



GUILDFORD
BOROUGH

Guildford Borough Transport Strategy 2017



Guildford Borough Council
December 2017

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Foreword

I am pleased to introduce this fourth issue of our Guildford Borough Transport Strategy.

This strategy draws together the key strands from the forward plans and thinking of the transport providers and funders and the Council's own transport evidence base. This fourth issue also reflects the evolution of our transport proposals and is consistent with the Council's Guildford borough Submission Local Plan: strategy and sites (December 2017).

Our up-to-date and forward-looking transport strategy sets out a programme of schemes covering all modes of surface transport in the borough and beyond. The schemes will, in combination, tackle the historic infrastructure deficit, facilitate a modest modal shift and mitigate the principal transport impacts of future proposed planned growth in our borough. Our future transport system will be greener, safer and more reliable.

Guildford Borough Council is continuing to take the lead on behalf of the borough we serve in defining our own future in transport terms.

Working with our partners, we have made significant progress during the past year:

- Committed funding of £3.6m secured from Government to improve A3 Guildford slip roads at University and Stoke interchanges (SRN7, SRN8)
- Enterprise M3 Local Enterprise Partnership's provisional allocation of £12.5 million secured for projects including the western section of the Sustainable Movement Corridor (elements of SMC1), the improvement of the junction of the A331 Blackwater Valley Route with the A31 Hog's Back (LRN14) and pedestrian improvements in Guildford town centre
- Delivered the improvement of the National Trust's River Wey towpath at Parsonage Watermeadows, funded by Guildford Borough Council and the Enterprise M3 Local Enterprise Partnership – as featured in the previous issue of our transport strategy – with the first results indicating significantly increased usage.

This strategy and the progress already achieved demonstrates to residents, businesses, stakeholders and funders alike that we have a clear and ambitious strategy, with a programme in which funders can invest with confidence.

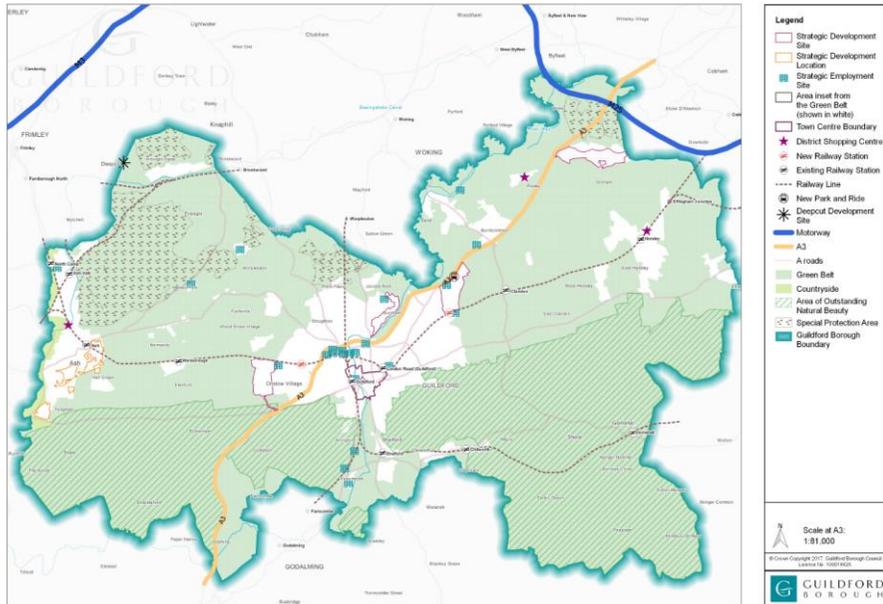
*Councillor Matt Furniss
Deputy Leader of Guildford Borough Council
Lead Councillor for Infrastructure & Governance*



1 Overview

Where does Guildford borough sit?

Guildford is a diverse borough – a county town, with two universities, a cathedral and an innovative cutting-edge business environment, balanced by a productive rural economy, thriving in a beautiful setting.



The success of our borough, and the wider region, places significant demands on our transport networks. Our journeys concentrate on key parts of the road and rail networks at peak times of day, leading to congestion and over-crowding, delays and unreliability, which have direct costs to people and businesses.

This transport strategy sets out a programme to address the historic infrastructure deficit and to mitigate the key transport impacts of proposed planned growth in our borough and beyond.

Our transport networks: the good...

- The A3 trunk road and the M25 motorway, which form part of Highways England’s Strategic Road Network (SRN), both serve the borough.
- The borough benefits from twelve rail stations, including Guildford rail station, the busiest in the county, which provides access to, and interchange between, three lines. These rail lines fan out to serve our other stations and destinations beyond including London Waterloo, Woking, Reading, Redhill and Gatwick Airport.
- Most of our communities are served by bus, which are operated on a largely commercial basis, with park and ride available on several approaches to Guildford.
- There are some examples of good segregated cycle infrastructure in Guildford, particularly alongside some sections of the A25 in Guildford and between the University of Surrey’s Stag Hill and Manor Park campuses, and the River Wey towpath provides a green route through the town for pedestrians and careful cyclists.



Our transport networks: ...the bad and the ugly

The transport experience in the borough has a bad reputation. This is a result of a combination of issues.

- Significant, recurrent traffic congestion is experienced during peak hours on the A3 trunk road as it runs through the town of Guildford and between the Ripley junction and the A3/M25 (Junction 10) Wisley interchange junction, and also in Guildford town centre, especially on the gyratory system and its approaches. Congestion on the Strategic Road Network frequently spreads to the Local Road Network (LRN) and vice-versa. The importance of addressing these issues was a strong common theme between our recent consultations on planning matters.
- The adverse impacts of localised traffic congestion and/or high traffic volumes on the setting and amenity of communities, including in relation to road safety, severance, noise, air quality and

the demand for parking, and also the discouragement to walking and cycling.

- Severance of the town of Guildford and its constituent neighbourhoods resulting from a combination of the A3 trunk road, railway lines and the River Wey.
- More limited access to services, jobs and educational opportunities for those living in some rural settlements that do not have access to a car.
- Growing rail overcrowding on some peak period rail services from stations in the borough.
- A lack of available road space in some places to develop high quality cycling infrastructure.
- Intensified and new challenges resulting from future higher levels of traffic on roads in the borough, generated by the demand for travel to and from existing and future homes, workplaces, shops and leisure facilities.

Past underinvestment and our infrastructure deficit

We consider that there has been underinvestment in transport infrastructure in Guildford borough in past decades. There are various reasons for this underinvestment.

