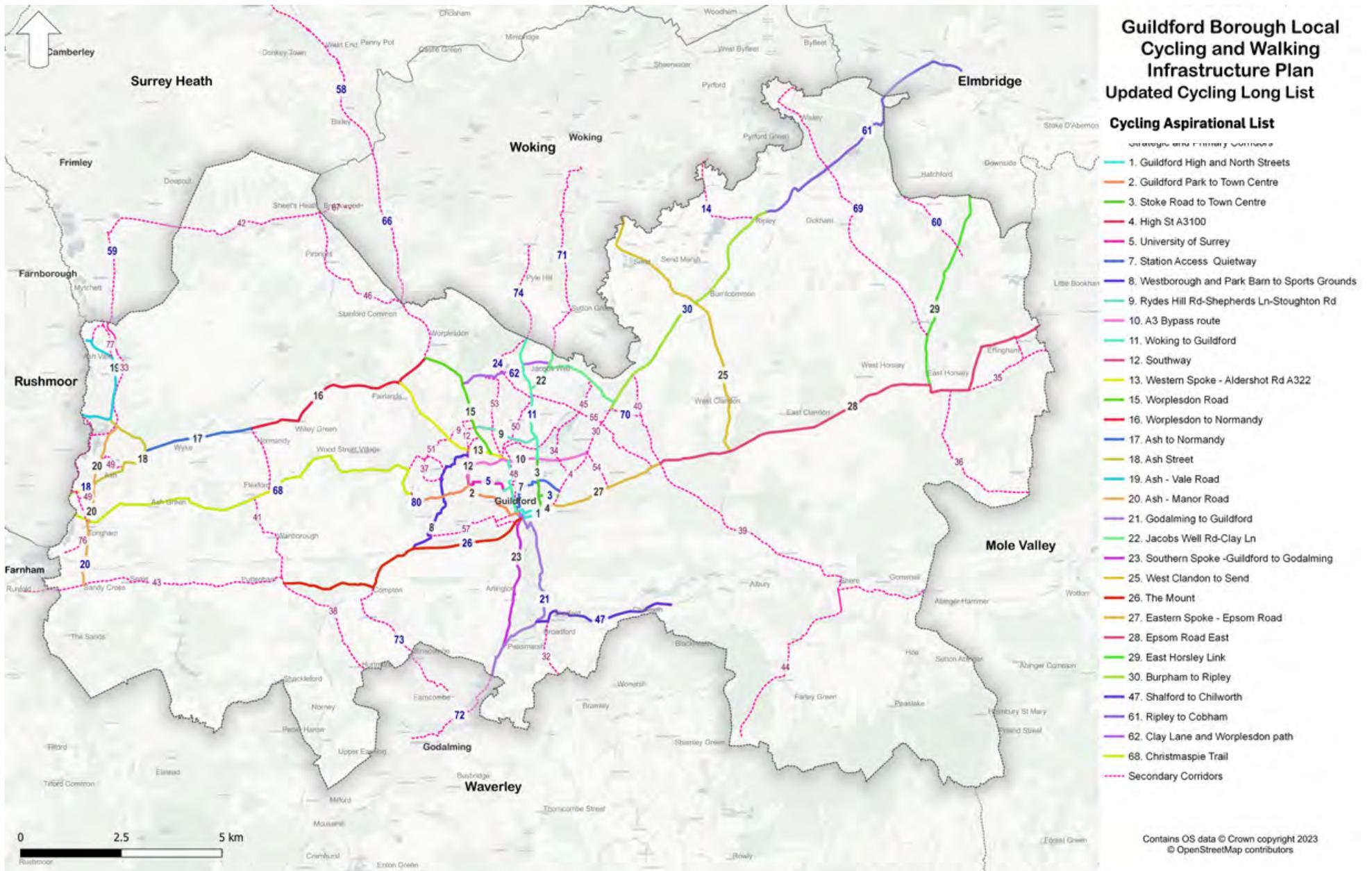


Figure 2. Cycling network aspirational list



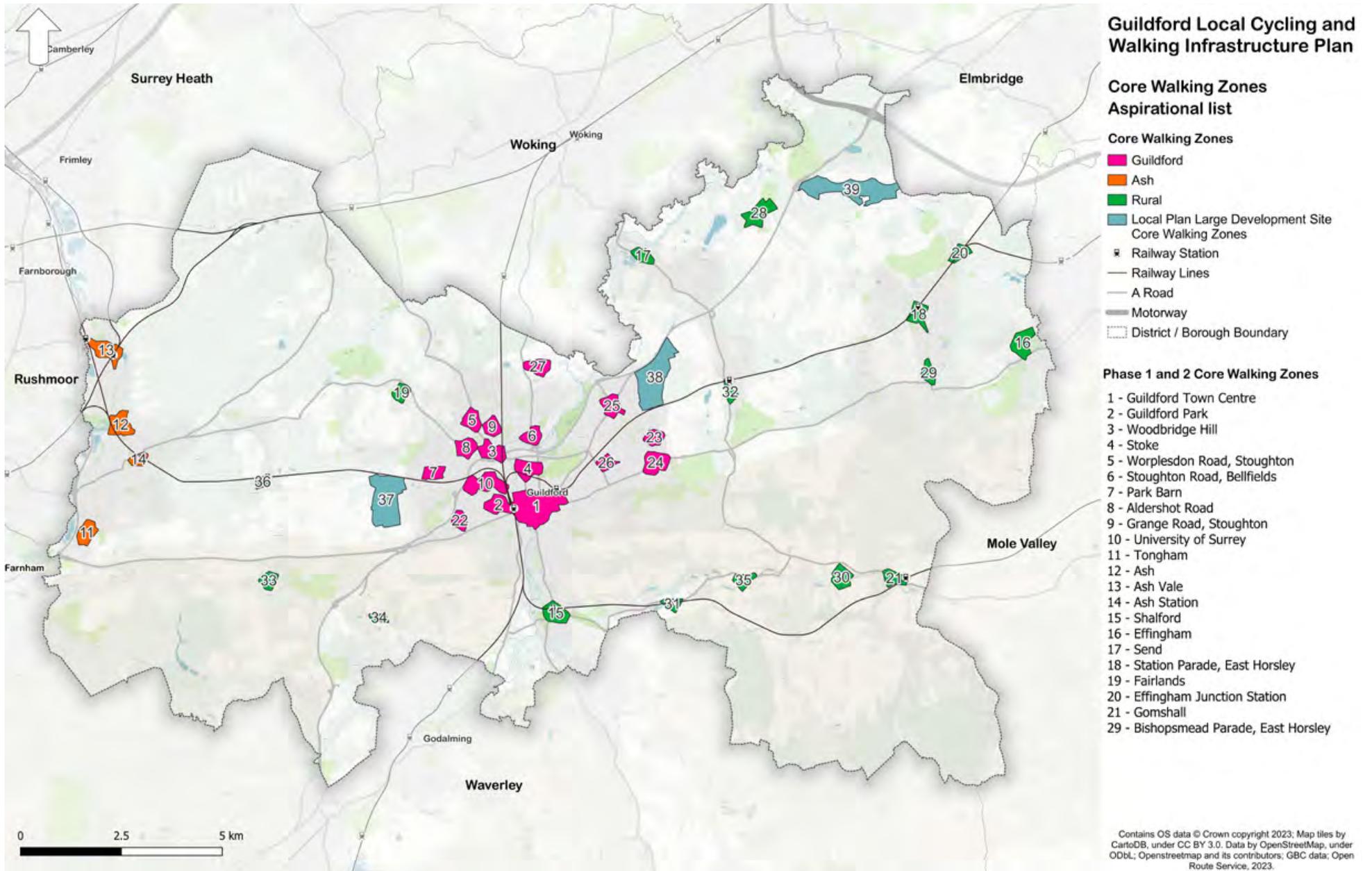


Figure 3. CWZ aspirational list

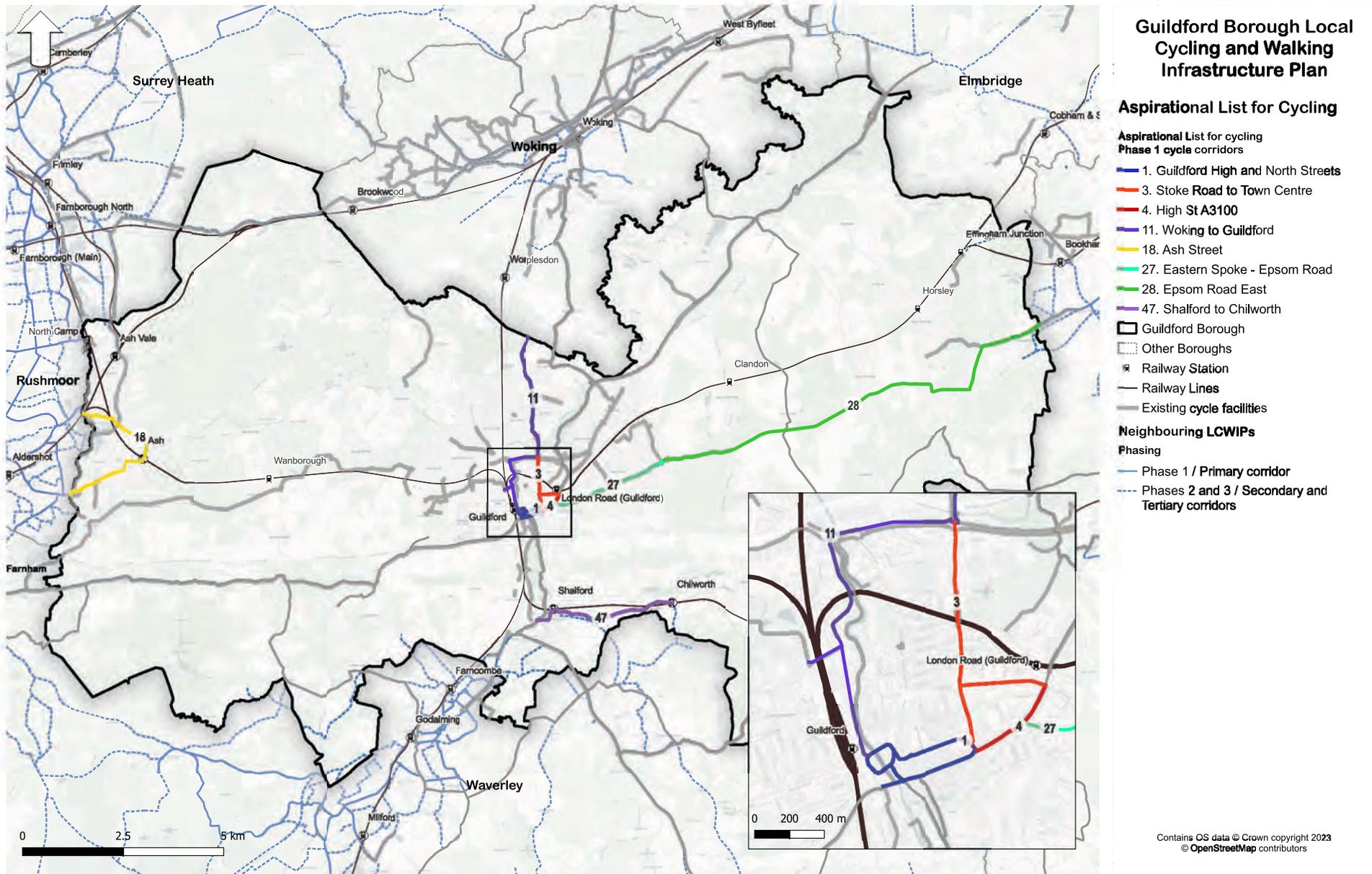


Figure 4. Phase 1 cycle network - Number (#) shows the ID number the corridor was initially assigned in the aspirational list.

## Summary of Phase 1 Cycle Corridors

Table 1. Summary of Phase 1 Cycle corridors

Corridor <sup>1</sup>	Public Benefit	Other Benefit / Potential increase in users <sup>2</sup>	Suitability of proposals (LTN 1/20) <sup>3</sup>	Potential Issues
Guildford town urban / suburban area High Street and North Street (#1)	Links the commercial centre of Guildford Town to the railway station and future development sites; and National Cycle Network (Route 223); improves access to the towpaths; incorporates North Street Regeneration Plan proposals.	Aims to improve accessibility of cycling for people of all ages and abilities through provision of segregated facilities where feasible and new and upgraded crossings; enhances the continuity of the cycle network in the centre of Guildford Urban Area.  Potential increase in cycling of 732 commuter trips/ day (one-way flows; growth based on PCT E-Bike scenario) and 59 school trips/ day (two-way flows based on PCT go Dutch scenario).	Approx 30% likely fully compliant, 66% partially compliant, and 4% non-compliant with LTN 1/20 guidance. Limited public highway space in the historic town centre and high vehicular flows on the gyratory. Use of towpaths preferred by non-confident cyclists to provide connections to Guildford Railway Station away from vehicular traffic	Cycle facilities through the busy High Street with high pedestrian flows increases the risk of conflicts between pedestrians and cyclists. Potential opposition to some proposals due to impact on on-street parking, restricted vehicle access (to the High Street) and/or reallocation of road space. Constrained public highway space in some areas.

<sup>1</sup> For each Phase 1 Cycle Corridor, stakeholders supported the proposals and provided input during the LCWIP process.

<sup>2</sup> Potential increase in users is estimated using the Propensity to Cycle Tool (PCT) information for the routes, comparing the existing cycle flow (2011 Census) scenario to the e-bike scenario for commuter flows and go Dutch scenario for school flows. See page 55 for more information on the Propensity to Cycle Tool. At the Borough level, the PCT e-bike scenario estimates a potential increase in mode share for cycling from approximately 2% of commuter trips to 18%, primarily shifted from private vehicle trips (69% to 57%).

<sup>3</sup> The summary of LTN 1/20 compliance reflects a very high-level review of potential constraints at this early concept stage. Due to a variety of reasons, such as space constraints along historic streets and limited public highway space, adherence to LTN 1/20 may not always be possible. In such cases, alternative options were suggested. The potential for LTN 1/20 compliance and alternative options would be investigated in more detail in future stages of scheme development.

Corridor <sup>1</sup>	Public Benefit	Other Benefit / Potential increase in users <sup>2</sup>	Suitability of proposals (LTN 1/20) <sup>3</sup>	Potential Issues
Guildford town urban / suburban area Stoke Road to Town Centre & High Street (#3 & #4)	Links the existing facilities on the A25 to the commercial centre and the railway station; enhances cycle accessibility along busy roads.	Aims to improve accessibility of cycling for people of all ages and abilities through provision of segregated facilities where feasible or lower traffic speeds/flows and new and upgraded crossings; enhances the continuity of the cycle network through the town centre. Potential increase in cycling of 987 commuter trips/ day (one-way flows; growth based on PCT E-Bike scenario) and 221 school trips/ day (based on PCT go Dutch scenario).	Approx 52% likely fully compliant, 42% partially compliant, and 6% non-compliant with LTN 1/20 guidance. Limited public highway space along Stoke Road and York Road with high vehicular flows. Modal filter and traffic calming measures are proposed to reduce traffic flows and support compliance with LTN 1/20	Potential opposition to some proposals due to impact to on-street parking and/or measures to reduce traffic flows; extended length of shared facilities along a busy corridor may increase the risk of conflict between pedestrians and cyclists.
Guildford town urban / suburban area Guildford College to Woking (#11)	Improved connectivity between the railway station and the industrial areas; improves access to the residential areas; links the town centre to Woking Borough; extends the existing cycle network.	Aims to improve accessibility of cycling for people of all ages and abilities through provision of segregated facilities where feasible and new and upgraded crossings; seeks to improve personal safety, for example lighting would be proposed for off-road routes and more isolated sections (particularly benefiting women, young people, and older people); enhances the continuity of the cycle network for the county. Potential increase in cycling of 1089 commuter trips/ day (one-way flows; growth based on PCT E-Bike scenario) and 189 school trips/ day (based on PCT go Dutch scenario).	Approx 60% likely fully compliant, 40% partially compliant with LTN 1/20 guidance. Shared facilities are proposed for extended sections due to highway constraints.	Pinch point on the River Wey Bridge on Woking Road results to narrow facilities and reduction of the available space for pedestrians; extended length of shared facilities along a busy corridor may increase the risk of conflict between pedestrians and cyclists; interfaces with Weyside Urban Village Development proposals, coordination is required on a section of the route.



