

3. Previous Studies

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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’

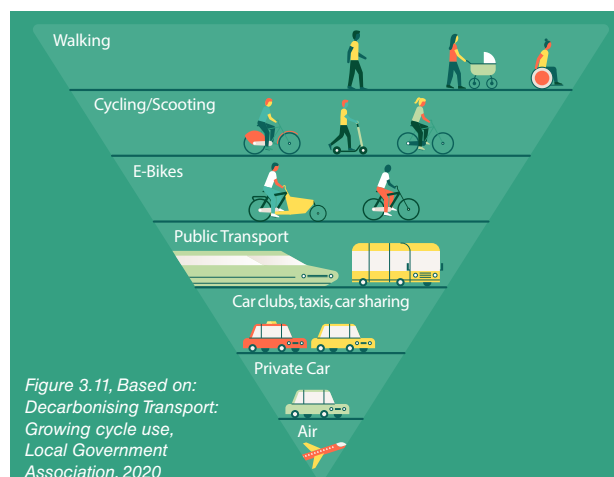


Figure 10. LTP4 - Sustainable travel hierarchy: The sustainable travel hierarchy ranges from walking as the most sustainable travel mode, through to air travel as the least sustainable. Figure 3.11 from the LTP4 illustrates the types of travel option at each level. Source: SCC LTP4

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.”

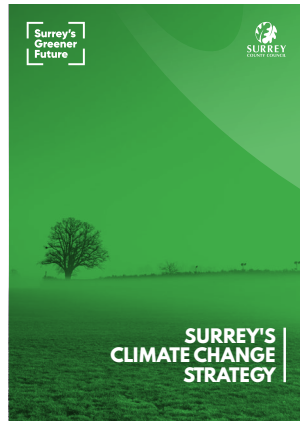


Figure 11. Surrey's Climate Change Strategy document. Source: SCC.

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.