- The difficulty in delivering a major improvement to the A3 trunk road through the Guildford urban area given the challenging topography, closely spaced junctions and built form adjacent to the road.
- Uncertainties around successive Governments' arrangements for the future funding and commitment to roads programmes.
- Periodic changes in the focus of the national transport policy between 'predict and provide' and 'sustainable mobility' paradigms.

What is the Council doing? Who are our partners?

Guildford Borough Council is committed to tackling these issues and delivering our transport strategy.

- We are working very closely with the key transport infrastructure and service providers to accelerate the development and delivery of appropriate improvements:
 - Surrey County Council – as Local Highway Authority is responsible for maintenance and improvement of adopted local roads, including footways, which collectively comprise the Local Road Network, the management and improvement of the Rights of Way network, and is a statutory consultee on planning matters and negotiates improvements to the Local Road Network to mitigate the impacts of development.
 - Highways England – responsible for the A3 trunk road and M25 motorway as part of the nationwide Strategic Road Network
 - Network Rail – responsible for the rail network
 - The franchise operators South Western Railway, Great Western Railway and Southern Railway, and previously the former franchise operator South West Trains – responsible for operating the principal rail services and managing the rail stations in the borough
 - bus and community transport operators, principally Stagecoach, Arriva and Safeguard – provide bus services across the borough and beyond.
- We are convening and attend regular lead councillor and senior officer-level groups to coordinate transport strategy and investment activities with Surrey County Council, Highways England, Network Rail, the Train Operating Companies, the Enterprise M3 Local Enterprise Partnership and other local authorities.
- We are considering ways in which we can work even closer together with our partners, for instance through proposals for a so-called ‘double devolution’ of powers to borough-level councils.

- A formal Memorandum of Understanding (MOU) that has been agreed between GBC, University of Surrey, Royal Surrey County Hospital and Surrey County Council to work together to deliver improved car parking and sustainable transport at the University, Hospital and Research Park.
- We have committed capital funding to a number of forthcoming schemes including the improvement of the A25/A320 Stoke Crossroads and the provision of a new, wider Walnut Bridge, and have provisional capital funding in place for further schemes in the coming years. In 2016/17, the Council and the Enterprise M3 Local Enterprise Partnership funded the improvement of the National Trust’s River Wey towpath at Parsonage Watermeadows – as featured in the previous issue of our transport strategy – with the first results indicating significantly increased usage.
- We have further invested in our transport planning capability in both our Planning Policy Team and dedicated Major Projects Team, which is co-ordinating and delivering transport studies and schemes including for the replacement Walnut Bridge, a GRIP 2 study of the Guildford West (Park Barn) rail station and design work on the Sustainable Movement Corridor.

Component strategies

- Surface access to airports strategy
- Rail strategy
- Strategic Road Network strategy
- Local Road Network strategies
 - Local roads and parking strategy
 - Bus transit strategy
 - Active modes strategy
- Transport and air quality strategy
- Road safety strategy