Corridor <sup>1</sup>	Public Benefit	Other Benefit / Potential increase in users <sup>2</sup>	Suitability of proposals (LTN 1/20) <sup>3</sup>	Potential Issues
Guildford town urban / suburban area Eastern Spoke - Epsom Road (#27)	Provides cycling infrastructure continuity along Epsom Road, with connections to Upper High Street and London Road Railway Station in the town centre.	Aims to improve accessibility of cycling for people of all ages and abilities through provision of segregated facilities where feasible and lower traffic speeds along the route (20mph), with new and upgraded crossings, enhances the continuity of the cycle network in the eastern part of Guildford.  Potential increase in cycling of 1086 commuter trips/ day (one-way flows; growth based on PCT E-Bike scenario) and 182 school trips/ day (based on PCT go Dutch scenario).	Approx 13% likely fully compliant, 72% partially compliant, and 15% non-compliant with LTN 1/20 guidance. Full segregation cannot be provided in sections with limited public highway space available. Direct link to London Road Railway Station follows a quiet mixed traffic street alignment.	Existing pinch points along the corridor, with limited parts of the route on gradient. Safety issues for cyclists due to high traffic volumes along Epsom Road in the section east of Waterden Road junction (approx. 10k vehicles a day). Cyclists sharing road space with buses where bus and cycle lanes are proposed. Potential opposition to some proposals due to impact on on-street parking.

Corridor	Public Benefit	Other Benefit / Potential increase in users	Suitability of proposals (LTN 1/20)	Potential Issues
Ash and Tongham urban area Ash Street (#18)	Provides cycling infrastructure continuity between Ash Railway Station and the borough boundary, where it links with proposed infrastructure in Rushmoor District.	Aims to improve accessibility of cycling for people of all ages and abilities through provision of shared use path with new and upgraded crossings, pedestrian and cycle priority streets, and lower traffic speeds along selected sections of the route (20mph).  Potential increase in cycling of 261 commuter trips/ day (one-way flows; growth based on PCT E-Bike scenario) and 256 school trips/ day (based on PCT go Dutch scenario).	The corridor is likely partially compliant (94%) or not compliant (6%) with LTN 1/20 guidance. Limited public highway space and high vehicular flows may require extended sections of shared facilities.	Speed limit reduction to 20mph along Kings Avenue, Ash Lodge Drive, Southlands Road, Church Lane corridor will likely require additional traffic calming measures which may not be supported by some stakeholders. Section between Ash Railway Station and Fairview Road depends on third party delivery.

Corridor	Public Benefit	Other Benefit / Potential increase in users	Suitability of proposals (LTN 1/20)	Potential Issues
Rural areas Epsom Road East (#28)	Provides cycling infrastructure continuity along Epsom Road, to link Guildford Town Centre with Mole Valley District in the east.	<p>Aims to improve accessibility of cycling for people of all ages and abilities through provision of segregated facilities where feasible, with new and upgraded crossings and localised improvements to public realm.</p> <p>Potential increase in cycling of 88 commuter trips/ day (one-way flows; growth based on PCT E-Bike scenario) and 581 school trips/ day (based on PCT go Dutch scenario).</p>	<p>Full segregation can be provided along most of the route, and short section of mixed traffic is assumed with low traffic flows, making majority of the route compliant. Approx. 15% of the route is likely partially compliant with LTN 1/20 guidance due to a section of shared use path.</p>	<p>Speed limit reduction to 20mph along Orestan Lane and Calvert Road will likely require additional traffic calming measures which may not be supported by some stakeholders.</p>
Rural areas Shalford to Chilworth (#47)	Links Chilworth and Shalford railway stations and provides connection to Shalford Infant School and Tillingbourne Junior School.	<p>Aims to improve accessibility of cycling for people of all ages and abilities through provision of traffic free facilities where feasible, with new and upgraded crossings, traffic calming and speed limit reduction to increase safety of users, specifically between the two schools in the area.</p> <p>Potential increase in cycling of 332 commuter trips/ day (one-way flows; growth based on PCT E-Bike scenario) and 96 school trips/ day (based on PCT go Dutch scenario).</p>	<p>Approx. 84% of the route option following the railway line PROW alignment is likely partially compliant, and 16% non-compliant with LTN 1/20 guidance.</p> <p>For the New Road option alignment, approx. 64% is partially compliant and 36% non-compliant.</p>	<p>Off-carriageway alignment requires introduction of a level crossing specifically for active travel users, and will require Network Rail permission.</p> <p>Traffic calming measures and localised impact on on-street parking may not be supported by some stakeholders.</p>



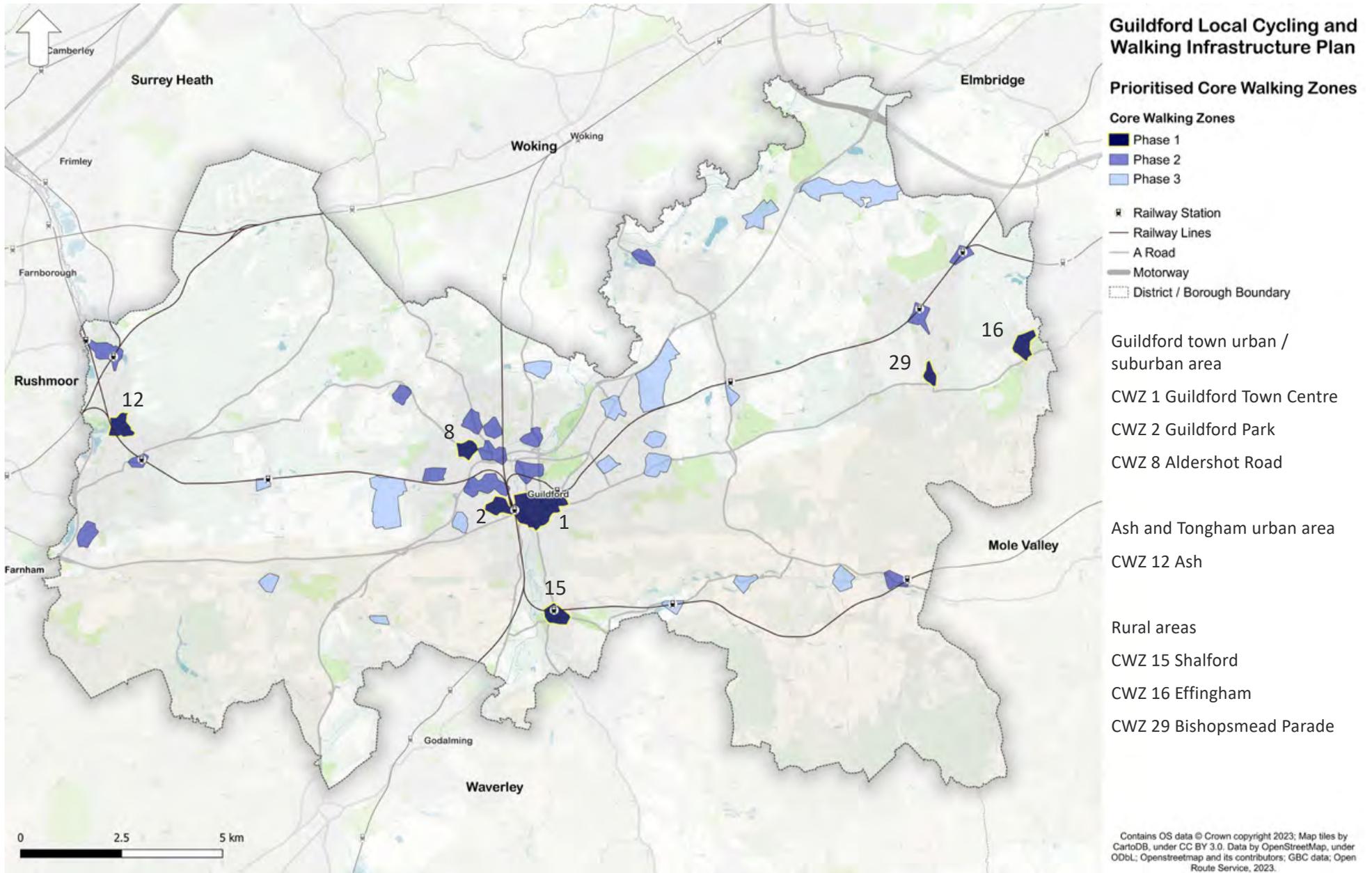


Figure 5. Phase 1 Core Walking Zones

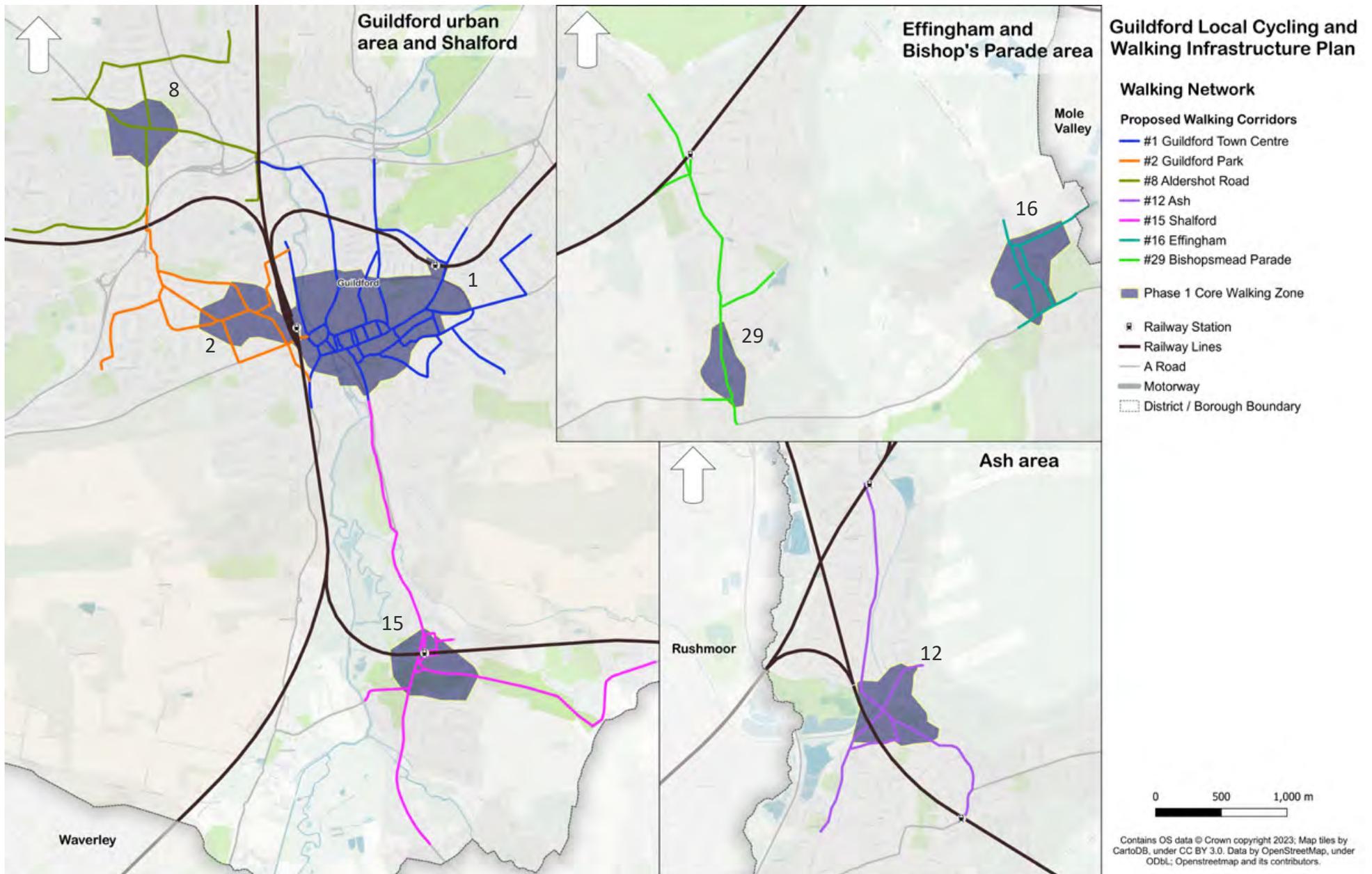


Figure 6. Phase 1 Core Walking Zones – identified walking routes network



## Summary of Phase 1 Core Walking Zones

Table 2. Summary of Phase 1 CWZs

CWZ <sup>1</sup>	Public Benefit / Key destinations	Other Benefit	Potential Issues
<p>Guildford town urban / suburban area</p> <p>High Street and North Street (CWZ #1)</p>	<p>Links residential areas, the University and future development sites to the High Street, to the railway stations and employment areas; offers quiet street arrangements throughout large residential neighbourhoods; Improves access to the schools; incorporates North Street Regeneration Plan proposals.</p>	<p>High number of residents and visitors of the area would benefit from the improvements; public realm improvements and restricted vehicle access would support local businesses; aims to improve accessibility for people of all ages and abilities through the provision of wider or new facilities where feasible, new and improved crossings, and improved pedestrian environments near education facilities; connections to the railway stations; 20mph zone supports reduced emissions.</p>	<p>Potential opposition to some proposals due to impact on on-street parking, restricted vehicle access (to the High Street) and/or reallocation of road space; constrained public highway space in some areas.</p>
<p>Guildford town urban / suburban area</p> <p>Guildford Park (CWZ #2)</p>	<p>Links the University to the railway station and the commercial town centre; links the residential areas with the local schools; improves access to the hospital; future proofs proposals for the Sustainable Movement Corridor.</p>	<p>Seeks to improve access for young people to area schools; seeks to improve personal safety along an isolated corridor (particularly benefiting women, young people, and older people); connections to the railway station; 20mph zone supports reduced emissions.</p>	<p>Potential opposition to some proposals due to impact on on-street parking, modal filters.</p>
<p>Guildford town urban / suburban area</p> <p>Aldershot Road (CWZ #8)</p>	<p>Provides improvements to the residential area north of University of Surrey, with improved access to local schools, the hospital and the Christmas Pie Trail.</p>	<p>Seeks to improve accessibility of the area, with new and upgraded crossings, additional wayfinding and public realm improvements.</p>	<p>Potential opposition to some proposals cycle corridor due to impact on on-street parking.</p>

<sup>1</sup> For all CWZs, stakeholders supported the proposals and provided input during the LCWIP process.

CWZ <sup>1</sup>	Public Benefit / Key destinations	Other Benefit	Potential Issues
Ash and Tongham urban area Ash (CWZ #12)	Provides improvements to walking corridor linking Ash Vale Railway Station with Ash Railway Station, and along Shawfield Road.	20mph speed limit reduction in the neighbourhood centre, improved access to Basingstoke Canal, improved crossing point, road and wayfinding information throughout the area.	Potential opposition to parking review on Wharf Road.
Rural areas Shalford (CWZ #15)	Provides improvement along the A281 corridor between Guildford and Shalford (Guildford to Godalming Greenway), and further south towards the Borough of Guildford boundary.	Seeks to improve access throughout the area, including to Shalford Railway Station and Shalford Infant School, with new and upgraded crossings, public realm improvements and traffic calming and speed limit reduction on Station Road.	Interface with public realm improvement scheme for Kings Road.
Rural areas Effingham (CWZ #16)	Provides improvement to walking connections to local schools and amenities.	Seeks to improve safety throughout the area by providing dedicated crossing facilities and linking existing footways.	Limitations due to highway space constraints and historic sites/buildings.
Rural areas Bishopsmead Parade <sup>2</sup> (CWZ #29)	Links Bishopsmead Parade to surrounding residential areas and onwards to Horsley Railway Station, incorporating proposals that are part of development sites further north.	Seeks to improve access through new and upgraded crossings, public realm improvements, traffic calming, and speed limit reductions.	Limitations due to highway space constraints. Potential opposition to introduction of traffic calming.

<sup>2</sup> For CWZ 29, stakeholders initially suggested a refocus of the area from Horsley to Bishopsmead parade, and provided input during the LCWIP process.





## 2. Introduction

2.1. Approach

2.2. Design Strategy

## 2.1. Approach

AtkinsRéalis has been commissioned by Surrey County Council (SCC), in partnership with Guildford Borough Council (GBC), to develop a Local Cycling and Walking Infrastructure Plan (LCWIP). The geographic scope is the Borough of Guildford as shown in Figure 7.

The study approach follows the Department for Transport (DfT) guidance for an LCWIP, the core outputs of which are:

- » Network plans for cycling and walking which identify the preferred routes for further development. Network plans for walking include the identification of Core Walking Zones (CWZs).<sup>1</sup>
- » Prioritised programme for improvements for future investment.
- » An LCWIP report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network plans.<sup>2</sup>

The proposed measures identified in the LCWIP are also intended to complement existing plans and networks for active travel, and to align with adopted policy.