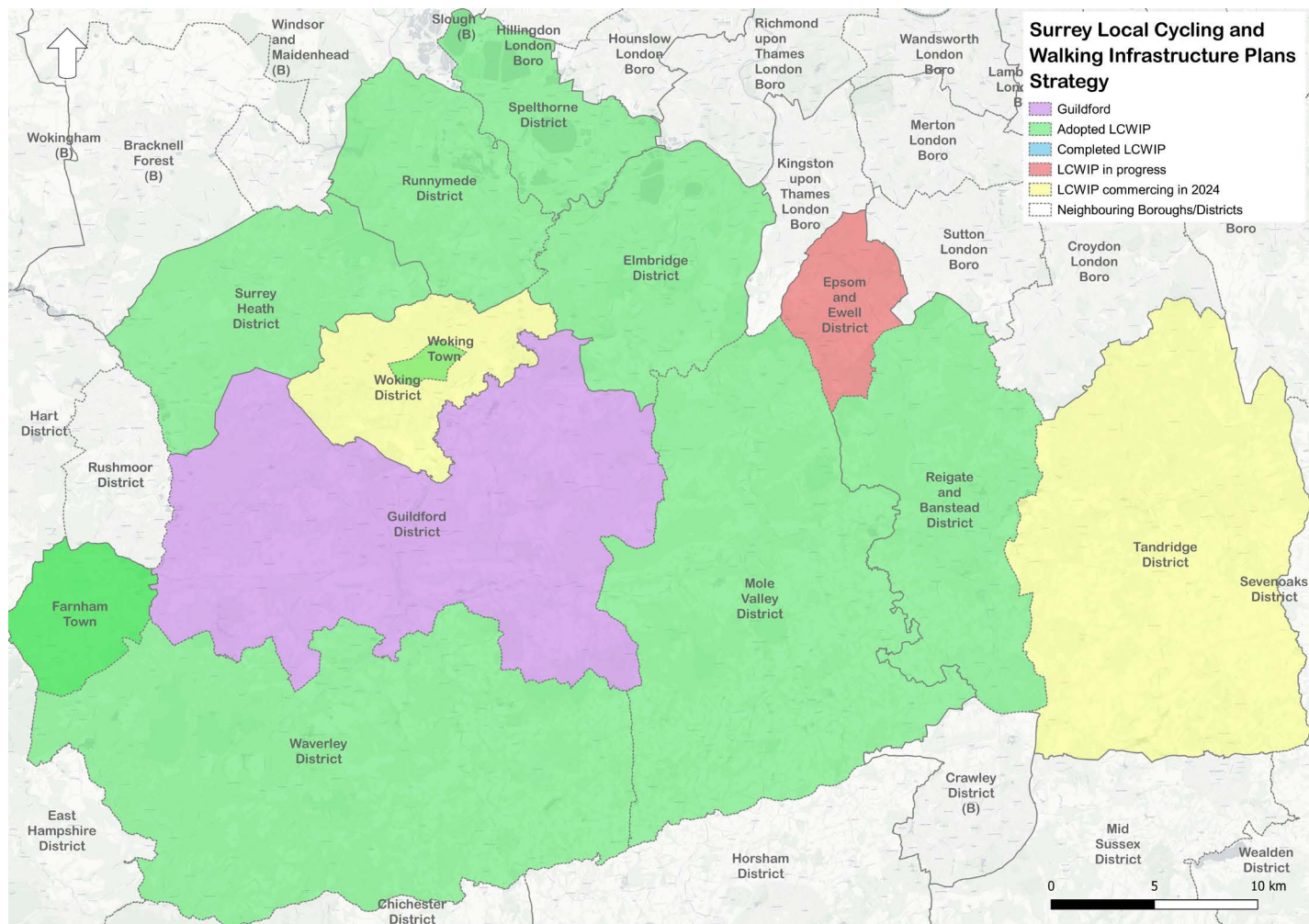


Figure 12. Concurrent or completed LCWIPs across Surrey (as of May 2024)