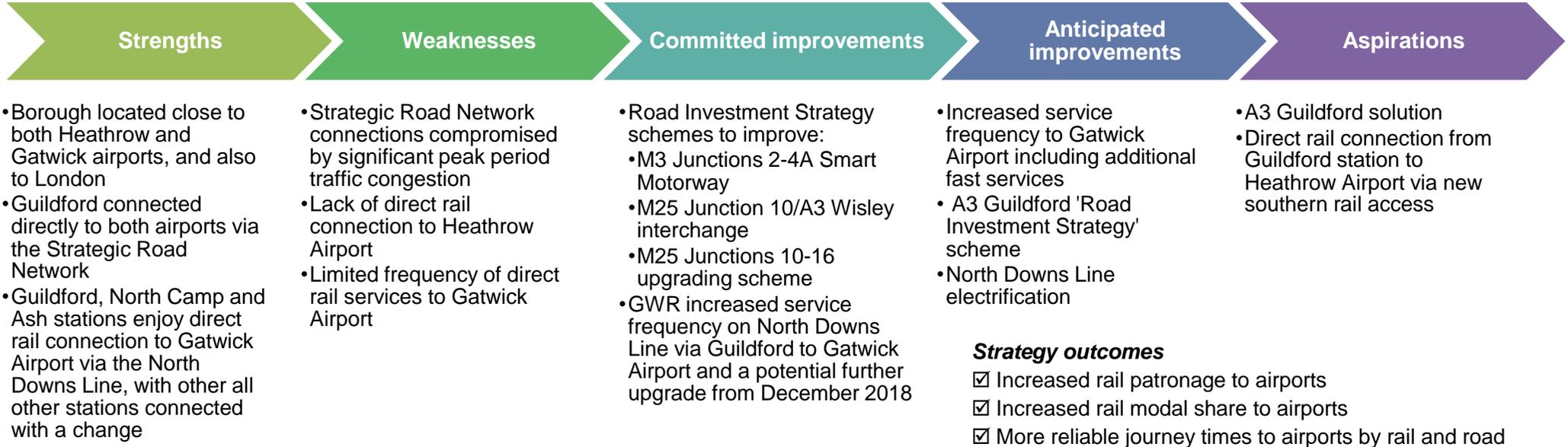


2 Our surface access to airports strategy

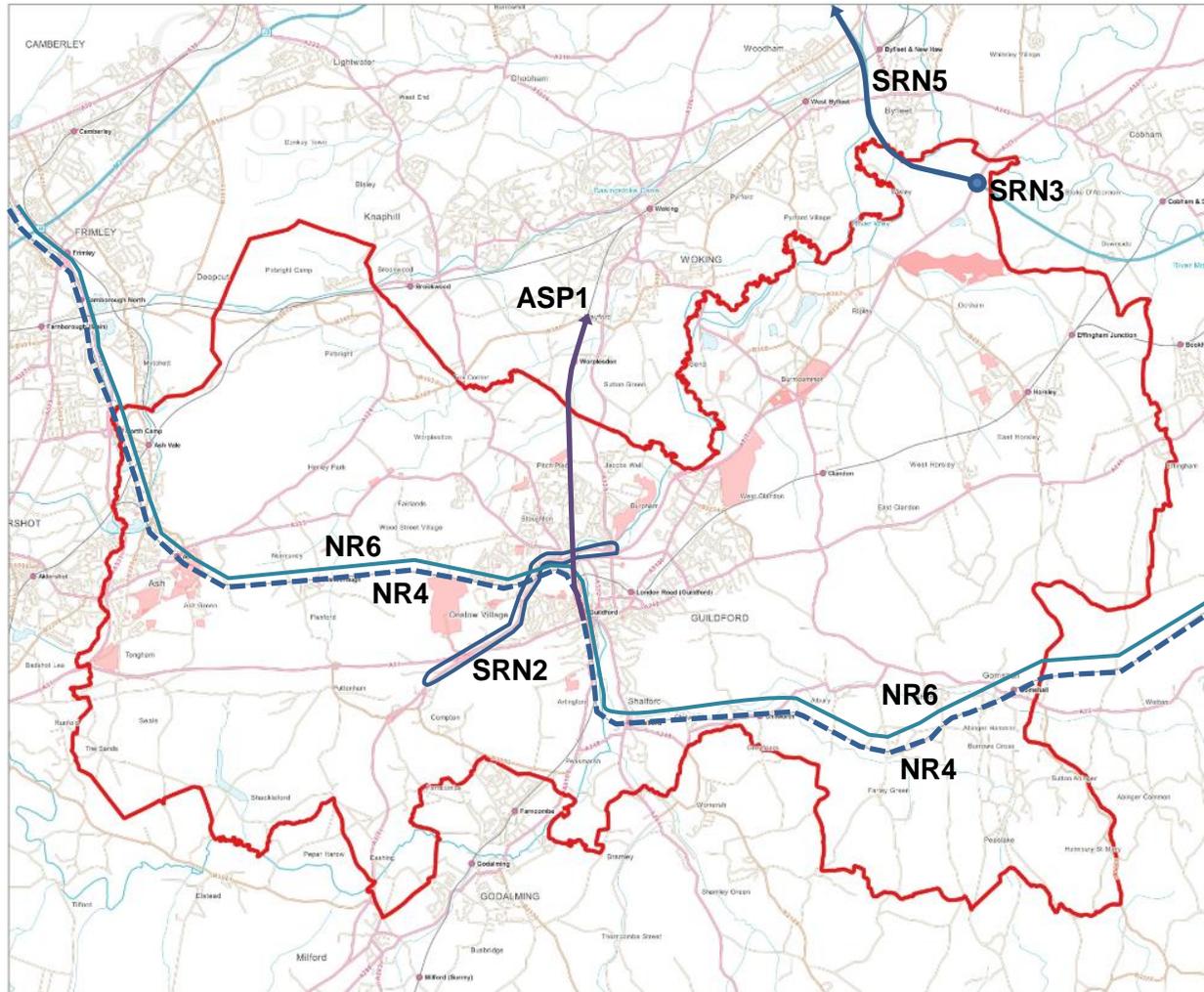
The Government announced in October 2016 that a Northwest Runway at Heathrow Airport, combined with a significant package of supporting measures, was its preferred scheme to deliver additional airport capacity in the South East of England. The Government is now consulting on its Revised Draft Airports National Policy Statement (October 2017). Gatwick Airport is also forecast to handle more flights and passengers in the future.

Our strategy for surface access to Heathrow and Gatwick airports responds to the growth of these airports, including a Northwest Runway at Heathrow Airport.

Our surface access to airports strategy



Our surface access to airports strategy



Legend

- Guildford borough boundary
- Proposed site allocations
- Committed improvements
- Anticipated improvements
- Aspirational improvements

Schemes

NR4	Electrification of North Downs Line, facilitating increased service frequency
NR6	North Downs Line (Great Western Railway) service frequency and timetable improvements
SRN2	A3 Guildford (A320 Stoke interchange junction to A31 Hog's Back junction) 'Road Investment Strategy' scheme (E31)
SRN3	M25 Junction 10/A3 Wisley interchange 'Road Investment Strategy' scheme (E16)
SRN5	M25 Junctions 10-16 'Road Investment Strategy' scheme (E15)
ASP1	Southern rail access to Heathrow airport
ASP2	A3 Guildford solution (not mapped)

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3 Our rail strategy

The Government and Network Rail are responsible for planning the future improvement of the national rail network. We are working closely with them, and with other partners including Surrey County Council, the Local Enterprise Partnership, South Western Railway and Great Western Railway, to bring forward an ambitious programme of rail enhancements in our borough and complementary improvements in the wider region. These will be key to the redevelopment of brownfield sites in Guildford town centre, new urban extensions planned both west and east of Guildford and a new village community in Wisley.

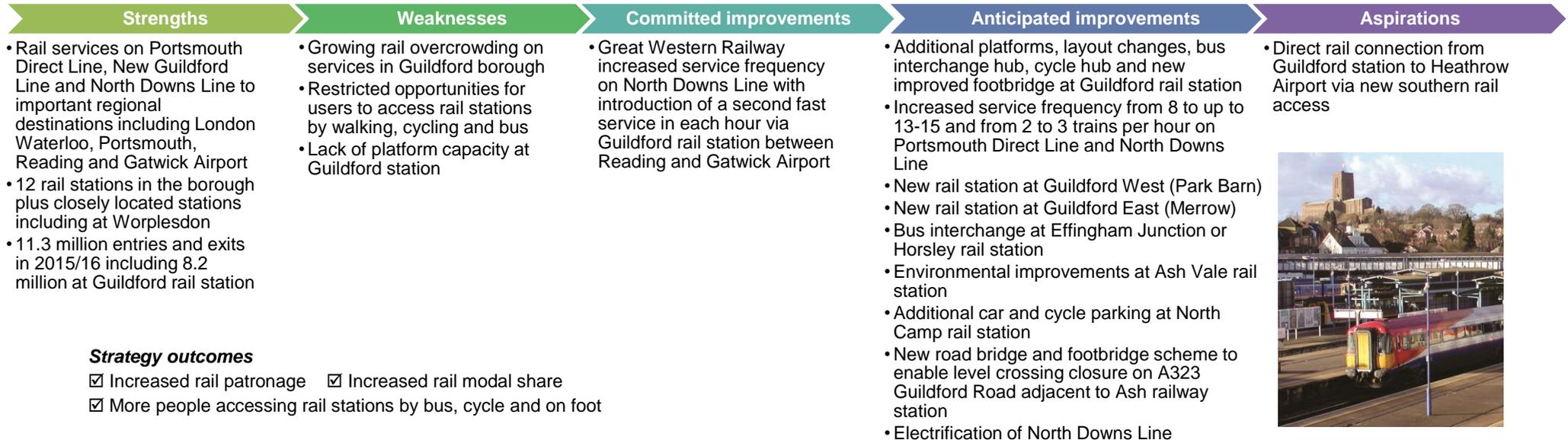


Network Rail’s Wessex Route Study (August 2015) proposes a strategy, including ‘choices for funders’ for the Department for Transport to consider, which will address the challenge of accommodating projections for growth to 2043.