1 More information on the definition and scope of CWZ(s) are presented in Section 8, page 145.

2 Local Cycling and Walking Infrastructure plan, Technical Guidance for Local Authorities, DfT (2017).

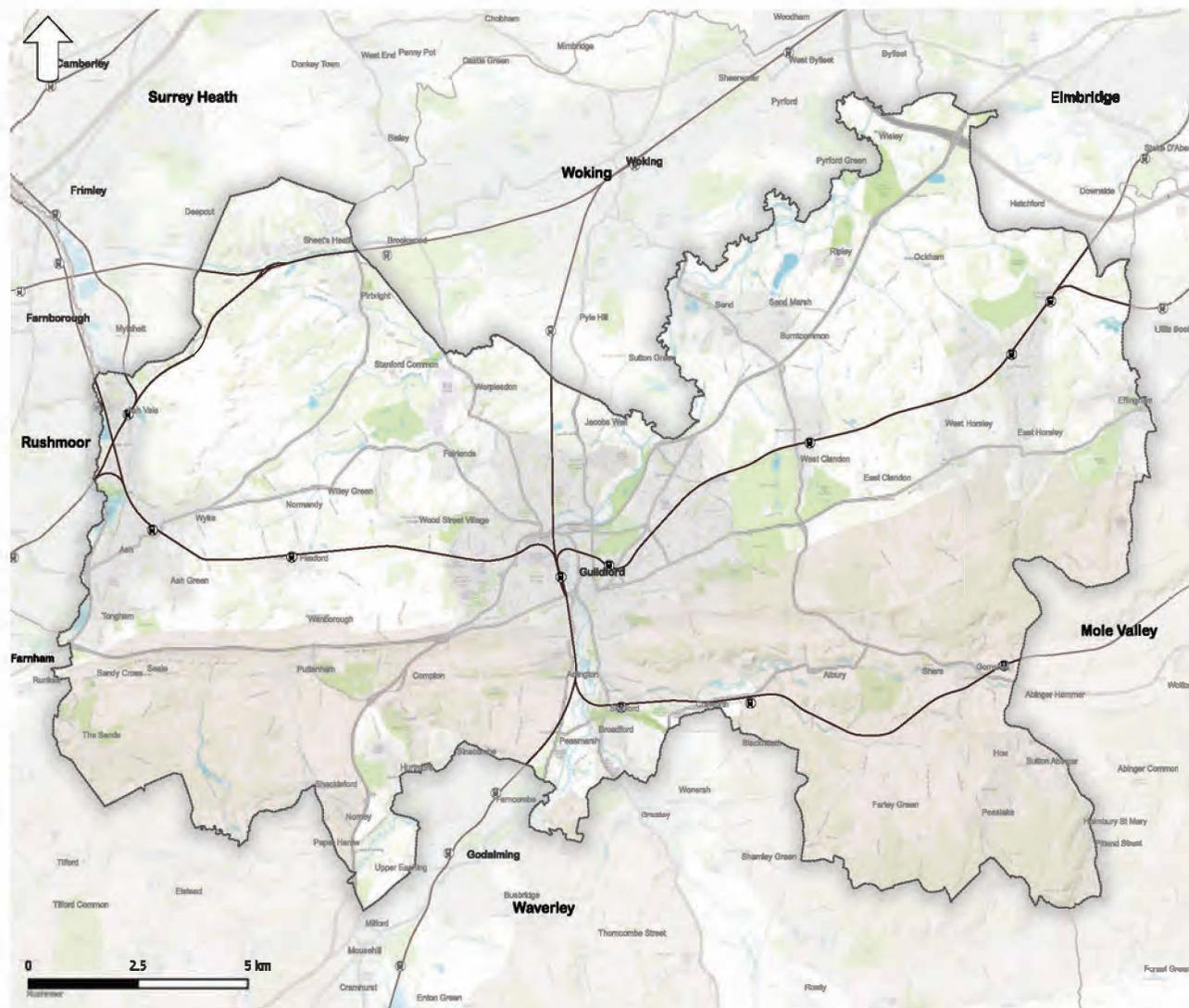


Figure 7. Study area

The LCWIP aims to support the following key objectives:

- » Increase the number of people walking, wheeling and cycling in the Borough and support modal shift, particularly for short utilitarian journeys.
- » Make walking, wheeling and cycling safe, attractive and convenient modes of transport for people of all ages, abilities and confidence levels.
- » Expand the existing cycle network and not only establish a comprehensive active travel network in Guildford but also in adjacent areas.
- » Enhance accessibility by walking, wheeling and cycling to key destinations for all users.

### 2.1.1. Methodology

In order to meet the objectives of the LCWIP, the project was divided into the following main tasks.

1. Previous Studies Review: AtkinsRéalis reviewed previous studies related to walking and cycling in Guildford as well as design proposals for key schemes as detailed in the scope of work.
2. Data Analysis: AtkinsRéalis also analysed a number of spatial and behavioural datasets such as key destinations, pedestrian and cyclist activity and local networks, traffic and collision data, key barriers and severance, online public comments, and Census data.
3. Development of Draft Networks: Draft network maps for key cycling routes and CWZs were developed based on the findings from the review of previous studies, data analysis and information provided by GBC.
4. These draft maps were subsequently refined through engagement with both internal (SCC and GBC officers) and external stakeholder groups, as well as local elected officials. Early engagement in the preparation of this LCWIP has ensured that local knowledge was incorporated into the development of proposals.
5. Network Refinement and Prioritisation: Following the refinement of the active travel network maps, a multi-criteria assessment framework (MCAF) was undertaken to identify and prioritise the top seven scoring corridors for cycling and top seven scoring walking zones. These were identified as the 'Phase 1' elements of the active travel networks for advancement through the remainder of the LCWIP process. The MCAF considered each of the individual corridors against a number of metrics, such as: active travel demand, the potential to deliver a high-quality and inclusive route, safety issues that could be addressed, and connections to other active travel routes.
6. Audits and Site Visits: Following the identification of the Phase 1 cycle corridors and walking zones, site visits were undertaken to audit the existing condition and identify opportunities for improvements. The audits utilised the DfT audit tools for LCWIPs, known as the Walking Route Audit Tool (WRAT) and Route Selection Tool (RST). These tools are used to audit routes against key metrics for active travel measures such as directness, comfort, and safety.
7. Draft Proposed Interventions: The route audits noted above were subsequently used to inform the development of high-level concept proposals for each of the Phase 1 corridors and areas. This process also benefited from the early stakeholder engagement and the issues identified within the initial data analysis.
8. A second round of stakeholder engagement was undertaken to review the draft concept proposals. This provided an opportunity for stakeholders to feed into the concept development process by providing feedback on the types of interventions being proposed, key additional opportunities for improvements, as well as issues to consider during the further development of the proposals in the next phase (feasibility).
9. Concept Refinement, Costings, and Prioritisation Programme: The feedback from the stakeholder engagement process was subsequently reviewed to identify opportunities to improve upon the draft concept proposals and also ensure that all feedback was captured for taking forward into the feasibility phase. After refining the concept proposals, the final activities within the LCWIP study included additional WRAT and RST assessments to review the potential quality of the routes following the proposed interventions. High level cost and programme estimates reflective of the early stage of the development of the proposals were also prepared.
10. LCWIP Report: Outputs of the above tasks were compiled to form this LCWIP report.



### 2.1.2. Sustrans and Peer Review

Sustrans has contributed to the development of the LCWIP, acting as a 'critical friend' and peer reviewer of activities. These activities were undertaken at key project milestones including the following:

- » Review of the approach and methodology, particularly with regards to stakeholder engagement.
- » Review of the initial proposed cycle network and walking zones including a check and review against guidance.
- » Audit of a corridor to benchmark and quality assure against AtkinsRéalis own quality assurance process, refer to Appendix 8 (separate document) at the end of this report.
- » Review of the first draft LCWIP report including recommendations commensurate with LTN 1/20 guidance.

In addition to these activities at key milestones, Sustrans also provided guidance on how National Cycle Network (NCN) routes in Guildford Town Centre could be approached.

### 2.1.3. Next Steps

The Guildford Borough LCWIP sets out a long-term strategy for the future active travel network including potential infrastructure to improve conditions for people walking, wheeling and cycling and support a shift from car journeys to sustainable modes. Development of the LCWIP is the first step in

the process to support future investment in active travel.

The Guildford Local Plan (Policy ID9) sets out that:

'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.'

Therefore, it is understood that the LCWIP should be considered as part of relevant planning applications.

As an LCWIP is intended to facilitate a long-term approach to developing active travel proposals over a period of approximately 10 years, all of the corridors identified within the active travel network maps are recommended for further consideration at an appropriate time in the life of the LCWIP implementation. The LCWIP outputs will be integrated into local planning and transport policies, strategies and delivery plans, as per the DfT guidance.

The next stage of the LCWIP implementation will be to advance the high-level proposed interventions for the 'Phase 1' active travel corridors to a feasibility level of design and assessment. During this process, and subsequent design phases, stakeholder engagement will continue to be a key element of developing high-quality and attractive routes for local users. The progression of these schemes, either as a work package or

individual schemes, will likely be subject to external factors such as funding applications or potential inter-dependencies with other proposals within the local area.

The LCWIP should be reviewed and updated periodically (approximately every four to five years), particularly in response to significant changes in local circumstances, such as the publication of new policies or strategies. Engagement with SCC and GBC has been undertaken during the development of the LCWIP to provide future-proofing and alignment with regards to key transport and local policies.

Additional active travel opportunities may also be identified and incorporated into the LCWIP in response to major new development sites, and as walking and cycling networks mature and expand.

## 2.2. Design Strategy

The overarching vision and objective of the LCWIP is to facilitate modal shift and increase the number of people choosing to walk and cycle for short journeys or as part of a longer journey (e.g., combined with public transport), particularly for utilitarian trips.

The LCWIP proposals also seek to support a variety of other objectives, such as:

- » Strong and sustainable growth.
- » Reducing short car journeys.
- » Promoting health and well-being.
- » Reducing congestion and pollution.
- » Providing inclusive travel options.
- » Achieving climate change targets.
- » Improving the economic vitality of the Borough.

Many of these objectives align to GBC and SCC policies, such as GBC's Guildford Local Plan and SCC's Local Transport Plan 4 (LTP4).

Within the Borough there are several examples of physical severance created by infrastructure such as railway lines and heavily trafficked roads. Inadequate routes, or a lack of them, can bring residents and visitors to rely on private transport, thus leading to increased volumes of short car trips and congestion within town centres and other areas of high demand.

Good design is vital to the successful delivery of facilities to encourage modal shift. The design strategy aims to address these issues with the development of deliverable and attractive borough-wide walking and cycling infrastructure that prioritises people walking and cycling.

To support the vision, the development of potential interventions incorporates best practice guidance and aims to address the five key design principles of effective wheeling, walking and cycling infrastructure as per the DfT's LTN 1/20 and Inclusive Mobility<sup>1</sup>:

- » Coherent.
- » Direct.
- » Safe.
- » Comfortable.
- » Attractive.

LTN 1/20 sets out the need to design for non-standard cycles, which can include trailers, tricycles, and adapted cycles. The inclusion of non-standard cycles has been considered as part of the design strategy for this LCWIP.

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<sup>1</sup> Department for Transport (2020) Cycle Infrastructure Design (LTN 1/20) and Department for Transport (2021) Inclusive Mobility.

Ultimately, the design strategy seeks to provide short as well as long term solutions that could be applied to further designs across the Borough.



## 3. Previous Studies

3.1. Introduction

3.2. Policy Context & Previous Studies

3.3. Relevant Schemes

## 3.1. Introduction

The Guildford Borough LCWIP is supported and informed by existing and emerging policies, previous and on-going studies, and existing scheme proposals. Where appropriate, the LCWIP incorporated existing proposals and studies and built upon their findings and recommendations.

This chapter reviews previous work relevant to the LCWIP to inform the:

- » Policy context of the LCWIP.
- » Understanding and identification of key trip attractors and destinations.
- » Identification of preferred cycling and walking routes, existing issues, deficiencies and opportunities.
- » Development of a programme of infrastructure improvements.

## 3.2. Policy Context & Previous Studies

### 3.2.1. National Policy Context

#### 3.2.1.1. DfT and ATE's Cycling and Walking Investment Strategy 2 (2022)

The Cycling and Walking Investment Strategy (CWIS1, 2017) has been updated, with the Cycling and Walking Investment Strategy 2 (CWIS2), setting out updated objectives and investments for active travel in England between April 2021 and March 2025. CWIS2 sets out the following ambition, which maintains the aim put forward in CWIS1:

'To make walking and cycling the natural choices for shorter journeys, or as part of a longer journey by 2040'.

Building on CWIS1 and Gear Change (Figure 8), CWIS2 sets out updated objectives up to 2025, to:

- » Increase the percentage of short journeys in towns and cities that are walked or cycled from 41% in 2018 - 2019 to 46% in 2025.
- » Increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 365 stages per person per year in 2025.
- » Double cycling, where cycling activity is measured as the estimated total number of cycling stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025.

- » Increase the percentage of children aged 5 to 10 who usually walk to school from 49% in 2014 to 55% in 2025.

CWIS2 also promotes two longer-term objectives, aligning with the DfT's Gear Change and Transport Decarbonisation Plans and HM Government's Net Zero Strategy, to:

- » Increase the percentage of short journeys in towns and cities that are walked or cycled to 50% in 2030 and to 55% in 2035.
- » Deliver a world-class cycling and walking network in England by 2040.

CWIS2 outlines investment principles to achieve the objectives and enable everyone to walk, wheel and cycle. Central to this is a long-term investment approach to deliver high-quality infrastructure, supported by the development and delivery of LCWIPs, adherence to DfT's Cycle Infrastructure Design Guidance (LTN 1/20), and a revised Manual for Streets. The development of the Guildford Borough LCWIP supported the achievement of the CWIS2 objectives and targets locally.



Figure 8. Cover image for DfT's Gear Change



Figure 9. Cover image for DfT's Local Transport Note 1/20

### 3.2.1.2. DfT's Gear Change & Cycle Infrastructure Design (Local Transport Note 1/20) (2020)

In 2020, the DfT published Gear Change and its updated Cycle Infrastructure Design (Local Transport Note (LTN) 1/20). Both publications advance the DfT's ambitions for a step-change in the provision of cycle infrastructure, a modal shift to cycling nationally, and establishing cycling as a form of mass transit. This supports issues related to public health, well-being, the economy and local business, climate change, the environment and air quality, and congestion.

Gear Change outlines four key themes to achieve a step-change in cycling:

- » Better streets for cycling and people.
- » Cycling at the heart of decision making.

- » Empowering and encouraging Local Authorities.
- » Enabling people to cycle and protecting them when they do.

LTN 1/20 provides a refresh of national cycle infrastructure design guidance (previously LTN 2/08), reflective of latest best practices. It is intended to support the delivery of the high-quality infrastructure necessary to achieve the ambitions of the CWIS and Gear Change. Inclusive cycling is an underlying theme, so that people of all ages and abilities are considered and empowered to take up cycling.

As with the CWIS, development of the Guildford Borough LCWIP is central to achieving the ambitions of Gear Change locally. LTN 1/20 has been integrated into the LCWIP process, establishing the design aspirations of schemes identified as part of the LCWIP.

### 3.2.1.3. DfT's Decarbonising Transport: Setting the Challenge (2020)

The strategy sets out the evidence and DfT's vision for the decarbonisation of the transport system. Transport is the largest contributor to UK domestic greenhouse gas emissions, contributing around 34% of all carbon dioxide emissions in 2019.

The strategy identifies six strategic priorities:

- » Accelerating modal shift to public and active transport.

- » Decarbonisation of road vehicles.
- » Decarbonising how we get our goods.
- » Place-based solutions.
- » UK as a hub for green transport technology and innovation.
- » Reducing carbon in a global economy.

Development of the LCWIP has been aligned with accelerating the shift to active modes and supports place-based solutions.

### 3.2.1.4. DfT's Decarbonising Transport: A Better, Greener Britain (2021)

The Transport Decarbonisation Plan (TDP) sets out a series of actions to decarbonise transport by 2050 and deliver against the UK Government's carbon budgets, focusing on 'in use' greenhouse gas (GHG) emissions from transport.