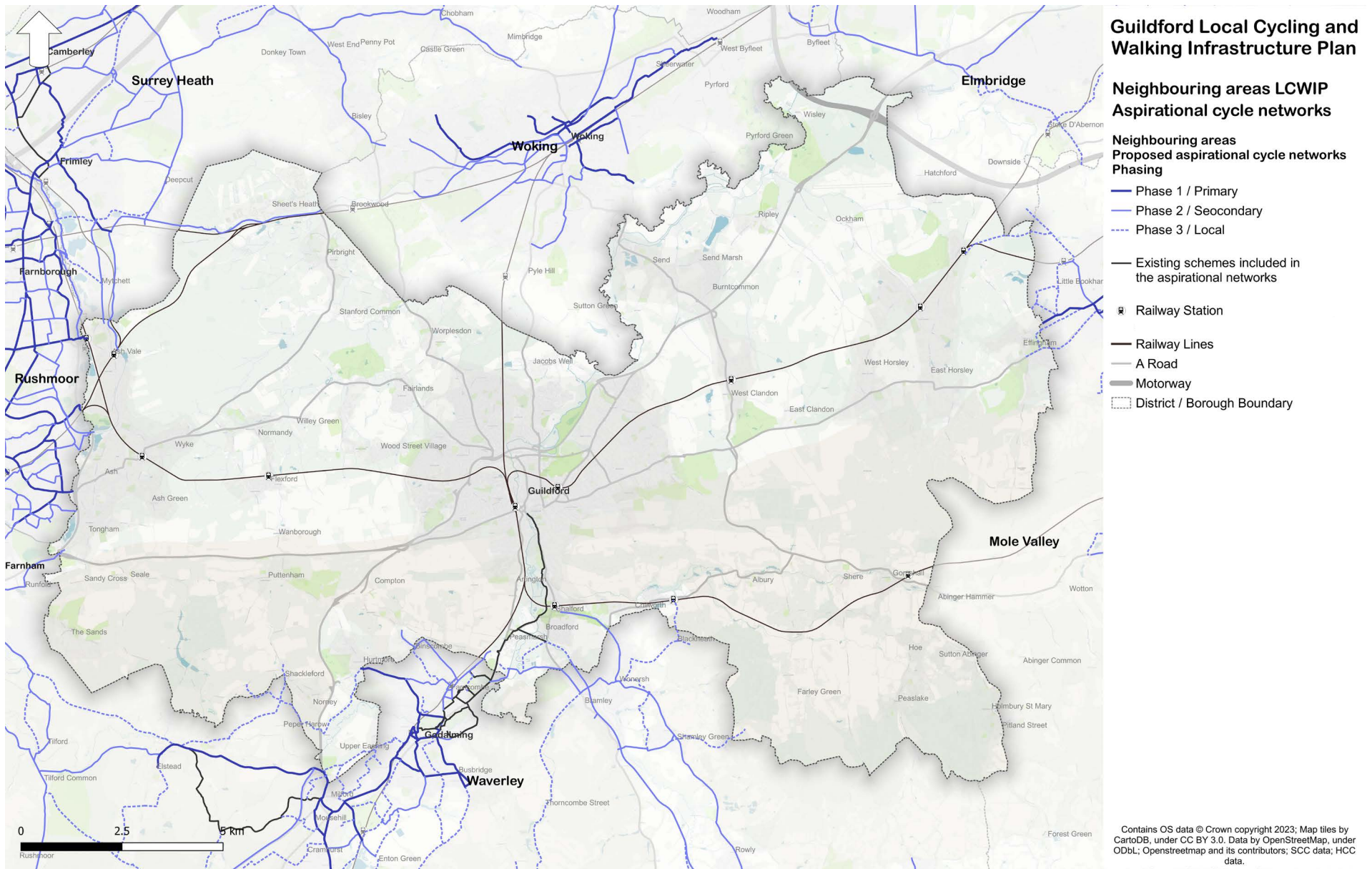


Figure 13. Neighbouring areas LCWIP (as of May 24)

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.

3.3.2.1. 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.

3.3.2.2. 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.

3.3.3. 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.

3.3.3.1. 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.

These projects are:

- » Guildford Quality Bus Corridors.