Options are set out, including the Crossrail 2 scheme, which in combination would remove the capacity constraint on the South West Main Line

between Surbiton and Waterloo and allow for an additional 13tph peak services forecast to be required by 2043. The Government has subsequently announced funding for the Crossrail 2 scheme in the Budget in March 2016.

Our rail strategy



Strategy outcomes

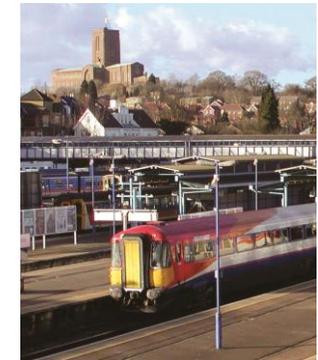
- Increased rail patronage
- Increased rail modal share
- More people accessing rail stations by bus, cycle and on foot

Schemes to provide grade separation at Woking Junction and an additional through platform at Woking station will also be required.

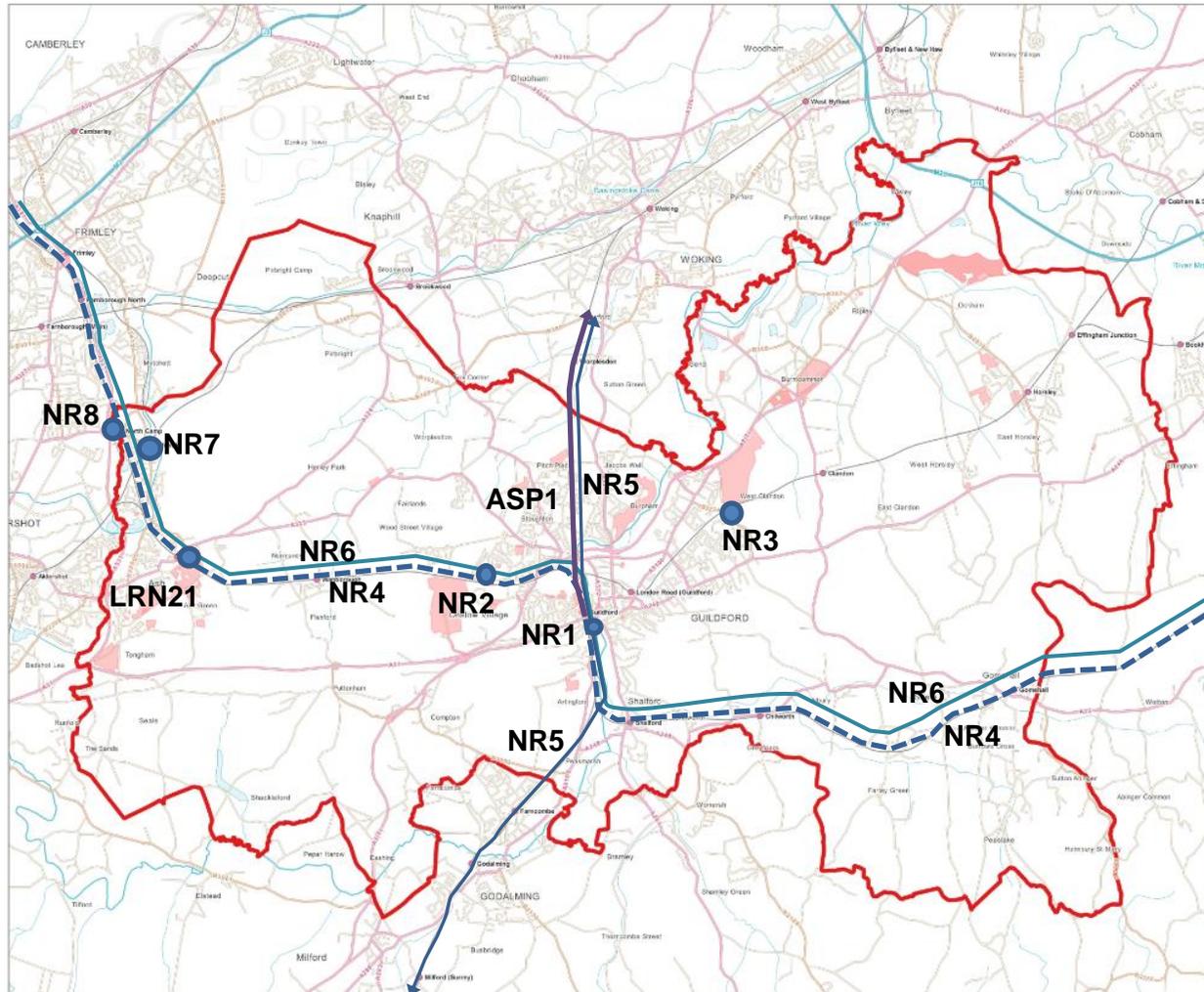
The study also proposes a ‘Guildford platform capacity’ scheme to provide additional platforms and layout changes at Guildford station. Network Rail consider that this scheme is required from Control Period 7 (2024-2029) to facilitate planned future uplifts in service frequencies on the Portsmouth Direct Line and the North Downs Line. However, it is suggested that it could be an option for Control Period 6 (2019-2024), and we support this earlier delivery. The Council and Network Rail are to undertake a study to take forward the development of the ‘Guildford platform capacity’ scheme as part of a comprehensive station scheme.

The Southern Rail Access to Heathrow Feasibility Study (December 2015) has presented the economic benefits of options involving services to Guildford.

The case for the new stations was made in both the Surrey Rail Strategy and the Guildford Town and Approaches Movement Study. Guildford Borough Council is undertaking a feasibility study to Network Rail’s GRIP 2 standards to demonstrate the case for the Guildford West (Park Barn) station. Network Rail considers that, subject to further assessment and approval, the delivery of a new station at Guildford East (Merrow) is feasible and viable. South Western Railway, the new operator of the South Western franchise, has publically committed to work with stakeholders to progress plans for both new rail stations.