The TDP retains the six strategic priorities identified in 'Decarbonising Transport: Setting the Challenge', and outlines a range of measures to support these priorities. Related to active travel, these reiterate many of the actions and commitments of the CWIS and Gear Change, including:

- » Investing £2 billion on walking and cycling over five years with the aim that half of all journeys in towns and cities will be cycled or walked by 2030.
- » Delivering a world class cycling and walking network in England by 2040.
- » Creation of Active Travel England (ATE) to promote walking and cycling and act as statutory consultee in the planning process.

» Funding for electric cycle trials.

The Guildford Borough LCWIP is a fundamental element of the national policy strategy and identifying walking and cycling network improvements at the local level.

#### 3.2.1.5. Inclusive Transport Strategy: Achieving Equal Access for Disabled People (2018)

The Inclusive Transport Strategy was published in 2018 with an ambition to deliver a transport system that enables disabled people to access and use it confidently. This report highlights a need to consider the requirements of all kinds of disabilities, such as cognitive or sensory impairments, permanent nerve damage, back conditions, and visual impairment, amongst others.

Beyond improving public transport access to better accommodate disabled passengers, it aims to promote developments of a wide range of inclusive physical transport structures, including:

Development of an inclusive pedestrian environment to enable disabled people to move around freely.

Pedestrian infrastructure should support access to other modes of transport, such as railways and buses.

If using a cycle, whether as a mobility aid or not, disabled people should be able to use inclusive cycle infrastructure to support their journey.

If travelling to a hospital, a disabled person should have a route from their home to the hospital that is accessible without needing a car.

Inclusive design principles are integral to active travel and should be incorporated into design development in future, as key walking and cycling routes identified in the LCWIP are advanced for infrastructure improvements.

#### 3.2.1.6. DfT's LCWIP Technical Guidance (2017)

To assist local authorities, the DfT published guidance which broadly outlines the core elements and tasks that should be considered when developing an LCWIP. The methodology is intended to be flexible and adaptable to a given local authority's context, geographic scope, and resources. The study approach used for the Guildford Borough LCWIP reflects the DfT guidance.

#### 3.2.1.7. DfT's Manual for Streets (2010 & 2007)

Manual for Streets (MfS) is the UK Government guidance for street design practitioners. It is comprised of MfS1 (2007) which explains how to design, construct, adopt and maintain new and existing residential streets, and MfS2 (2010) which expands on the design advice in MfS1 to include how to plan and improve busy urban and rural streets. Both documents provide useful information on designing less motor traffic-centric streets and their aim is to promote designs that meet the needs of pedestrians and cyclists.

## 3.2.2. Regional Policy Context

### 3.2.2.1. Surrey County Council Local Transport Plan (LTP4) (2022)

Surrey's LTP4 sets the vision for the transport system in Surrey in 2032 and beyond. It marks a step change for transport in Surrey and is closely aligned with SCC's Climate Change Strategy and Surrey's commitment to achieving net zero carbon emissions by 2050.

The vision of LTP4 is:

"A future-ready transport system that allows Surrey to lead the UK in achieving a low-carbon, economically prosperous, healthy and inclusive county with excellent quality of life for all residents, whilst seeking to enhance both the built and natural environments."

Objectives of the LTP4 include to enable a greener future; to grow a sustainable economy, so that everyone can benefit; to empower communities; and, to tackle health inequality.

Shifting travel patterns aims to follow the sustainable travel hierarchy (see Figure 10), prioritising walking, wheeling and cycling over less sustainable modes. This would be through the delivery of facilities which make active travel more convenient, pleasant, and safe.

Key policy areas in LTP4 that are particularly pertinent to the LCWIP include:

» Planning for Place: Plan, design and improve local neighbourhoods to reduce the number and length of car trips.

- » Active Travel and Personal Mobility: Prioritising walking and cycling to improve the health of the county – this policy area includes the sustainable transport hierarchy, which prioritises walking and cycling over less sustainable modes. The aim is to shift more journeys to sustainable modes by providing facilities to encourage many more journeys to be made actively (i.e., walking, wheeling, cycling).
- » Public/Shared Transport: Working with operators to improve journeys on public and shared transport. This includes reviewing opportunities to improve the walking and cycling networks that provide access to public transport services, with the aim of making them more direct, safer, easier to negotiate and more attractive to all sectors of the population.
- » Demand Management for Cars: Introducing measures to shift the priority from vehicles to active travel.
- » Supporting Behaviour Change: Raising awareness to encourage more walking, cycling and use of public transport and electric vehicles.
- » Protecting the Environment: Identifying and avoiding the impacts proposals may have on the environment wherever possible.

Development of the Guildford Borough LCWIP is critical to achieve LTP4 objectives. The LCWIP identifies potential infrastructure measures to encourage a modal shift to active travel, a shift to public transport by improving access to these services, and behavioural change. It also supports ‘planning for place’

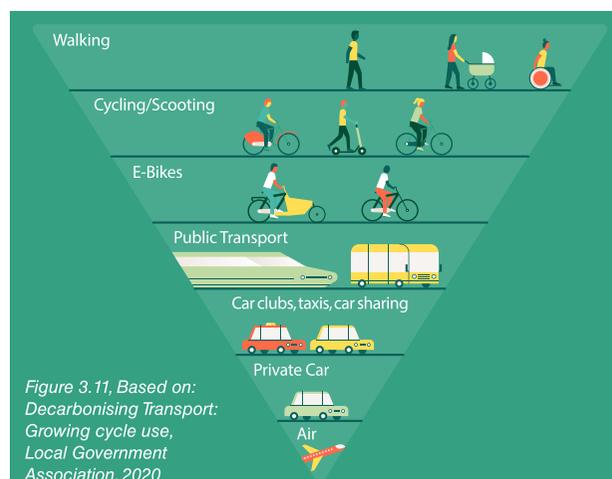


Figure 10. LTP4 - Sustainable travel hierarchy: The sustainable travel hierarchy ranges from walking as the most sustainable travel mode, through to air travel as the least sustainable. Figure 3.11 from the LTP4 illustrates the types of travel option at each level. Source: SCC LTP4

and place making strategies of LTP4 which avoid the need to travel.

### 3.2.2.2. A New Rail Strategy for Surrey (2021)

A New Rail Strategy for Surrey was published by Surrey County Council in 2021. This new strategy sets out how rail can contribute to a greener future, growing a sustainable economy, empowering communities, and tackling health inequality.

Five strategic aims which the rail network can assist in delivering over the next 30 years are as follows:

- » Achieving transport decarbonisation.

- » Responding to change in the rail sector.
- » Encouraging good growth and a sustainable economy.
- » Increasing access for all.
- » Developing an attractive, high-quality rail network.

These strategic aims, combined with an assessment of feasibility and acceptability, have been used to identify a core set of interventions which SCC can support through directly supporting schemes, gaining stakeholders support and monitoring delivery. The strategy has identified a need for a renewed focus on improving stations to benefit local communities and utilise their potential for supporting sustainable local economic growth.

The Guildford Borough LCWIP supports these aims through improving access to train stations by walking and cycling, incorporating the rail network into the improved cycling and walking networks across the Borough.

### 3.2.2.3. Surrey’s Climate Change Strategy (2020)

Surrey’s Climate Change Strategy sets out Surrey County Council’s commitment to tackle climate change and support the UK’s target of achieving net zero carbon emissions by 2050. It provides a joint framework for collaborative action on climate change across Surrey’s local authorities and other partners.

The strategy sets a target of a 60% emissions reduction in the transport sector by 2035, and identifies the following ambition for the transport sector:

“Deliver and promote an integrated, accessible, affordable and reliable public and active (walking or cycling) transport system across the County, thereby reducing journeys and improving local air quality for improved health and well-being of our residents.”



Figure 11. Surrey's Climate Change Strategy document. Source: SCC.

Development and implementation of LCWIPs throughout Surrey is one of the actions of the Climate Change Strategy. Delivery of the Guildford Borough LCWIP will provide high quality infrastructure to support and encourage modal shift to active travel options, and hence support achievement of the Climate Strategy targets and ambitions.

#### 3.2.2.4. Surrey Cycle Strategy (2014)

The Surrey Cycle Strategy was developed as part of the previous Surrey Transport Plan (LTP3), and sets out SCC's aim and approach for cycling in Surrey for the period to 2026. The aim of the strategy is 'more people in Surrey cycling, more safely.'

A key action of the strategy was the development of local cycling plans for each of Surrey's 11 districts and to identify and

deliver cycling improvements, reflecting local priorities and circumstances.

Another core objective relevant to the LCWIP is to 'improve infrastructure to make cycling a safe, attractive and convenient mode of transport for people of all ages and levels of confidence.' The Strategy presents principles by which cycling infrastructure should be designed and delivered, as follows:

- » Inclusivity.
- » Safety and security.
- » Comfortable and well maintained.
- » Continuous.
- » Go where people want to go.

The above are consistent with the aims of the LCWIP and with the recent LTN 1/20 guidance. The core design principles were considered as part of the network development and identification of infrastructure improvements as part of the Guildford Borough LCWIP.

SCC are currently developing an Active Travel Strategy in line with their LTP4. This strategy will consider walking, wheeling, cycling and scooting, and will highlight the role of cycling in relation to SCC's Climate Change Strategy. The strategy will align with the DfT's Gear Change policy.

#### 3.2.2.5. Rights of Way Improvement Plan (ROWIP) (2014)

The Rights of Way Improvement Plan (ROWIP) is a part of the Surrey Transport Plan (LTP3). It is intended to identify the changes to be made in respect of the management and improvements to the local rights of way

network, in order to meet the Government's aim of better provision for walkers, people cycling, equestrians and people with mobility difficulties.

The ROWIP identifies five objectives:

- » To improve accessibility to services, facilities and the wider countryside along rights of way.
- » To improve connectivity of rights of way and to reduce severance.
- » To improve the quality of the public right of way network.
- » To increase recreational enjoyment.
- » To secure coordinated implementation of the ROWIP with the available resources.

The ROWIP will help to facilitate improvements that can contribute to improved public health and well-being, help to reduce emissions, and reduce congestion. Improvements to the rights of way network are integrated with other Surrey plans and strategies, including the Cycle Strategy.

There are 3,444km of rights of way across Surrey, of which 620 km is in Guildford Borough. This off-road network is a key component of the broader active travel network, providing opportunities to improve network connectivity and more direct links for pedestrians and cyclists.

The Guildford Borough LCWIP promotes and adopts the core objectives of the ROWIP, particularly improving accessibility and connectivity and reducing severance as part of the identified walking and

cycling routes. Development of the LCWIP supports more attractive walking and cycling routes to connect leisure, residential and employment areas.

The ROWIP is currently being updated, and a public consultation was held in early 2024.

#### 3.2.2.6. Surrey Future (2013)

Set up in 2013, Surrey Future brings together Surrey's Local Authorities and business leaders to agree the investment priorities to support the county's economy. It considers how to manage planned growth sustainably, both in Surrey and on its borders. As part of Surrey Future, the following plans have been developed: Surrey Community Vision 2030, Surrey 2050 Place Ambition (2019) and Surrey Infrastructure Study (2017).

#### 3.2.2.7. Surrey Community Vision 2030

The Vision sets out an aim for people in Surrey to 'live healthy and fulfilling lives'. This could be supported through a modal shift towards cycling and walking. The aims and objectives of the Guildford Borough LCWIP therefore align with and support this aim put forward in the Surrey Community Vision 2030.

#### 3.2.2.8. Surrey 2050 Place Ambition (2019)

The vitality of Surrey's places and communities is at the heart of what defines the approach to "good growth" set out in the Surrey 2050 Place Ambition. Its vision is for a county of well-functioning and connected places, with healthy communities and a high quality of life.

The Surrey 2050 Place Ambition seeks to support 'good growth' for Surrey which:

- » Is proportionate and sustainable, focusing on the places where people both live and work.
- » Supports overall improvements to the health and well-being of our residents.
- » Is supported by the necessary infrastructure investment - including green infrastructure.
- » Delivers high quality design in our buildings and public realm.
- » Increases resilience and flexibility in the local economy.
- » Builds resilience to the impacts of climate change and flooding.
- » Is planned and delivered at a local level while recognising that this will inevitably extend at times across administrative boundaries.

The Guildford Borough LCWIP supports the ambitions for 'good growth' through the development and promotion of high-quality active travel networks. This will support improved local access and connectivity, enhancing the sense of place within local communities, and health and environmental benefits.

#### 3.2.2.9. Surrey Infrastructure Study (2017)

The Surrey Infrastructure Study (SIS) presents a technical evidence base of Surrey's infrastructure needs to 2031. It presents an overview of growth patterns and the infrastructure projects needed to support such growth, their costs, how much funding has already been secured or is expected toward their delivery and the funding gap for the period up to 2031. It considers education,

health and social care, community, green infrastructure, utility, transport, flood defences and emergency services.

Within the context of active travel and the LCWIP, the SIS notes that high levels of cycle ownership in Surrey indicate significant suppressed demand for cycling. However, there are a number of issues and challenges, including but not limited to:

- » The need to equip different road users with the skills to share the road safely.
- » The challenge of achieving cycle infrastructure segregation on narrow, congested roads.

A series of walking and cycling improvements from the provision of new cycle corridors to the widening of footways is required across all local authorities within Surrey in town centres and at busy junctions, not only to enhance connections for pedestrians and cyclists but to also improve access to public transport.

The development of this LCWIP helps to address this need. Improving access to public transport, particularly railway stations, will be a key factor in identifying proposed walking and cycle corridors in the LCWIP.

#### 3.2.2.10. Surrey County Council Sustainable Modes of Travel to School Strategy

SCC have produced a Sustainable Modes of Travel to School Strategy which aligns with and contributes towards the LTP4, specifically in terms of delivering the 'shift' and 'improve' principles detailed in the local transport plan.

The strategy will be delivered according to three key themes:

- » Promotion: highlighting the benefits of sustainable travel.
- » Skills and knowledge: providing training and education to improve children's and parents' confidence and ability to travel sustainably and safely.
- » Improving the journey: developing infrastructure and services in support of sustainable modes.

The strategy seeks to deliver several benefits including building children's confidence in travelling to school, daily physical activity, road and pedestrian safety, improved air quality and reduced congestion outside schools.

The strategy will be delivered via a number of initiatives and training available to schools provided by SCC's Safer Travel Team. These initiatives include Modeshift Stars; Feet First: Walking Training; and, Bikeability Cycle Training.

The Guildford Borough LCWIP supports the development and promotion of high-quality active travel networks, which could support parents and children in travelling to school via sustainable modes.

### 3.2.3. Local Policy Context

#### 3.2.3.1. Guildford Local Plan

The Guildford Local Plan sets out the vision for new development in Guildford Borough up to 2034, and aligns with the National Planning Policy Framework. The Local Plan consists of two parts:

- » Local Plan: Strategy and Sites 2015-2034 (Part 1, adopted 2019).
- » Local Plan: Development Management Policies (Part 2, adopted 2023).

Part 1 sets out the vision, aims and strategy for Guildford and identifies locations of sites allocated for development. Part 2 supports the strategic policies set out in Part 1 and provides detailed development management policies. The Local Plan is accompanied by an Infrastructure Schedule which identifies key infrastructure required to facilitate the development set out in the Plan. The development of the LCWIP considered the site allocations identified in the Local Plan to support future growth.

The spatial vision set out in Part 1 outlines the plan for sustainable growth across Guildford Borough, and will be achieved via thirteen strategic objectives aligned to four core themes each with a specified ambition:

- » Society: Improving the lives of our residents by making Guildford a place where everyone is truly valued.
- » Environment: To maintain, conserve and enhance the environment and balance

the needs of all residents and visitors with the desired outcome of improved overall well-being.

- » Economy: To encourage economic growth through knowledge, innovation and creativity, improving employment opportunities available to all residents and businesses and supporting rural businesses.
- » Infrastructure: To work effectively with partners to ensure that there is appropriate infrastructure in place for existing communities as they expand and move towards a sustainable transport system with improved public transport and less reliance on the car.

Specifically related to this LCWIP, Part 1 sets out strategic objective 13:

'to deliver an integrated, accessible and safe transport system, balanced in favour of sustainable transport modes, to facilitate sustainable development'

The Local Plan sets out a number of policies related to active travel including Policy ID3: Sustainable Transport for New Developments and Policy ID9: Achieving a Comprehensive Guildford Borough Cycle Network. The most relevant aspects of Policy ID3 in relation to the LCWIP are:

- » (1) New development will be required to contribute to the delivery of an integrated, accessible and safe transport system, maximising the use of the sustainable transport modes of walking, cycling and the use of public and community transport.