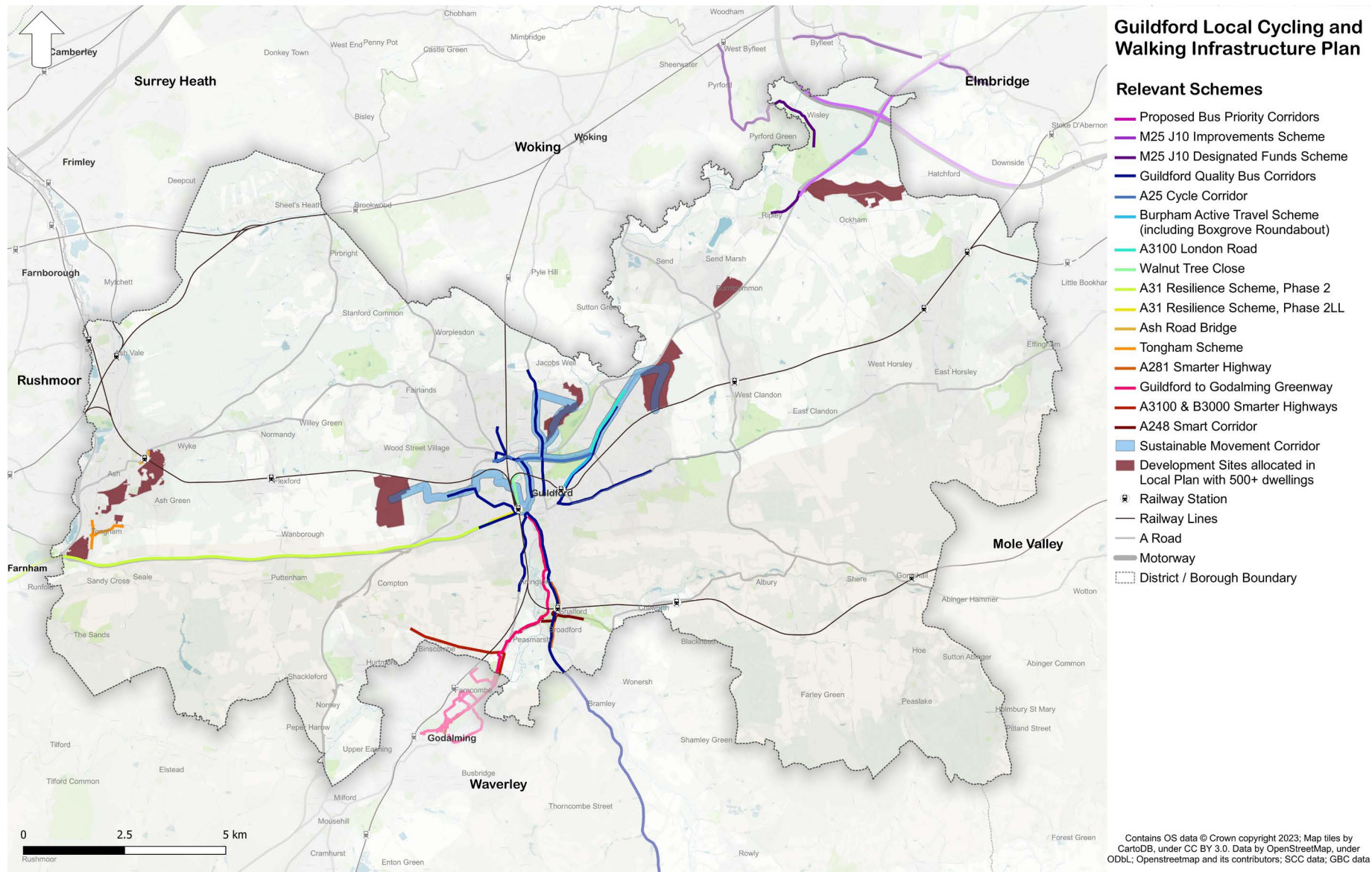


Figure 14. Future Transport Schemes

At the time of the development of the Guildford Borough LCWIP, the wider A3100 London Road scheme was proposed in full. See Section 3.3.3.5. for more information.