Our rail strategy



Legend

- Guildford borough boundary
- Proposed site allocations
- Committed improvements
- Anticipated improvements
- Aspirational improvements

Schemes

NR1	Guildford rail station capacity and interchange improvements
NR2	New rail station at Guildford West (Park Barn)
NR3	New rail station at Guildford East (Merrow)
NR4	Electrification of North Downs Line, facilitating increased service frequency
NR5	Portsmouth Direct Line improvements (together with South West Main Line Peak Demand improvements), facilitating increased service frequency
NR6	North Downs Line (Great Western Railway) service frequency and timetable improvements
NR7	'Access for all'-type and environmental improvements at Ash Vale rail station
NR8	Additional car and cycle parking at North Camp rail station
LRN21	New road bridge and footbridge scheme to enable level crossing closure on A323 Guildford Road adjacent to Ash railway station
ASP1	Southern rail access to Heathrow airport

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4 Our Strategic Road Network strategy

Highways England, the Government-owned strategic highways company, is responsible for operating and improving the motorways and major A roads in England, otherwise known as the Strategic Road Network. The A3 trunk road and M25 and M3 motorways are the key strategic roads connecting Guildford borough to the wider region and beyond.



Long term strategic planning and funding of the network has been introduced through the periodic preparation of Route Strategies and the publication of the Government's Road Investment Strategy.

A number of schemes, set out in the first Road Investment Strategy published in December 2014, are key to our Strategic Road Network strategy. The Government

has mandated Highways England to transform the A3 trunk road, its junction with the M25 motorway and the M25 motorway northwards from this junction, all within our borough. Highways England made its Preferred Route Announcement for a scheme to improve the M25 Junction 10/A3 Wisley interchange junction in November 2017 and will formally consult on its proposals in 2018.

Most important is the A3 Guildford scheme, for which Highways England is to consider the improvement of the existing A3 from the A320 Stoke Interchange to

the A31 Hogs Back junction, with associated safety improvements. The A3 Guildford scheme is now being planned by Highways England for delivery from 2024 at the earliest.

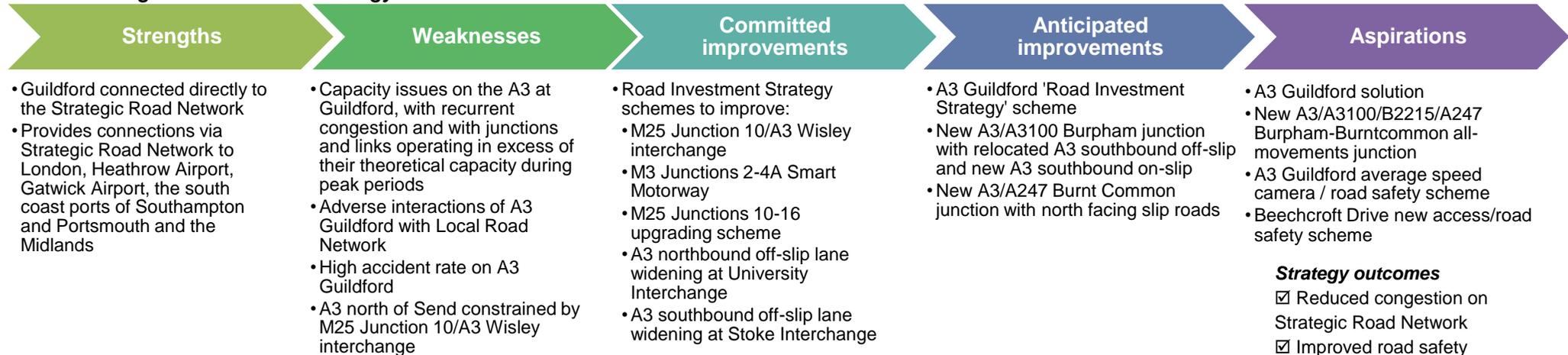
We also take the view that consideration should additionally be given to developing an A3 Guildford solution to address long-term needs beyond the period covered by the Submission Local Plan.

In the interim, Highways England is considering several early, targeted improvement schemes including better signage, improved travel information, speed controls and improved capacity on slip roads and local roads serving the main A3 access points to Guildford. In March 2017 the Government committed to improve the A3 northbound off-slip road at the University interchange and the A3 southbound off-slip road at the Stoke interchange. These will be important to Guildford – and the wider region – in providing some congestion relief as well as safety benefits before Government and Highways England decide whether to widen or tunnel the A3 Guildford.

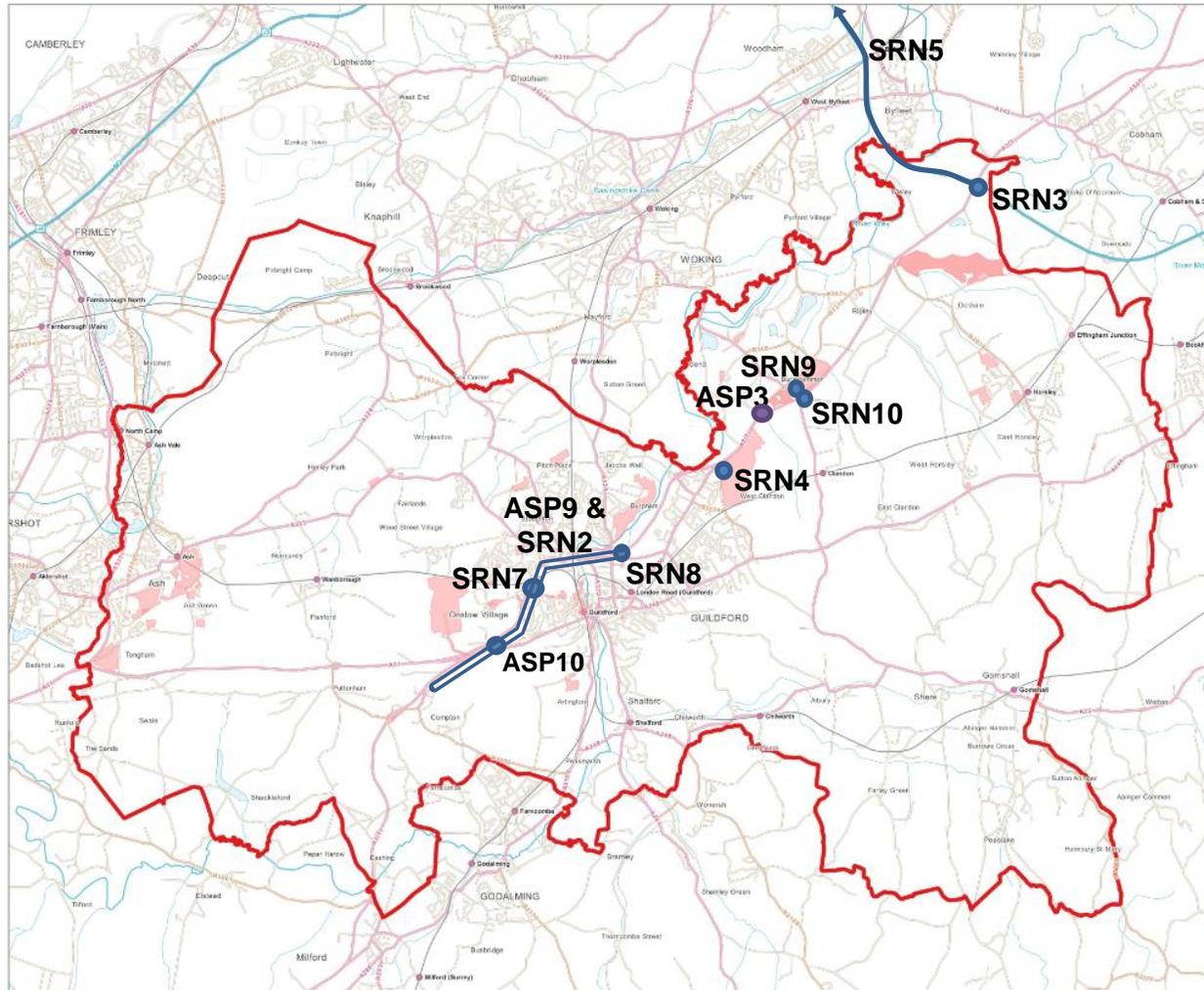
Our Submission Local Plan will ensure that development at the Gosden Hill Farm site will have regard to the potential opportunity to provide an all-movements A3 junction to the east of Guildford.