- » (2) New development will be required, in so far as its site's size, characteristics and location allow, to maximise:
  - (a) the provision of high-quality, safe and direct walking and cycling routes within a permeable site layout, with priority over vehicular traffic, that facilitates and encourages short distance trips by walking and cycling.
  - (c) the improvement of existing cycle and walking routes to local facilities, services, bus stops and railway stations, to ensure their effectiveness and amenity.

Policy ID9 was developed following the findings of the Guildford Cycle Route Assessments Report. Further detail of this report is provided later in this section. The policy aims to facilitate the development of a high-quality comprehensive cycle network which enhances and expands current provision and supports accessibility. It is the starting point for the identification of improvements, primarily for utility cycling, provided and/or funded by new development.

Policy ID9 anticipates the development of the LCWIP, stating that:

- » (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.

In February 2024, it was agreed by Guildford Borough Council that an update to the

Local Plan Part 1 was necessary. First phases considering the budget, timetable and scope are anticipated to be complete before the end of 2024.

### 3.2.3.2. Sustainable Movement Corridor (SMC)

The “Sustainable Movement Corridor” (SMC) was first devised during Local Plan preparation in the Guildford Town and Approaches Movement Study 2015. It is a route through the Guildford urban area intended to provide a “priority pathway through the town for pedestrians, cyclists and public transport”.

The SMC was seen as necessary to deliver the level of strategic planned growth in the Guildford urban area in a sustainable way and will therefore serve the new communities at Blackwell Farm, Slyfield Area Regeneration Project (now Weyside Urban Village), and Gosden Hill Farm. It will link to Guildford town centre and other key trip generators including the University of Surrey’s Stag Hill campus, Surrey Research Park and Royal Surrey County Hospital area to the west, and Guildford College, the Guildford Spectrum leisure complex and Slyfield Industrial Estate to the east and north. Within the Local Plan: Strategy and Sites 2015-2034 a number of site-specific policies refer to the SMC and within the Local Plan: Development Management Policies, Policy ID9 makes reference to the SMC as part of delivery a comprehensive network of cycle routes across the borough. The Guildford Borough Infrastructure Delivery Plan breaks the SMC down into 6 components - SMC1 to 6.

### 3.2.3.3. Guildford Cycle Route Assessments Report (2020)

GBC commissioned a study to look at cycling in the Guildford urban area. The Guildford Cycle Route Assessments report included a feasibility study of cycle corridor assessments, cycle parking audits and a review of wayfinding.

The study consisted of two stages.

Stage 1: Assessment of existing provision

This stage included:

- » Assessment of the highway network based on Bikeability skill level.
- » Audit of cycle parking and usage.
- » Review of cycle direction signage.

Stage 2: Identification of interventions

This stage included:

- » Cycle parking proposals.
- » Prioritised interventions to improve key routes.
- » Any further infrastructure required to support cycling levels and/or safety.

The report sets out a proposed cycling network to encourage mode shift to cycling, supported by recommendations for a prioritised packaged of interventions. This network advocates the implementation of a coherent network to support cycling as well as walking.

These proposed connections are as follows:

- » 1. Walnut Tree Close to Grange Road/ Stoughton Road junction
- » 2. Guildford station to Surrey Research Park
- » 3. Town Centre to Blackwell Farm
- » 4. Orbital route
- » 5. Guildford Station to Stoughton North (Salt Box Road)
- » 6. Manor Road to Stoughton North
- » 7. Woodbridge Hill to Bellfields
- » 8. Ash Grove to Boxgrove Road
- » 9. Town Centre to Slyfield Industrial Estate and Jacob's Well
- » 10. London Road (Town Centre to Burpham)
- » 11. London Road station to Merrow Business Park
- » 12. Town Centre to Shalford
- » 13. London Road Station to Guildford station
- » 14. Town Centre area measures
- » 15. Burpham to Jacob's Well

The typologies of these suggested connections are outlined, and a number of suggested interventions for each route are detailed. Interventions include bus gates, modal filters, cycle crossings, junction improvements and bridges (new/upgrade/replacement).

This network was used in the development of the Guildford Borough LCWIP, and proposals outlined in this LCWIP build upon these findings.

## 3.3. Relevant Schemes

### 3.3.1. Neighbouring Borough LCWIPs

The Guildford Borough LCWIP is part of Surrey's broader programme to develop LCWIPs county-wide (see Figure 12).

LCWIPs have been adopted, or are in the process of being developed, across Surrey and neighbouring authorities. These plans were considered during the development of the Guildford Borough LCWIP to ensure there is a coherent strategy for developing the regional walking and cycling network across political boundaries.

Figure 13, following page, illustrates Phases 1, 2 and 3 of the proposed cycle network for the surrounding areas.

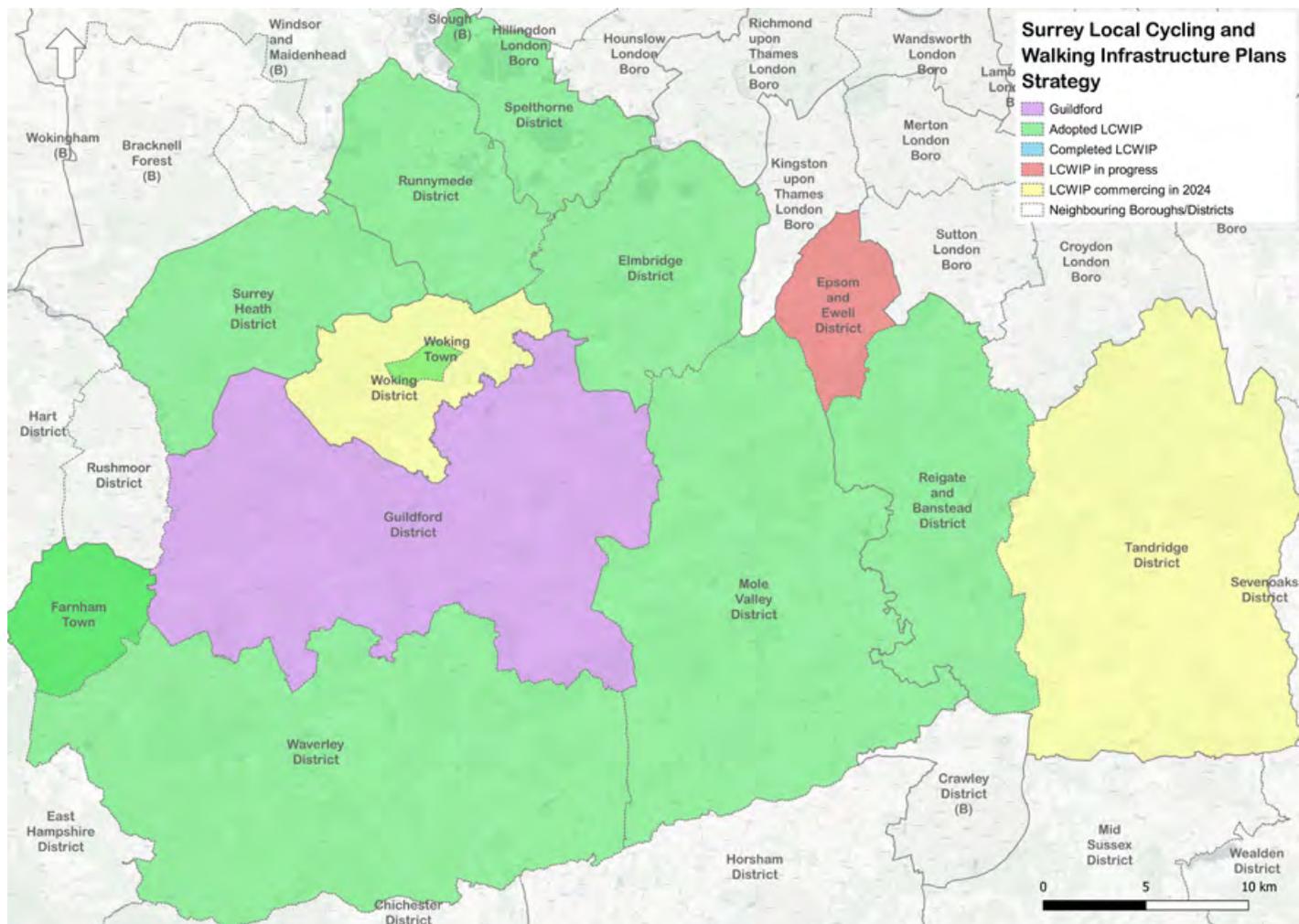


Figure 12. Concurrent or completed LCWIPs across Surrey (as of May 2024)

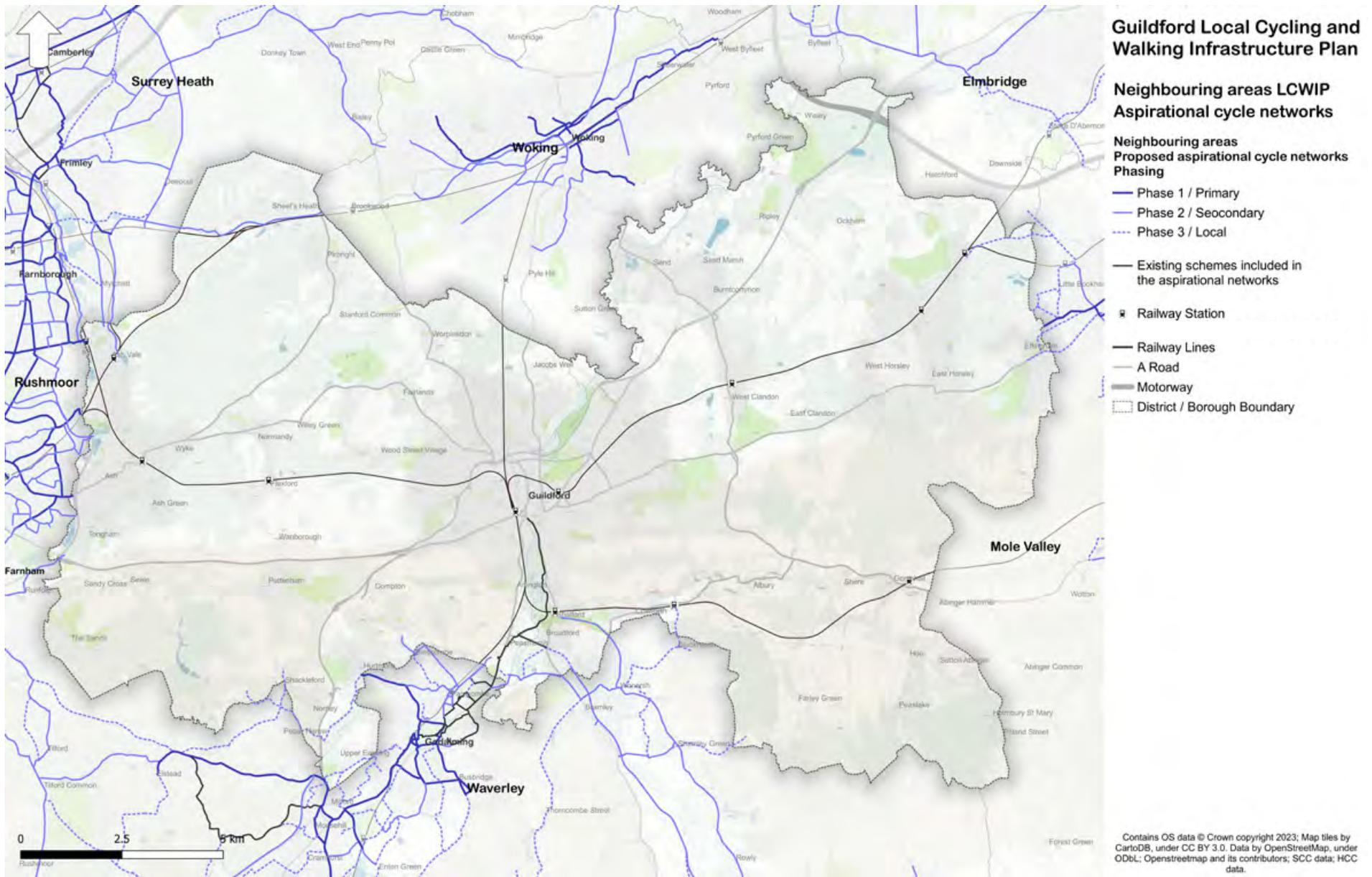


Figure 13. Neighbouring areas LCWIP (as of May 24)

### 3.3.2. Relevant Schemes Across Guildford Borough

There are a number of schemes being developed or are in progress across Guildford Borough. Figure 14 and Figure 15 (following pages) show the location of relevant schemes in the Borough. Detail of these schemes is provided in this section.

### 3.3.3. M25 Junction 10/A3 Wisley Interchange

The M25 Junction 10 improvements seek to reduce congestion and improve safety and reliability through upgrading the junction. The improvements include:

- » New and safer routes for cyclists, pedestrians and horse-riders.
- » A larger roundabout with extra lanes to increase capacity.
- » An additional lane on the A3 in both directions from Ockham and Painshill Junctions.

The cycling, walking and horse-riding routes seek to deliver improvements to the network of footpaths and bridleways in the area, and include a 5km route across Wisley and Okkham Commons, and five new bridges over the M25 and A3. These improvements will be accompanied by designated funds schemes linked to the scheme.

Construction of the scheme started in Summer 2022 and will end in Summer 2025.

The walking and cycling networks proposed in the Guildford Borough LCWIP will complement

the improvements delivered through the M25 Junction 10 scheme.

### 3.3.4. Shaping Guildford's Future - Guildford Masterplan (2022)

GBC's Stage 2 Report Guildford Masterplan for Guildford Town aligns with GBC's Corporate Plan 2021-25, and has been developed through engagement with the public and councillors.

The Masterplan sets out the following vision:

'To create a new heart of historic Guildford along its waterfront, and provide new homes, jobs and community facilities to support the sustainable development of Guildford.'

The Masterplan focuses on four key principles:

- » Sustainable movement.
- » Public spaces and places.
- » Development zones
- » Environment.

Within the sustainable movement principle, strategies for walking and cycling in Guildford Town are set out:

- » An uninterrupted north to south pathway for pedestrians and cyclists on both sides of the River Wey.
- » Connecting the historic core to the waterfront and, with the creation of a brand new Town Square on the waterfront, to support the vibrancy and future of the town centre.

- » Connecting east to west across the geographical barriers of the train lines and River Wey.

This is supported by further strategies for vehicular movement, and a wider sustainable transport strategy to address existing transport infrastructure challenges in Guildford. The strategy seeks to:

- » Facilitate town centre growth.
- » Reduce carbon.
- » Improve health.

This strategy will be achieved through a toolkit of initiatives, including active travel, buses and park and rides.

#### 3.3.4.1. SCC Schemes

To support sustainable growth and prevent future gridlock across Surrey, SCC has proposed a range of transport schemes. These works include the upgrading of existing routes and the introduction of new infrastructure to support active travel patterns. As part of the LTP3 Cycling Strategy, SCC identified some schemes and routes which have been considered in the LCWIP infrastructure plan.

#### 3.3.4.2. Unlocking Guildford Programme

The Unlocking Guildford programme is led by SCC, GBC and the Environment Agency, and consists of six projects seeking to address existing issues in the transport network in order to support growth.