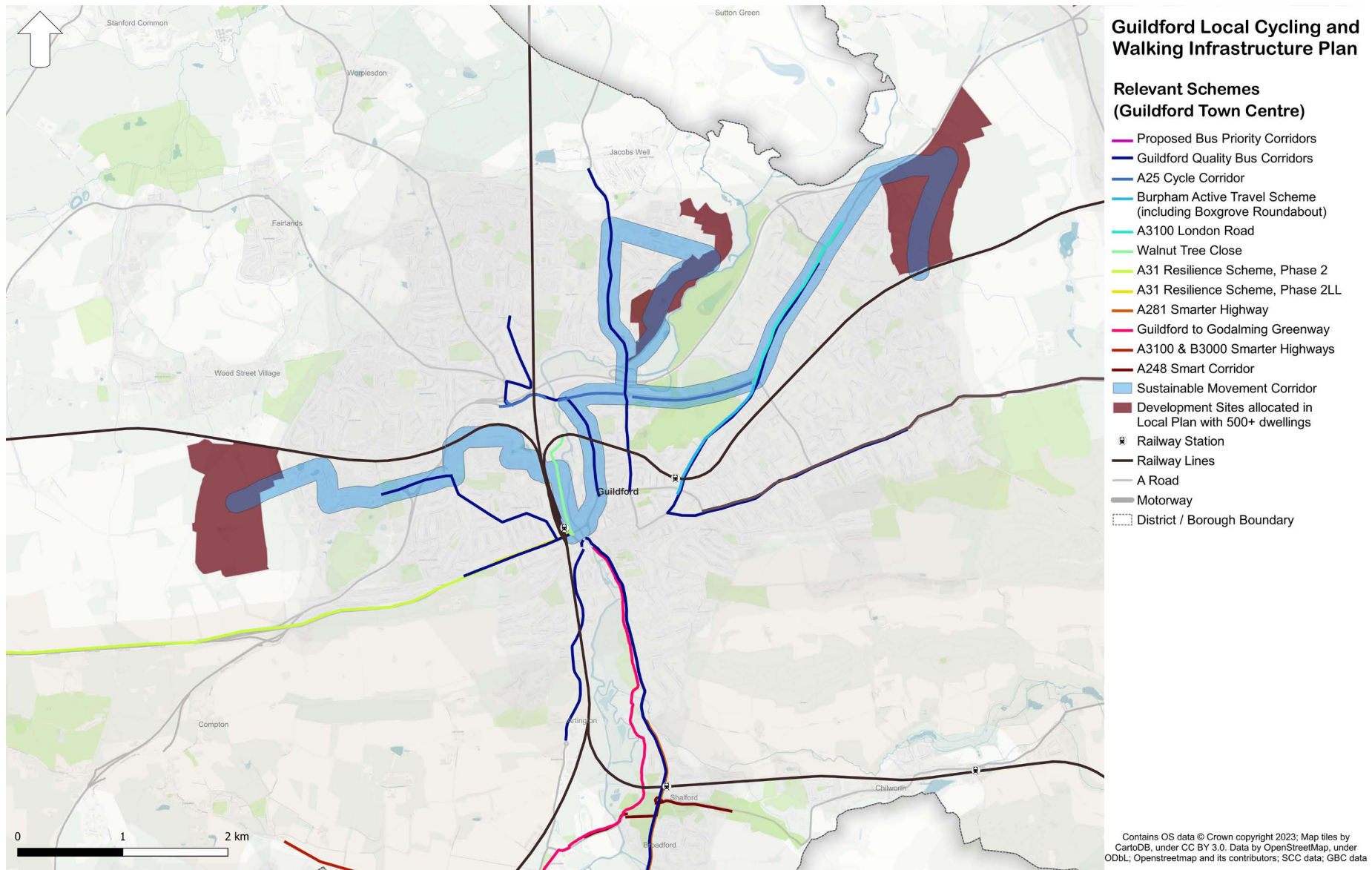


Figure 15. Future Transport Schemes (Guildford Town Centre)

At the time of the development of the Guildford Borough LCWIP, the wider A3100 London Road scheme was proposed in full. See Section 3.3.3.5. for more information.



- » 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.

3.3.3.2. 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).

3.3.3.3. 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.

3.3.3.4. 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.

3.3.3.5. A3100 London Road

At the time of the development of the Guildford Borough LCWIP, the wider A3100 London Road Scheme was proposed in full. Therefore, references have been made to

the Scheme in this report. The text below summarises key updates on the Scheme.

October 2024 update: Cabinet Members at SCC decided not to proceed with a major part of the active travel scheme along London Road, Guildford. Section two of the proposed scheme is still scheduled to go ahead, involving the remodelling of Boxgrove Roundabout to make it safer for all road users.

March 2025 update: Boxgrove Roundabout Scheme is in detail design phase with a design review with Active Travel England planned. On current timeframes construction is estimated to start from Autumn 2025.

3.3.3.6. 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.

3.3.3.7. 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.

3.3.3.8. 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.

3.3.3.9. 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.

3.3.3.10. 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.

3.3.4. 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.

3.3.4.1. 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.

3.3.4.2. 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.

3.3.5. 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 (Marrow) 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.

3.3.5.1. 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.

3.3.5.2. 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.

3.3.5.3. 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.

3.3.5.4. 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.