We will work with the Government, Highways England, the Local Enterprise Partnership and Surrey County Council to realise the transformation of the Strategic Road Network in the borough and beyond for the long term.

Our Strategic Road Network strategy



Our Strategic Road Network strategy



Legend

- Guildford borough boundary
- Proposed site allocations
- Committed improvements
- Anticipated improvements
- Aspirational improvements

Schemes

SRN2	A3 Guildford (A320 Stoke interchange junction to A31 Hog's Back junction) 'Road Investment Strategy' scheme (E31)
SRN3	M25 Junction 10/A3 Wisley interchange 'Road Investment Strategy' scheme (E16)
SRN4	Improved A3/A3100 Burpham junction with relocated A3 southbound off-slip and new A3 southbound on-slip
SRN5	M25 Junctions 10-16 'Road Investment Strategy' scheme (E15)
SRN7	A3 northbound off-slip lane widening at University Interchange (approaching Tesco roundabout) improvement scheme
SRN8	A3 southbound off-slip lane widening to A320 Stoke Interchange improvement scheme
SRN9	A3 northbound on-slip at A247 Clandon Road (Burnt Common)
SRN10	A3 southbound off-slip at A247 Clandon Road (Burnt Common)
ASP2	A3 Guildford solution (not mapped)
ASP3	New A3/A3100/B2215/A247 Burpham-Burnt common all-movements junction, formed by a new connector road linking between new A3/A3100 Burpham junction (SRN4) and the B2215 London Road, in combination with the new A3 northbound on-slip (SRN9) and the new A3 southbound off-slip (SRN10)
ASP9	A3 Guildford average speed camera / road safety scheme
ASP10	Beechcroft Drive new access/road safety scheme

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5 Our Local Road Network strategies

Surrey County Council is responsible for the maintenance and improvement of adopted local roads, including footways, which collectively comprise the Local Road Network. The Local Road Network provides connections to every settlement in our borough, with roads ranging from major A classified roads, such as the A31 Hog's Back, to unclassified roads. Every journey which either begins or ends in our borough, whether by foot, cycle, bus, train or car, will use the Local Road Network for at least part of the route. As the Local Highway Authority, Surrey County Council is a statutory consultee on planning matters and negotiates improvements to the Local Road Network to mitigate the impacts of development. Surrey County Council is also responsible for the management and improvement of the Rights of Way network, including public footpaths and bridleways in the borough.

Guildford Borough Council plays a significant role in the provision of car parking. We operate the four Park and Ride car park sites at Artington, Merrow, Spectrum and Onslow and provide the majority of public off-street car parking in and around the town centre, including concessionary spaces for electric vehicles. We also manage on-street parking in Guildford for Surrey County Council in accordance with the parking strategy for Guildford borough. Guildford Borough Council is also responsible for issuing licences for hackney carriages (taxis), private hire vehicles, private hire operators and the vehicle drivers.



Strategies for the Local Road Network are presented dealing with:

- local roads and parking
- bus transit
- active modes

Planning for the future of Guildford town centre

The three Local Road Network strategies, presented on the following pages, will realise meaningful transport improvements for Guildford town centre, which will support the planned development of key sites in our Submission Local Plan. The town centre will benefit from significant environmental enhancements, the creation of the Sustainable Movement Corridor, rail capacity enhancements and a reinforced ring of interceptor car parks in the town centre and an expanded Park and Ride network. This will enable some modal shift to sustainable modes and the realisation of the “drive to, not through” concept. The “drive to, not through” concept is to provide sufficient car parking, in terms of both capacity and quality, on each of the radial approach roads, in order to ‘capture’ those with a destination in the town centre before they drive through the gyratory in search of parking on another point of the compass. Accordingly, the adverse impacts of town centre-bound car journeys on the gyratory, at the heart of the town centre highway network, will be reduced.

Building on this start, Guildford Borough Council aspires to transform Guildford town centre. The Guildford Town Centre Regeneration Strategy 2017 (Guildford Borough Council, January 2017) and its associated regeneration work programme guide the ongoing work of the Council’s Major Projects Team to deliver meaningful retail and business growth, new housing, infrastructure improvements and significant enhancements to the environment and public realm within Guildford town centre. It is intended that both the strategy itself and its work programme are flexible ‘living’ documents that will adapt over time to take account of new opportunities and challenges.

We will also continue to engage with the local community and key stakeholders as we bring forward projects to ensure that their views are taken into consideration.



Our local roads and parking strategy

Working with Surrey County Council, we have developed an extensive programme of 'hotspot' improvements to the Local Road Network to support journeys by private vehicles.