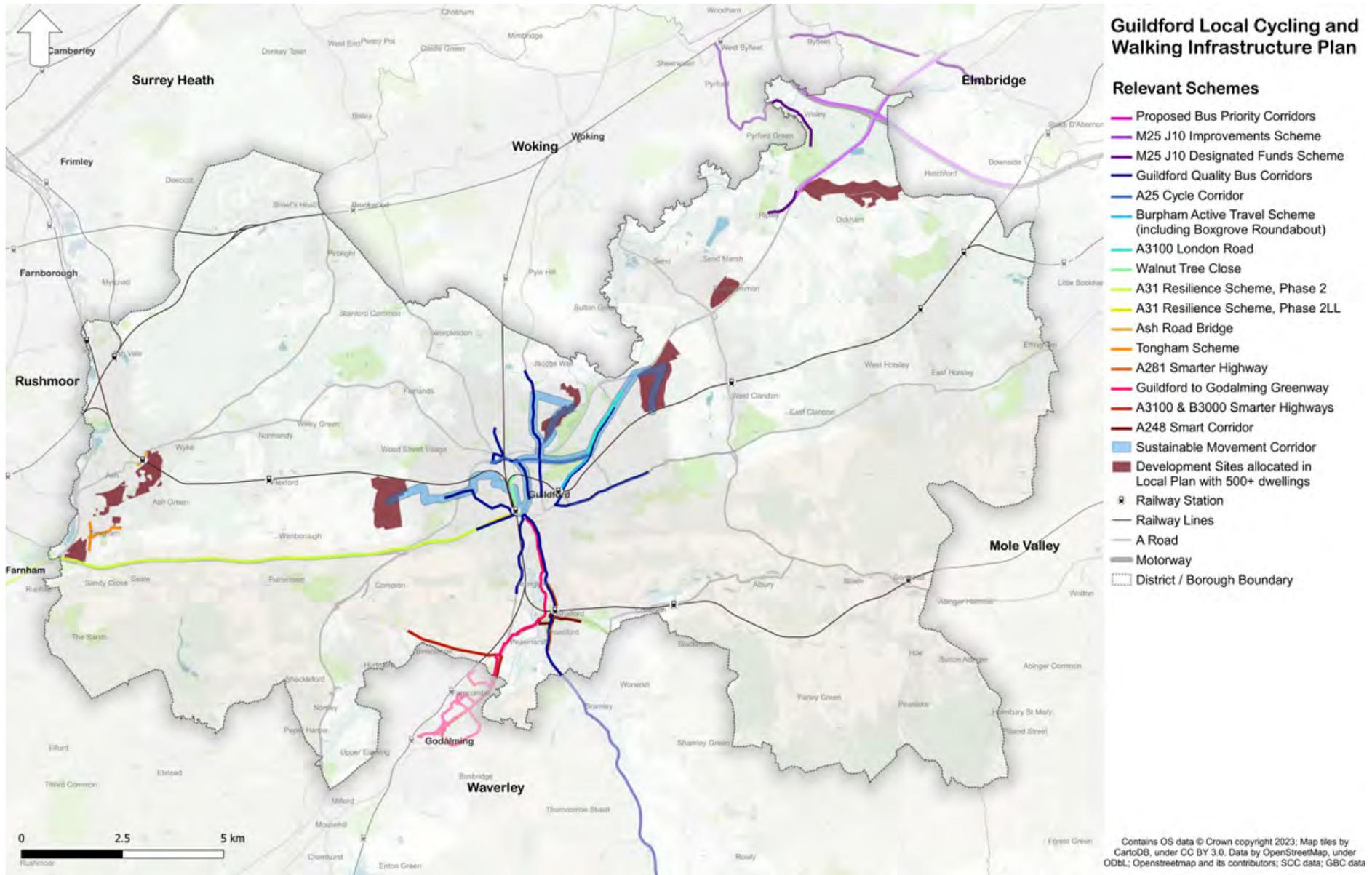


Figure 14. Future Transport Schemes

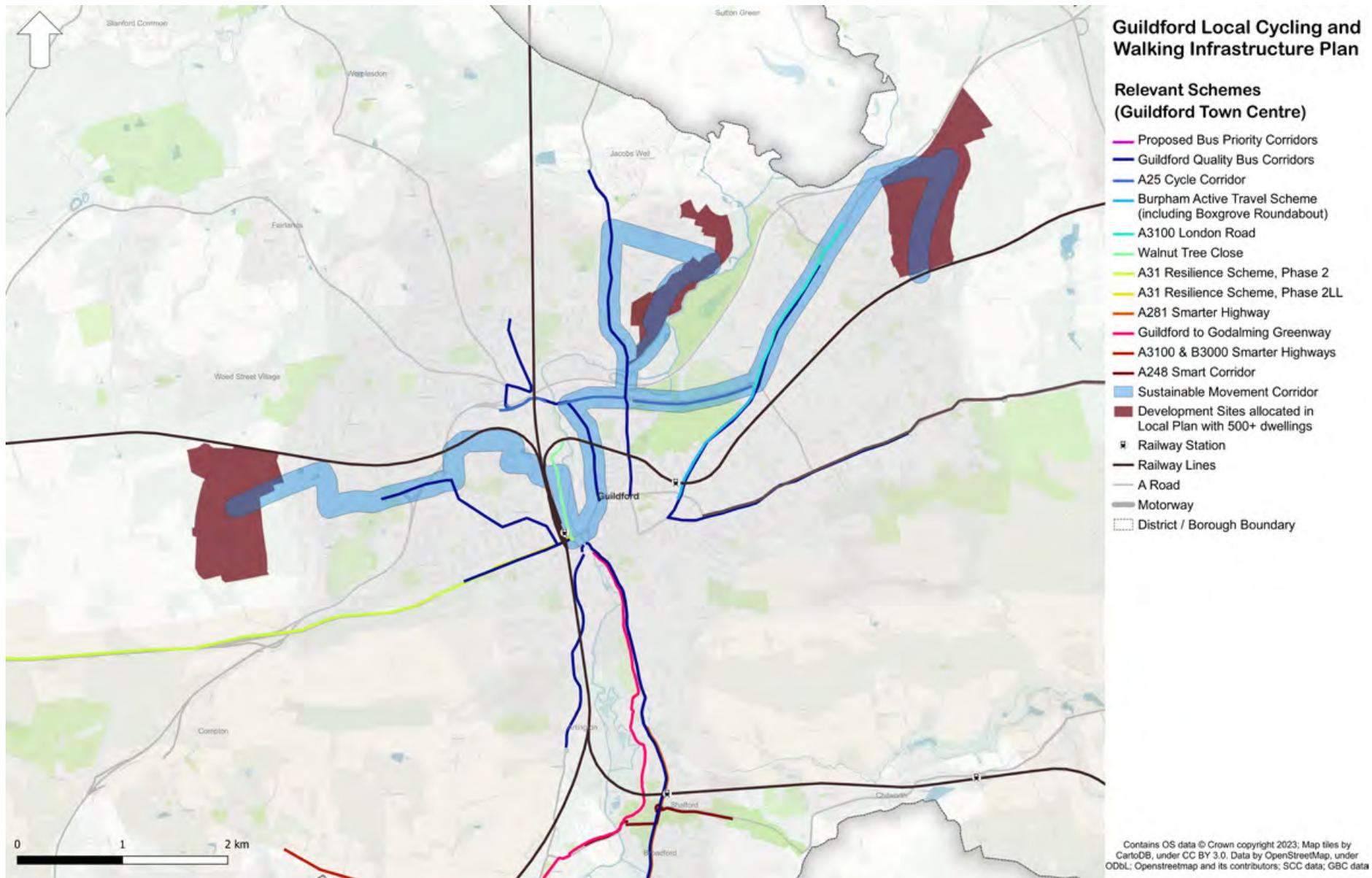


Figure 15. Future Transport Schemes (Guildford Town Centre)

These projects are:

- » Guildford Quality Bus Corridors.
- » A31 Resilience.
- » Blackwater Valley Hotspots.
- » Town Centre Approaches.
- » Sustainable Movement Corridor West (SMC1).
- » Town Centre Flood Alleviation.

Public consultation on these projects was undertaken in 2018, and these schemes are now being developed. Further detail on the some of these schemes, where relevant to the LCWIP, is provided below.

#### 3.3.4.3. Guildford to Godalming Greenway

The proposed Guildford to Godalming Greenway is a joint project between SCC, Waverley Borough Council (WBC) and Guildford Borough Council (GBC), and seeks to “provide a more continuous, attractive and safer walking and cycling route between Guildford and Godalming”. The proposed Greenway would provide a 7km off-carriageway walking and cycling route between Guildford and Godalming, providing a safe and accessible alternative to busy roads.

The proposal aims to support and facilitate a shift to active travel modes in the context of a climate emergency, alongside improving cyclist safety, and both delivering new walking and cycling infrastructure, and improving the quality of existing infrastructure.

A public consultation on the proposals was undertaken between October and November 2021, with comments received online via the Commonplace platform. The

proposed route consulted on consisted of the following sections:

- » Guildford Town Centre to Broadford Road.
- » Broadford Road to King’s Road.
- » King’s Road to Godalming Town Centre.

The proposed scheme connects to the cycling and walking routes proposed in this LCWIP, with the proposed interventions for the Shalford CWZ and Cycle Corridor 47 complementing those proposed in the Guildford to Godalming Greenway (at the time of report writing).

#### 3.3.4.4. Guildford Quality Bus Corridors

The Guildford Quality Bus Corridors scheme, led by SCC, seeks to improve bus services along selected corridors in Guildford. The scheme aims to increase ridership and bus reliability, and reduce bus journey times.

The scheme includes a combination of highways improvements, intelligent traffic signals, improved bus stops, and the introduction of electric buses on park and ride services.

The project is focused on principal bus corridors in Guildford, which are as follows:

- » Epsom Road corridor - Epsom Road eastwards towards Merrow.
- » London Road corridor - London Road northeast towards Burpham.
- » Woking Road corridor - Stoke Road and Woking Road northwards towards Bellfields and Jacobs Well.

- » Woodbridge Road corridor - Woodbridge Road northwest towards Woodbridge Hill and Stoughton.
- » Southwest corridor - buses entering/exiting via the gyratory towards Egerton Road, Farnham Road, Arlington and Shalford.

#### 3.3.4.5. Town Centre Approaches

The Guildford Town Centre Transport Package includes multiple infrastructure schemes aiming to support walking, cycling and transport in the town centre. These schemes include the A25 cycle corridor and Walnut Tree Close.

The A25 cycle corridor scheme will upgrade and extend the existing shared use facility along sections of the A25. Multiple sections have now been completed.

The Walnut Tree Close trial scheme delivered traffic restrictions on this road, particularly aiming to reduce its use of the road as a through-road between the A25 and the gyratory. The scheme sought to reduce queuing along the road, improve safety, and support an environment to encourage walking and cycling. In March 2023 a decision was made to make this scheme permanent.

This Guildford Borough LCWIP complements these proposals, and identifies and prioritises further schemes required to address issues in the Borough’s transport network.

#### 3.3.4.6. A3100 London Road

Proposals for London Road between London Road Rail Station and Boxgrove roundabout

were originally being progressed as part of the “Guildford Town Centre Transport Package”. The scope of the project was later extended with Department for Transport’s Active Travel England funding to extend from just south of London Road Rail Station/ York Road to Burpham (including the Boxgrove Roundabout).

The Burpham Active Travel Scheme seeks to improve cycling and pedestrian facilities on London Road, aiming to support sustainable travel, and safety and accessibility for users.

The scheme includes:

- » Cycle paths on both sides of London Road.
- » Upgrades to existing roundabouts.
- » Creating new crossing points.
- » Improvements to existing junctions.
- » Upgrading bus stops.

Following a public consultation finishing in December 2023, it was decided to proceed to construction initially with the Boxgrove Roundabout scheme (Section 1) and the section between Boxgrove Roundabout and Burpham (subject to the outcome of an independent technical review).

Meanwhile it has been decided to proceed with the provision of a signalised pedestrian crossing between Clay Lane Roundabout and Great Oaks Park and a zebra crossing at Nightingale Road junction. Both crossings will be constructed in 2024/25. The scheme aims to ensure that the road is safer and more accessible for children, pedestrians and

cyclists travelling around Guildford, for now and in the future, including to and from the Spectrum Leisure Centre and local schools.

The proposed improvements included in this LCWIP complement the proposals in the A3100 London Road scheme.

#### 3.3.4.7. Sustainable Movement Corridor (SMC)

A background to the SMC, including aims and origins, is available on page 37.

A number of sections of SMC 1 (also referred to as SMC west) were delivered by Guildford Borough Council between the town centre and the key trip generators of the University of Surrey, the Royal Surrey County Hospital and the Surrey Research Park. Sections of SMC 5 (also referred to as SMC north) are now being progressed through planning conditions associated with the Weyside Urban Village development (see page 47). The aims of the LCWIP are in line with those of the SMC, and the delivery of the routes and infrastructure which are contained in the LCWIP contribute towards achieving the walking and cycling elements of the SMC.

#### 3.3.4.8. E-bike Share Scheme

SCC, GBC and the University of Surrey are introducing an E-Bike scheme, planned for late July 2024. The scheme will include at least 300 bikes and 60 bay locations. Docks will be used in certain locations where there is high footfall such as high streets and station forecourts to ensure these areas are well maintained for pedestrians. The scheme will expand

the accessibility of public transport, linking Guildford Town Centre to travel hubs, places of interest, shopping centres, and education and leisure facilities.

#### 3.3.4.9. Bus Priority Studies

In response to the UK Government’s Bus Back Better strategy (2021), SCC seeks to develop ‘bus plans’ for key areas in Surrey. The Guildford Bus Plan would provide a holistic and place-based approach, which would serve to secure funding as and when opportunities arise.

The Guildford Bus Plan is currently being progressed and will be developed in coordination with the Guildford Borough LCWIP, taking into account the interventions proposed in this LCWIP.

#### 3.3.4.10. A3 Air Quality

SCC, GBC and National Highways are working together to address air quality on the A3 in Guildford. National Highways funding has been received for the Electric Towns and Cities Initiative (ETCI) - Guildford. The scheme aims to improve air quality through encouraging a shift to cleaner vehicles and more sustainable forms of transport, without putting jobs, livelihoods and businesses at risk.

The ETCI includes three elements:

- » A3 Electric Vehicle grant scheme offering grants to businesses driving on the A3 in Guildford to switch their diesel to a new fully electric van.
- » Rapid charging network for vans, with bays and cables large enough for Light Commercial Vehicles.
- » Active travel programme supporting employers near the A3 in Guildford to promote sustainable transport alternatives to employees.

The Guildford Borough LCWIP complements this initiative, particularly the active travel element, through the LCWIP's aim to support mode shift to sustainable travel modes.

#### 3.3.4.11. Tongham Improvements

Improvements include public realm enhancement and road safety improvements in Tongham on The Street, Poyle Road and the roundabout between these roads and Grange Road. Proposals include:

- » The improvement of pedestrian crossings
- » The reduction of street clutter, including rationalisation of street signs and posts, litter bins, review of seating and replacement and introduction of new cycle stands at Poyle Road/ The Street junction.
- » Enhancements of the soft landscaped areas and the pocket park.
- » Replacement of the existing raised planters at The Street/ Poyle Road with rain gardens.

- » Implementation of the new raised table at the Roundabout junction of Poyle Road/ The Street/ Grange Road.
- » Raised table improvements near Pocket Park.
- » Single-lane priority chicanes at Poyle Road.

The proposals outlined in this LCWIP complement these proposed improvements.

### 3.3.3. Other Schemes

#### Guildford Railway Station Redevelopment

The redevelopment of Guildford Railway Station involves the transformation of the Station's car park into a new Station Quarter. The project will deliver a mixed use development comprising residential dwellings, retail and office space, a new station building, and enhanced station environment.

The project is currently under construction. The Guildford Borough LCWIP complements the improvements to be delivered at the Guildford Railway Station site.

#### 3.3.3.1. Ash Road Bridge

A new bridge is under construction across the railway line in proximity to Ash Railway Station. A shared use path will be delivered, serving pedestrians and cyclists.

The scheme will enable housing that has been allocated in the Local Plan to come forward and will close Ash Railway Station level crossing. The scheme is partially funded by GBC.

The proposals outlined in this LCWIP complement these improvements.

#### 3.3.3.2. North Street Regeneration

The North Street regeneration project will deliver a new mixed use redevelopment. The planning permission for the project was issued in late 2023.

The project seeks to deliver 471 homes, accompanied by turning North Street a vehicle restricted area and a new bus interchange, amongst other initiatives. The proposals outlined in this LCWIP complement those proposed in the North Street regeneration project.

### 3.3.4. Guildford Local Plan Strategic Sites

The Guildford Local Plan identifies three new local centres at the strategic sites of Gosden Hill, Blackwell Farm and the former Wisley airfield.

Further strategic site allocations are situated on land south and east of Ash and Tongham, where 1750 homes are proposed, and Weyside Urban Village where 1500 homes are proposed. For each strategic site, a series of requirements are set out including bus improvements, cycling and pedestrian facilities, and educational, retail, health and community facilities.

Two new railway stations are proposed in the Guildford Local Plan. Guildford West (Park Barn) would be located between Guildford Station and Wanborough Station, on the North Downs Line. The proposed train station will provide improved access to the Royal Surrey County Hospital, Surrey Research Park, University of Surrey, Surrey Sports Park, and the Park Barn residential area. Guildford East (Merrow) would be located between London Road (Guildford) and Clandon on the Guildford New Line. The proposed station will principally serve the Gosden Hill Farm site. When developed, both stations are set to be treated as a transport interchange.