For instance, the new through vehicular link, which will be controlled, from the A31 Farnham Road to Egerton Road, via the proposed Blackwell Farm urban extension (funded by the development), will offer a new route for specific local

traffic, providing some relief to the A31/A3 junction, in advance of the delivery of Highways England's A3 Guildford scheme. As planning applications are considered for the sites identified in our Submission Local Plan, additional transport schemes to address site access and other localised issues will additionally be secured.

We will work with the Surrey County Council, the Local Enterprise Partnership and developers to realise these improvements.

Our local roads and parking strategy

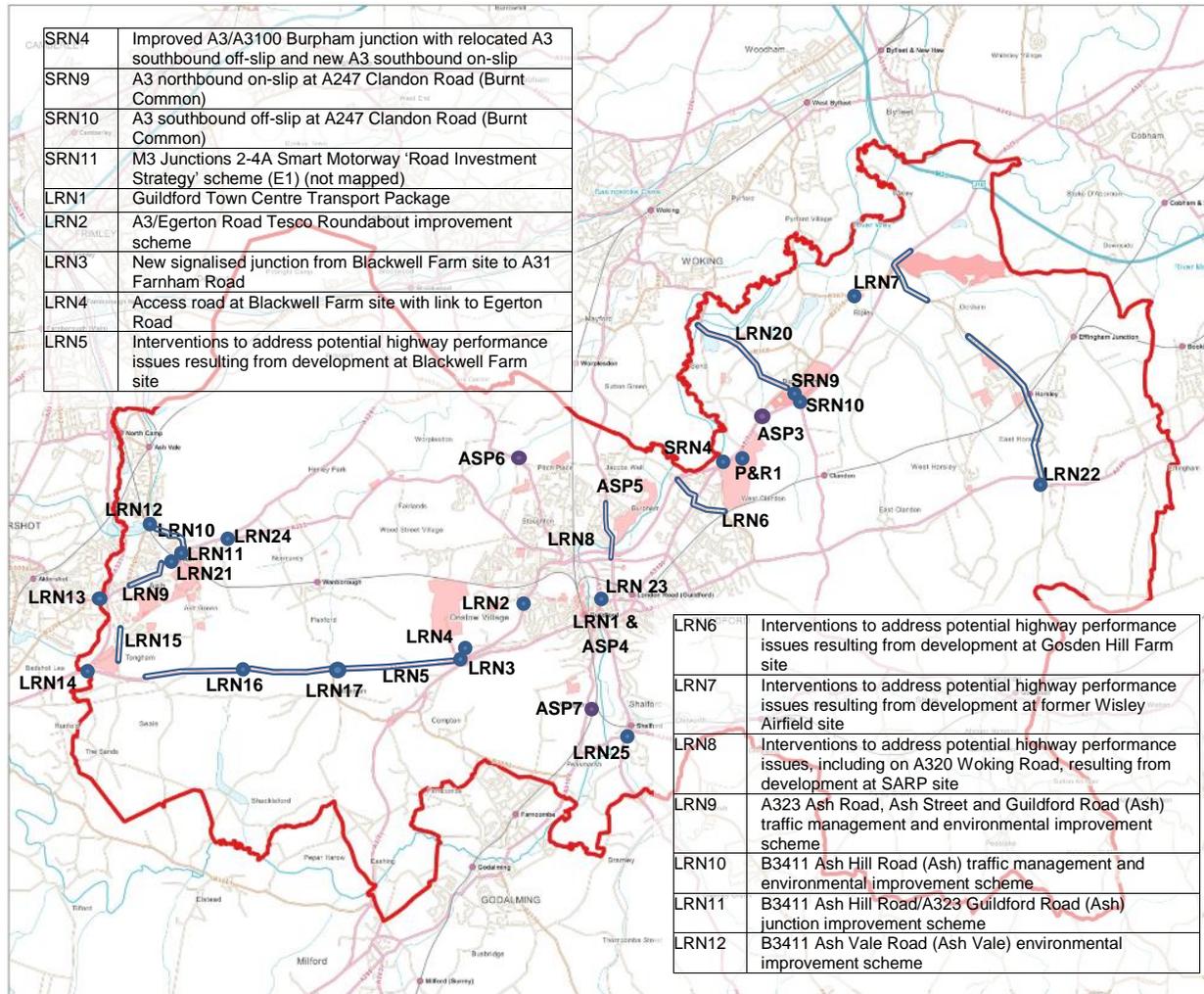
Strengths	Weaknesses	Committed improvements	Anticipated improvements	Aspirations
<ul style="list-style-type: none"> Local Road Network provides vehicular connections to all settlements in the borough Approximately 5,800 spaces available to members of the public in public and private off-street car parks in Guildford town centre, including concessions for electric vehicles in public car parks Approximately 2,300 spaces for car parking at Guildford's four Park and Ride sites Public off-street car parking available at 11 of the 12 rail stations in the borough, and a number of other public off-street car parks in villages and local centres 8-vehicle car club in Guildford, of which 3 are electric vehicles Guildford town controlled parking zone, divided into areas, covers Guildford town centre and surrounding residential areas, including discounted permits for electric vehicles 	<ul style="list-style-type: none"> A-classified principal roads in Guildford town experience recurrent congestion at peak times Recurrent peak period congestion at junctions of A31 Hog's Back with A331 Blackwater Valley Route and with northbound carriageway of the A3 trunk road A25 carries significant volume of through traffic with adverse environmental impacts on village communities Various A-classified roads are identified as 'First Priority' or 'Important Areas' for noise action planning Impact on local roads of lack of capacity on the A3 	<ul style="list-style-type: none"> Guildford Town Centre Transport Package, including the following vehicle-targeted schemes: <ul style="list-style-type: none"> A25/A320 Stoke Crossroads improvement scheme Revised access to Millbrook car park in line with the Council's 'drive to, not through' concept Experimental closure of Walnut Tree Close 	<ul style="list-style-type: none"> Improvements to increase capacity at key junctions including A31/A331 (Tongham), A323/A331 (Ash), A323/B3411 (Ash), B3000/A31 (Puttenham) Traffic management and environmental improvements to on key links including: <ul style="list-style-type: none"> A31 Hog's Back (Tongham and Puttenham) A323 Ash Road and Guildford Road (Ash) B3411 Ash Hill Road (Ash) B3411 Ash Vale Road (Ash Vale) A247 Send Barns Lane (Send) Ash rail station level crossing closure and new bridge scheme New Park and Ride site at Gosden Hill Farm urban extension New through vehicular link, which will be controlled, from A31 Farnham Road to Egerton Road area 	<ul style="list-style-type: none"> Guildford Town Centre Regeneration Strategy – aspirational schemes to realise modal shift and the Council's 'drive to, not through' concept Northern Guildford Park and Ride site to serve the A320/A322/A323 corridors, subject to business case including funding arrangements Improved bus service at Artington Park & Ride and/or new Southern Park & Ride site, subject to business case including funding with requirement to operate without additional public subsidy Clay Lane Link Road: Slyfield Industrial Estate to Clay Lane, if demonstrated to be necessary