#### 3.3.4.1. Blackwell Farm

The Blackwell Farm urban extension is a mixed-used development allocated in the Guildford Local Plan, containing a new local centre. The allocated area is south west of Guildford urban area, and is allocated for 1800 homes, employment, health and community space, and educational facilities including a new primary school. The development will include an extension to the existing Research Park at the site, and will be served by the proposed Sustainable Movement Corridor.

#### 3.3.4.2. Gosden Hill Farm

The Gosden Hill Farm urban extension is a mixed-use development allocated in the Guildford Local Plan, containing a new local centre. The allocated area is north east of Guildford urban area, and is allocated for 1800 homes, employment, retail, health and community spaces, and education facilities including a new primary and secondary school. The development will include a park and ride facility, and will be served by the proposed Sustainable Movement Corridor.

#### 3.3.4.3. Former Wisley Airfield

The former Wisley airfield site is a proposed new mixed-use settlement allocated in the Guildford Local Plan, containing a new local centre. The allocated site is located near Wisley, Ockham, and will include 2000 homes, employment, retail and community space and education facilities including a new primary and secondary school. The development will include an off-site cycle network providing links to key destinations.

#### 3.3.4.4. Weyside Urban Village

The Weyside Urban Village regeneration project will deliver approximately 1500 homes for Guildford. The site has been included in the Guildford Local Plan, and is located near Bellfields.

The scheme would create a new local centre with employment and retail space, and healthcare and community facilities. The scheme would also provide a new sewage treatment plant and new council depot. Sustainable travel improvements, including walking and cycling improvements, are proposed as part of this application.

Outline planning permission was granted in October 2021, and Phase 1 which will deliver 81 homes was granted permission in July 2023.

The proposals outlined in this LCWIP complement these proposed improvements.



## 4. Evidence Base / Background Data

4.1. Introduction

4.2. Relevant Data

4.3. Summary of Key Findings

## 4.1. Introduction

To develop an evidence base for the Guildford Borough LCWIP, AtkinsRéalis compiled and reviewed a range of existing spatial data. This data helped to provide an understanding of existing and potential demand, issues, and barriers for active travel. Where appropriate, the data was mapped to overlay different pieces of information. The analysis included the following data sets:

- » Key destinations.
- » Existing walking and cycling infrastructure, including Public Rights of Way (PRoW).
- » Existing public transport network.
- » Propensity to Cycle Tool.
- » Demographics, such as resident and workplace population, and car ownership.
- » Indices of multiple deprivation.
- » Potential development areas.
- » Barriers and constraints, including topography.
- » Pedestrian and cyclist collision data.
- » Public suggestions for active travel provisions.
- » Rapid cycle prioritisation toolkit.
- » Strava data.

This chapter documents and summarises the data review. This background data informed the identification of key cycling routes and core walking zones, which is discussed in Sections 3 and 4. Additional supporting map evidence can be found in Appendix 1 (separate document).

## 4.2. Relevant Data

### 4.2.1. Key Destinations

Key destinations within Guildford Borough were mapped to identify locations or clusters that attract walking or cycling trips (Figure 16). These included:

- » Commercial and high street areas.
- » Rail stations.
- » Schools.
- » Hospitals.
- » Medical centres.
- » Parks and public open space.

Guildford Town was identified as a significant commercial area. Such areas are particularly important from an active travel perspective, as they are compact areas, serving a mix of trip generators throughout the day. These are often short trips, which could easily be made by walking or cycling. Convenient access to the local high street, shops and services is also central to the '20-minute neighbourhood' strategy identified in the Surrey Transport Plan.

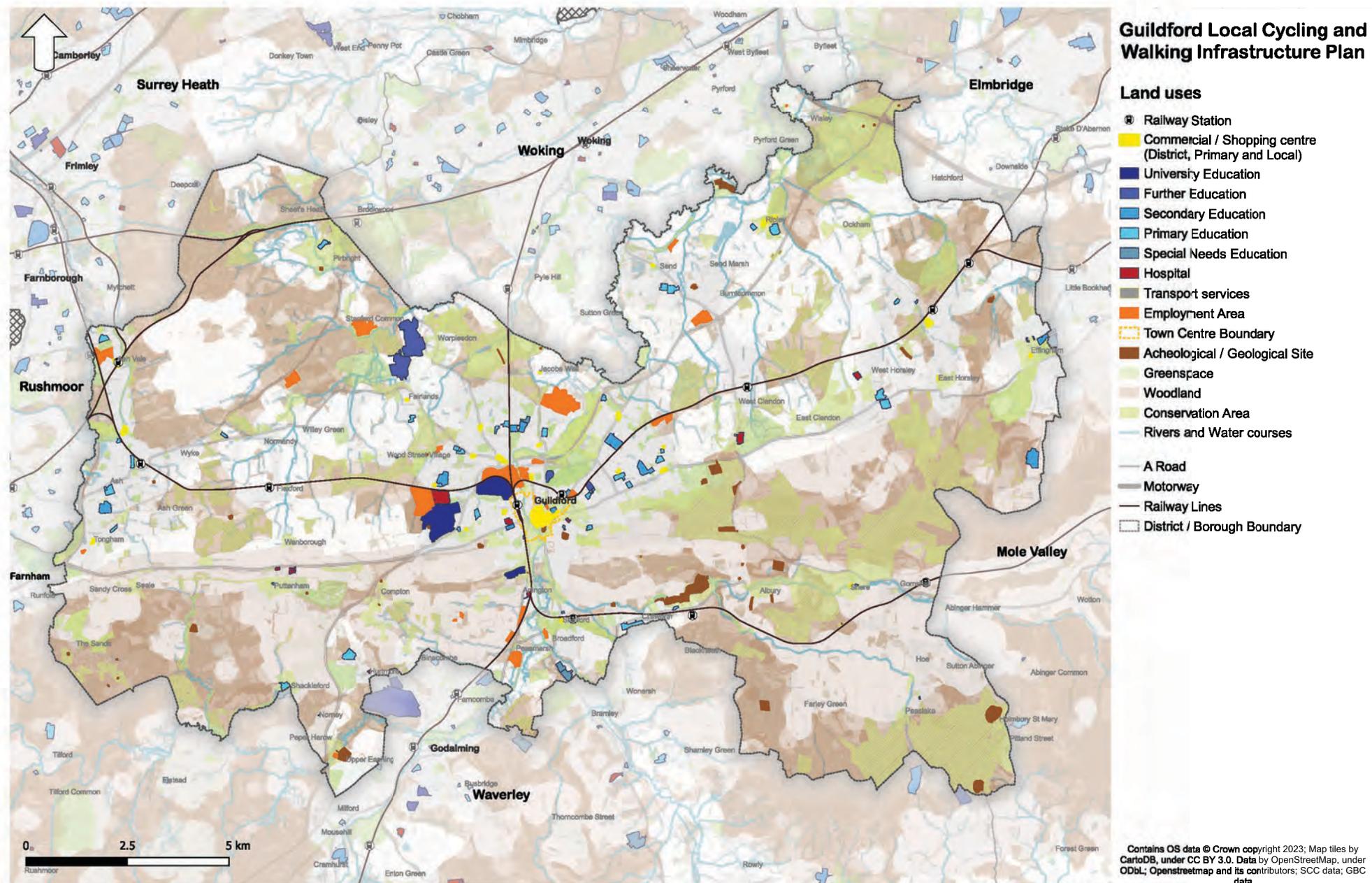


Figure 16. Key Destinations



## 4.2.2. Existing Walking and Cycling Infrastructure

Existing walking and cycling infrastructure within Guildford Borough provides a potential foundation upon which to improve and expand the walking and cycling network through the LCWIP.

Information on existing cycling infrastructure is provided through the online SCC Cycle Facilities Map. There is a mix of facility types and routes across the Borough as shown in Figure 17. Key existing routes include:

- » A3 cycle corridor connecting north east Guildford (Borough) to Guildford urban area.
- » National Cycle Network Route 22 connecting Guildford urban area to Farnham, Bramley and Woking.
- » Surrey Cycleway provides north-south connections across Guildford Borough and east-west connections between the Guildford urban area and west of the Borough.

There are a number of cycle facilities concentrated in the Guildford urban area, with numerous cycle tracks, cycle parking, crossing facilities and junction modifications to accommodate cycling.

Existing cycle facilities typically reflect earlier design guidance, and generally are not aligned with recent LTN 1/20 guidance. There are several proposed schemes to expand or improve the cycle network, as referenced in Relevant Schemes & Previous Studies.

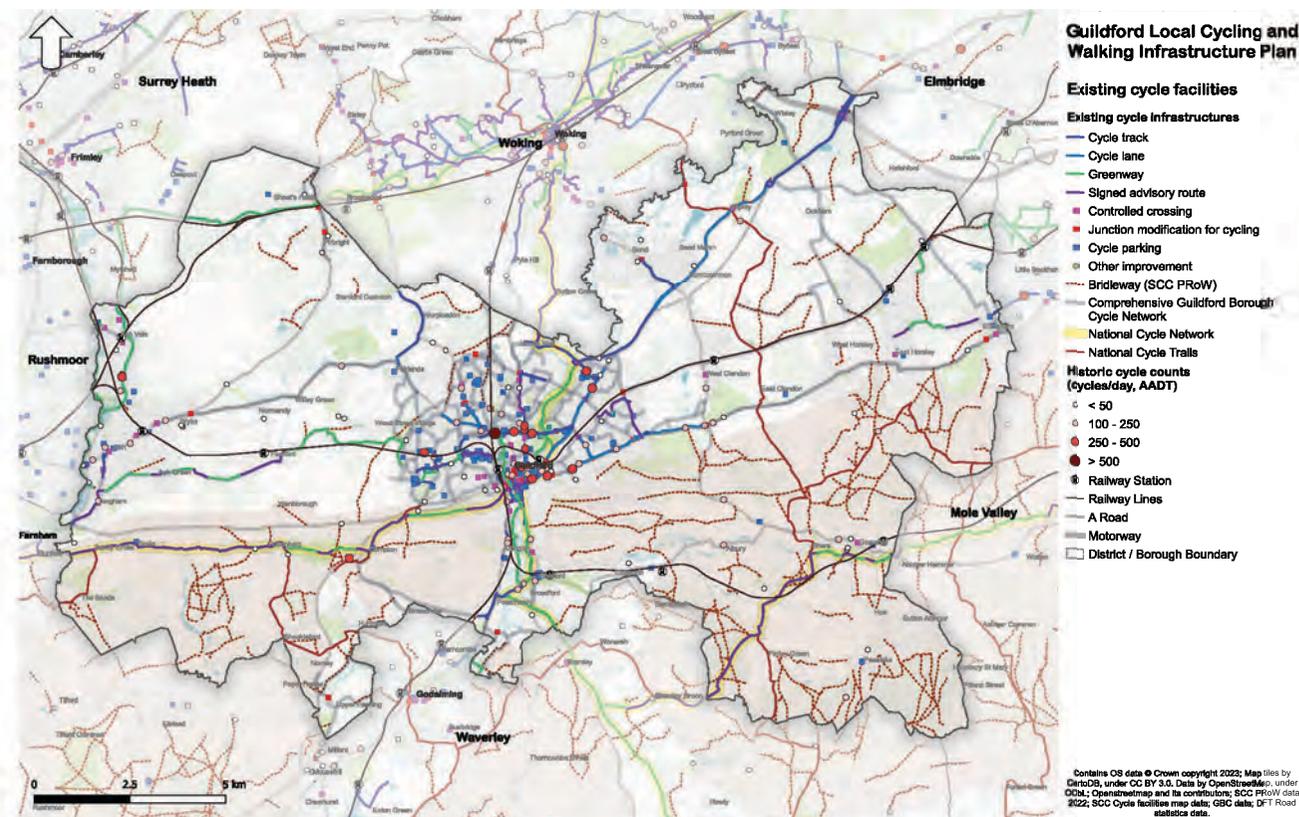


Figure 17. Existing cycling infrastructure in Guildford

Connectivity to the existing and proposed facilities, and/or improvements to these facilities, is considered as part of the LCWIP network development.

Additionally, a number of locations with historic cycle count data is available through the Department of Transport Road Traffic Statistics data portal<sup>1</sup>. Available count data

<sup>1</sup> <https://roadtraffic.dft.gov.uk/local-authorities/135>

within the study area from 2018 through 2023 is shown in Figure 17. The spot count locations indicate moderate existing cycle flows (250-500 cycles/day) in the north east and south east of Guildford town centre, Burpham, Ash and Compton. Relatively high cycle flows (>500 cycles/day) were observed in Guildford town centre. These existing cycle flows largely correspond with existing concentrations of cycle facilities. This information indicates

the high demand for cycle facilities within the Borough.

In addition to the road network, there are over 630km of footpaths and bridleways in Guildford Borough on Surrey’s public rights-of-way (PRoW) network (Figure 18). This creates a large off-road network across the Borough and is part of the area’s draw for leisure activities.

There is a concentration of this network in the south and south east of the Borough. Walking paths, including the North Downs Way, also make Guildford a popular leisure destination. However, across the Borough, these facilities do not provide a coherent network and are poorly integrated to provide connectivity and route choice options for utility walking and cycling trips, linking to the street and footway networks in urban areas.

The various types of cycle infrastructure and their extents are shown in Table 3. Similarly, the various types of PRoW present within Guildford Borough and their extents are shown in Table 4.

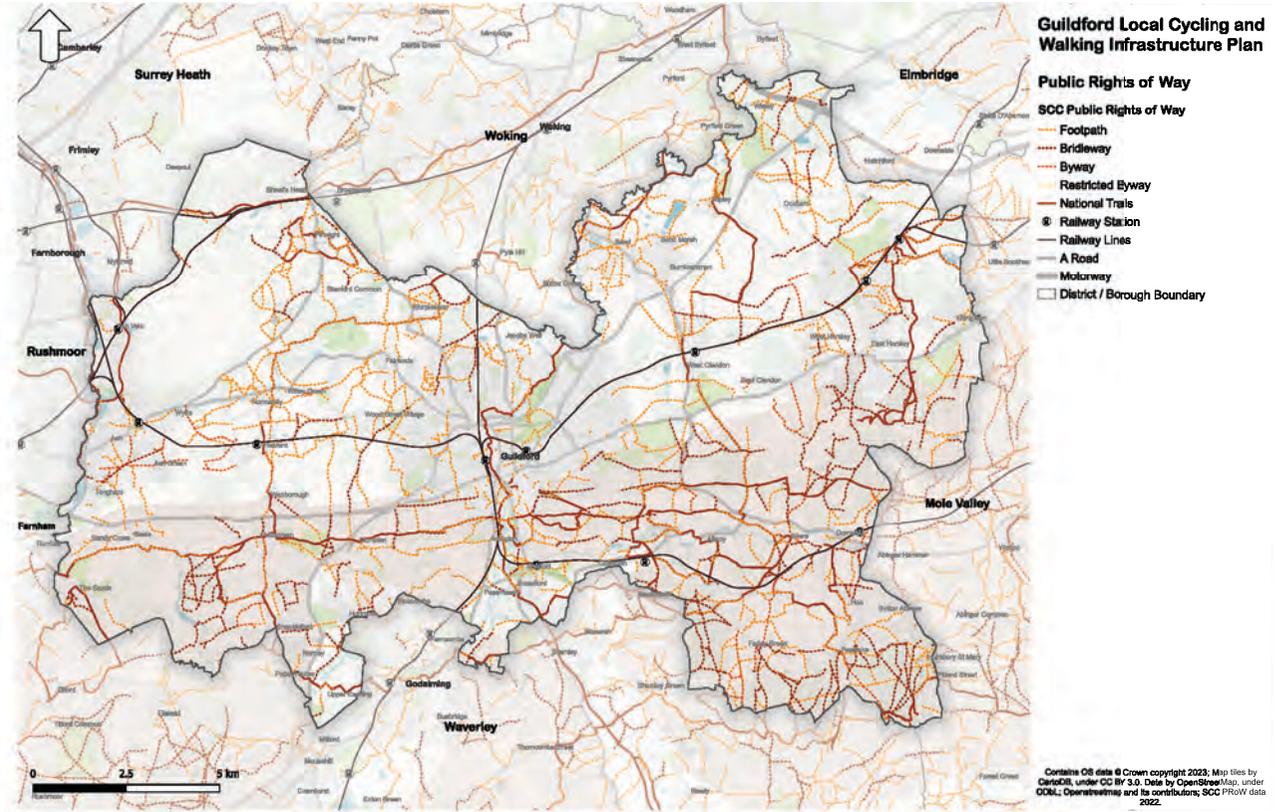


Figure 18. Existing public rights of way and public trails in Guildford Borough

Table 3. Typology and lengths of various cycling facilities in Guildford Borough

Facility	Length (km)
Greenway	24.4
Cycle track	29.9
Cycle lane	40.2
Signed advisory route	27.1
<b>Total</b>	<b>121.6</b>

Table 4. Typology and lengths of public rights of way in Guildford Borough

Public Rights of Way (PRoW)	Length (km)
Bridleway	218.0
Footpath	354.9
<b>Total</b>	<b>574.9</b>

## 4.2.3. Public Transport

### 4.2.3.1. Bus Network

Figure 19 illustrates the extent of the bus network in Guildford Borough, highlighting routes available, and stops where passengers can access the bus services.

Analysis shows bus provision is concentrated in the Guildford urban area. Connections between key areas including Ash, Shalford and Horsley are provided. Onward bus connections to Woking, Godalming and Farnham are provided.

Bus provision in rural areas, particularly in the south of the Borough, is limited in comparison to the urban areas of Guildford Town and Ash. This could be due to the lower population densities in these areas, which creates less demand and viability for a commercial bus service. The limited bus network in the rural areas is likely to increase the significance of car ownership, as residents become more dependent on personal transport for accessing services and facilities.

Bus stop locations indicate areas of demand for short walking trips, linking bus passengers with surrounding residential areas or key destinations. Concentrations of bus stops are noticeably higher along routes that serve urban areas, where there are higher population densities.

### 4.2.3.2. Railway Network

Guildford is connected to the National Rail Network and has 12 stations, including

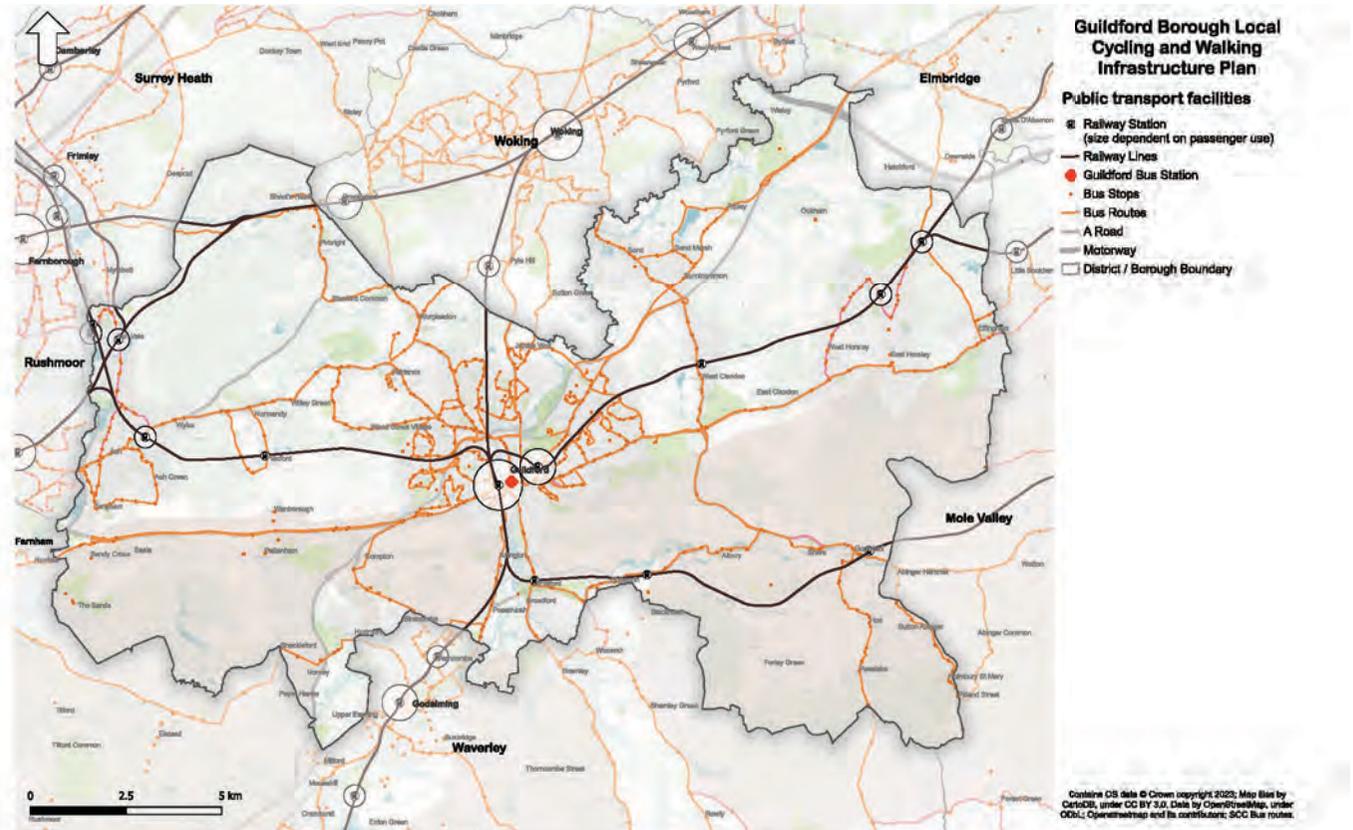


Figure 19. Public transport network

Guildford Railway Station, which provides onward connections and acts as an interchange, London Road Station, which has the second highest passenger numbers in the Borough (see Figure 19), and Ash Railway Station. There are four rail lines in the Borough, serving onward destinations of London Waterloo, Woking, Gatwick Airport and Reading. There is generally a good provision across the Borough, with east-west and north-south lines. However, there is a

notable lack of provision in the south west of the Borough, where more rural areas may have limited options to travel to train stations by sustainable modes. Two new stations are proposed in Guildford Borough, which are outlined in Section 3: Previous Studies.

Railway stations are key destinations as they provide opportunities for sustainable long distance travel and link with walking and cycling routes to facilitate mode shift via linked-trips.

#### 4.2.4. Propensity to Cycle Tool (PCT)

The PCT is an online tool and dataset designed to assist with strategic planning of cycling networks. It illustrates an indicative current and potential future distribution of cycle trips to work and to school based on different growth scenarios.

PCT indicates areas of higher potential demand, which suggests higher priority areas for improved infrastructure. Based on 2011 Census data, the Guildford Borough LCWIP PCT analysis modelled a variety of scenarios to understand existing travel patterns and identify routes that are likely to see increase in use. The full suite of PCT outputs is presented in Appendix 1 (separate document). Key observations from the analysis are summarised below:

##### 4.2.4.1. Commuter Mode Share

Cycling typically accounted for less than 2% of existing commuter trips<sup>1</sup>, but the PCT<sup>2</sup> illustrates high propensity for cycling growth, with much of the Borough having a cycle mode share of 10 - 25% under the 'E-Bike' scenario. The propensity is highest in the periphery of Guildford Town Centre (>25%), which could be due to higher population

1 Based on the 2021 Census data for Travel to Work.

2 PCT is based on the 2011 Census data for Travel to Work, and may not reflect current trends.

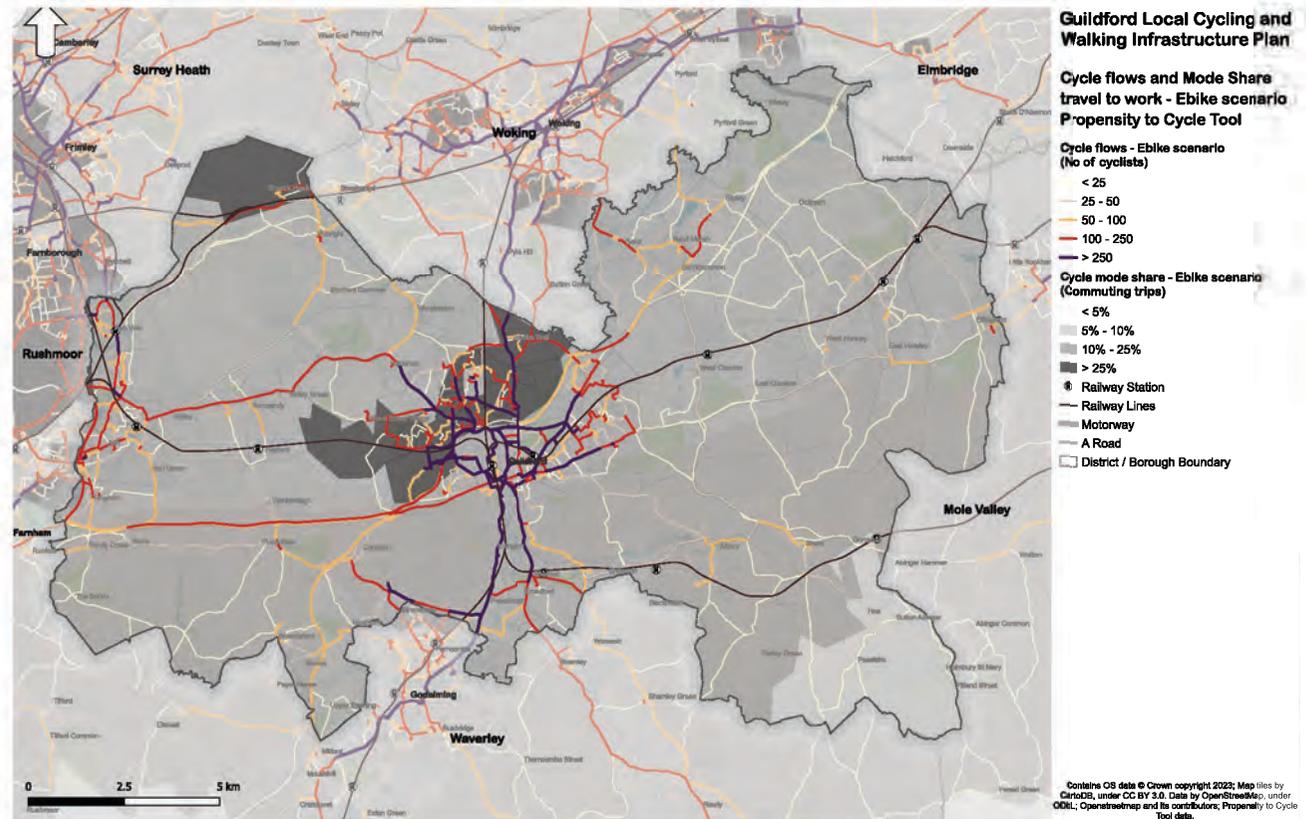


Figure 20. Journey to work cycling mode share based on the PCT 'E-Bike' scenario

density and proximity to employment and education (University of Surrey as a major employer in the area) in these areas, as is shown in Figure 20.

##### 4.2.4.2. Commuter Trips

Daily cycle commutes are relatively low, with less than 50 journeys along most routes. Exceptions to this pattern are seen in Guildford Town Centre and approach routes,

where higher rates were observed. A selection of radial routes approaching Guildford Town Centre had over 50 daily trips. These include Stoke Road (north), London Road (east), Portsmouth Road (south), and Egerton Road (west). Under the 'E-Bike' scenario (Figure 20), there is a significant increase in the number of trips, revealing a strong north south desire line in the centre of the Borough, as well as

#### 4.2.4.3. Short Distance Walking Trips:

Walking trips for the purpose of commuting are prevalent mainly around Guildford Town Centre, the areas surrounding railway stations, and near major trip attractors such as the University of Surrey, as shown in Figure 21.

#### 4.2.4.4. Short Distance Car Trips:

The PCT identified where short commuter trips are currently made by car, which could realistically be replaced by cycling and walking modes of travel. Figure 22 highlights popular short distance routes (less than 2km) that could be completed by active travel means.

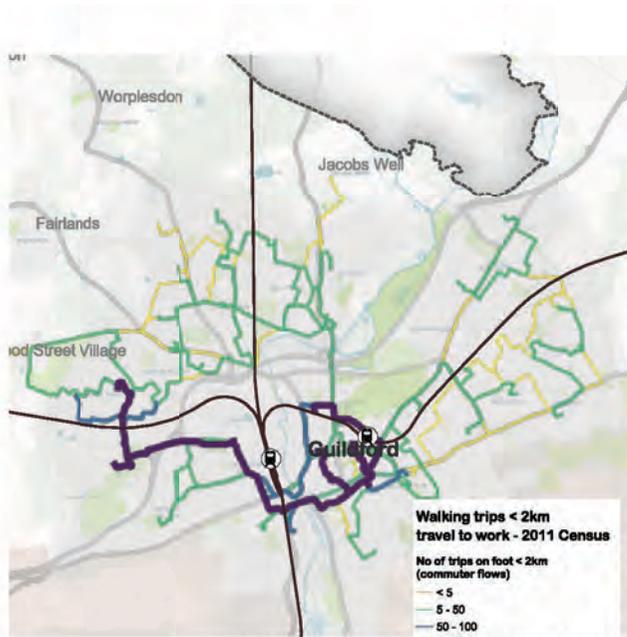


Figure 21. Number of commuter trips on foot of <2km for Guildford Town based on PCT, 2011 Census

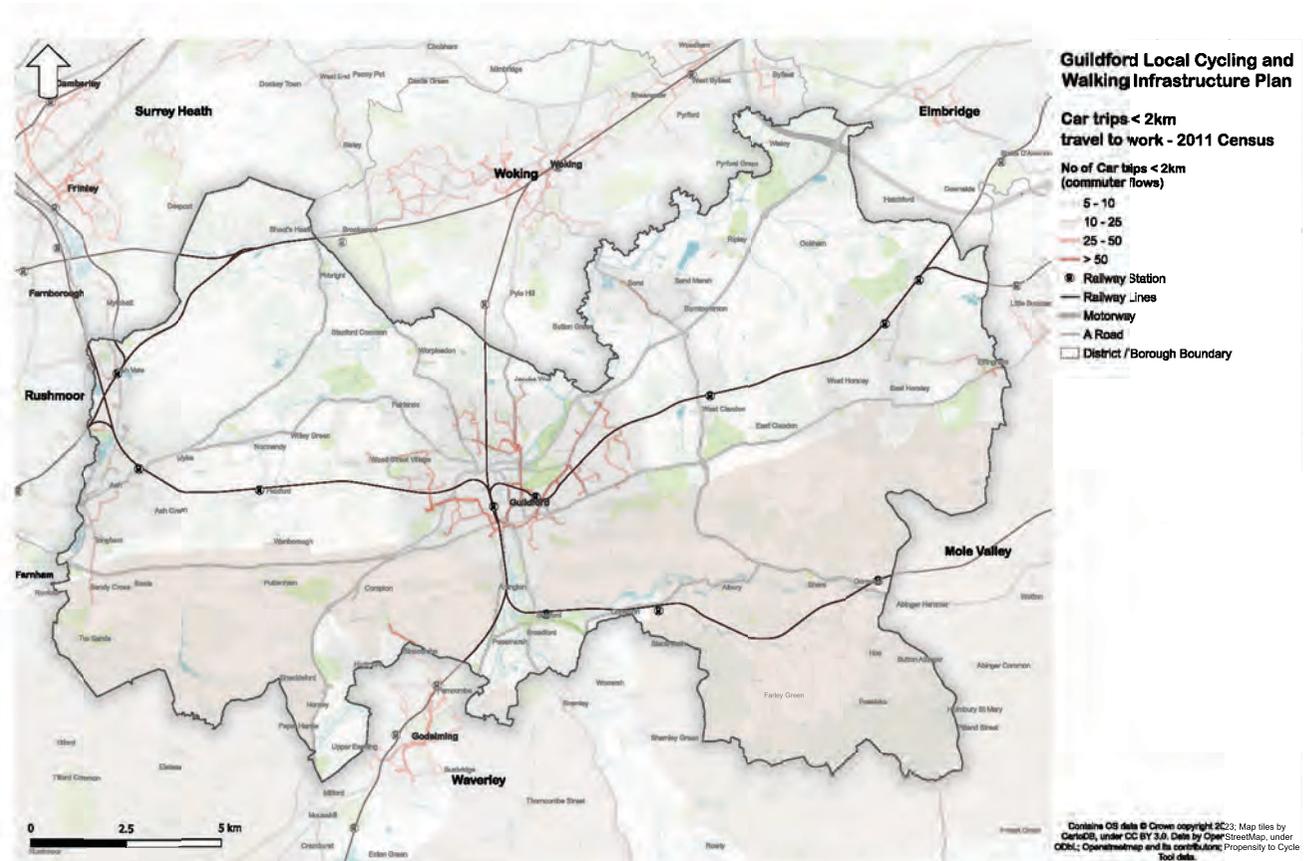


Figure 22. Number of commuter trips by car of <2km based on PCT, 2011 Census