Strategy outcomes

- Reduced congestion on key junctions and links of Local Road Network Improved road safety

Our local roads and parking strategy



SRN4	Improved A3/A3100 Burpham junction with relocated A3 southbound off-slip and new A3 southbound on-slip
SRN9	A3 northbound on-slip at A247 Clandon Road (Burnt Common)
SRN10	A3 southbound off-slip at A247 Clandon Road (Burnt Common)
SRN11	M3 Junctions 2-4A Smart Motorway 'Road Investment Strategy' scheme (E1) (not mapped)
LRN1	Guildford Town Centre Transport Package
LRN2	A3/Egerton Road Tesco Roundabout improvement scheme
LRN3	New signalised junction from Blackwell Farm site to A31 Farnham Road
LRN4	Access road at Blackwell Farm site with link to Egerton Road
LRN5	Interventions to address potential highway performance issues resulting from development at Blackwell Farm site

LRN6	Interventions to address potential highway performance issues resulting from development at Gosden Hill Farm site
LRN7	Interventions to address potential highway performance issues resulting from development at former Wisley Airfield site
LRN8	Interventions to address potential highway performance issues, including on A320 Woking Road, resulting from development at SARP site
LRN9	A323 Ash Road, Ash Street and Guildford Road (Ash) traffic management and environmental improvement scheme
LRN10	B3411 Ash Hill Road (Ash) traffic management and environmental improvement scheme
LRN11	B3411 Ash Hill Road/A323 Guildford Road (Ash) junction improvement scheme
LRN12	B3411 Ash Vale Road (Ash Vale) environmental improvement scheme

Legend

- Guildford borough boundary
- Proposed site allocations
- Committed improvements
- Anticipated improvements
- Aspirational improvements

LRN13	A323 Aldershot Road/A331 Blackwater Valley Route (Ash) junction improvement scheme
LRN14	A331 Blackwater Valley Route with A31 Hog's Back (Tongham) junction improvement scheme
LRN15	The Street (Tongham) environmental improvement scheme
LRN16	A31 Hog's Back (Tongham to Puttenham) road safety scheme
LRN17	B3000 Puttenham Hill/A31 Hog's Back junction (Puttenham) improvement scheme
LRN20	A247 Send Road/Send Barns Lane (Send) traffic management and environmental improvement scheme
LRN21	New road bridge and footbridge scheme to enable level crossing closure on A323 Guildford Road adjacent to Ash railway station
LRN22	East Horsley and West Horsley traffic management and environmental improvement scheme
LRN23	A322 Onslow Street, Laundry Road, A322 Woodbridge Road and A246 York Road junctions improvement scheme involving new and modified signalised junctions
LRN24	A323 Guildford Road/A324 Pirbright Road junction improvement scheme
LRN25	A281 Horsham Road/A248 Kings Road/A248 Broadford Road junction improvement schemes
P&R1	Gosden Hill Farm Park and Ride
ASP3	New A3/A3100/B2215/A247 Burpham-Burnt common all-movements junction, formed by a new connector road linking between new A3/A3100 Burpham junction and the B2215 London Road, in combination with the new A3 northbound on-slip and the new A3 southbound off-slip
ASP4	Guildford Town Centre Regeneration Strategy – aspirational schemes to realise modal shift and the Council's 'drive to, not through' concept
ASP5	Clay Lane Link Road: Slyfield Industrial Estate to Clay Lane
ASP6	Northern Park and Ride
ASP7	Improved bus service at Artington Park and Ride and/or new Southern Park and Ride
ASP8	Comprehensive network of 30 publically accessible electric vehicle charging points in the borough (not mapped)

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Our bus transit strategy

New and improved bus transit infrastructure and services will progressively enhance the opportunities for making sustainable mode choices.

We are working with Surrey County Council and other partners to develop a package bid of key elements to the Local Enterprise Partnership. We will have started delivering the Sustainable Movement Corridor (SMC) from the west of the town by 2020, providing rapid and reliable bus journeys in Guildford urban area.

Significant bus networks will serve the proposed urban extensions of Guildford at Gosden Hill Farm and Blackwell Farm and also the new settlement at the former Wisley airfield. These will be delivered through developer funding.

Our bus transit strategy



Strengths

- Largely commercial bus services on local Guildford routes, Blackwater Valley routes and longer distance interurban routes
- Most of the bus routes converge on Guildford bus station
- Contactless payments now accepted on many buses in the borough

Weaknesses

- Bus services are delayed in recurrent congestion in and on approaches to Guildford town centre
- Very limited bus priority in Guildford urban area
- Present appearance of Guildford bus station is poor and does not offer a pleasant, welcoming experience
- Villages have less frequent bus services which provide limited connections in evenings and Sundays

Committed improvements

- Guildford Town Centre Transport Package, including the following bus-targeted schemes:
- Bus stop facilities, including Real Time Passenger Information will be improved along the A3100 London Road between London Road Rail Station and Boxgrove Roundabout
- A25/A320 Stoke Crossroads improvement scheme providing some bus priority

Anticipated improvements

- New Sustainable Movement Corridor provides rapid and reliable bus journeys in Guildford urban area, and links:
 - Guildford town centre and rail station
 - Ladymead Retail Park
 - Royal Surrey County Hospital
 - University of Surrey's Stag Hill and Manor Park campuses
 - Surrey Research Park
 - Slyfield Industrial Estate
 - existing urban communities in seven wards
 - new rail stations at Guildford West (Park Barn) and Guildford East (Merrrow)
 - Park and Ride at Onslow and new Gosden Hill Farm facility
 - the new communities at Blackwell Farm, SARP and Gosden Hill Farm
- Guildford town centre bus facilities to be provided in suitable alternative arrangement to be located either partly or wholly on or off North Street site
- New Park and Ride site at Gosden Hill Farm urban extension of a sufficient scale as required by projected demand and in order to operate without public subsidy in perpetuity

Aspirations

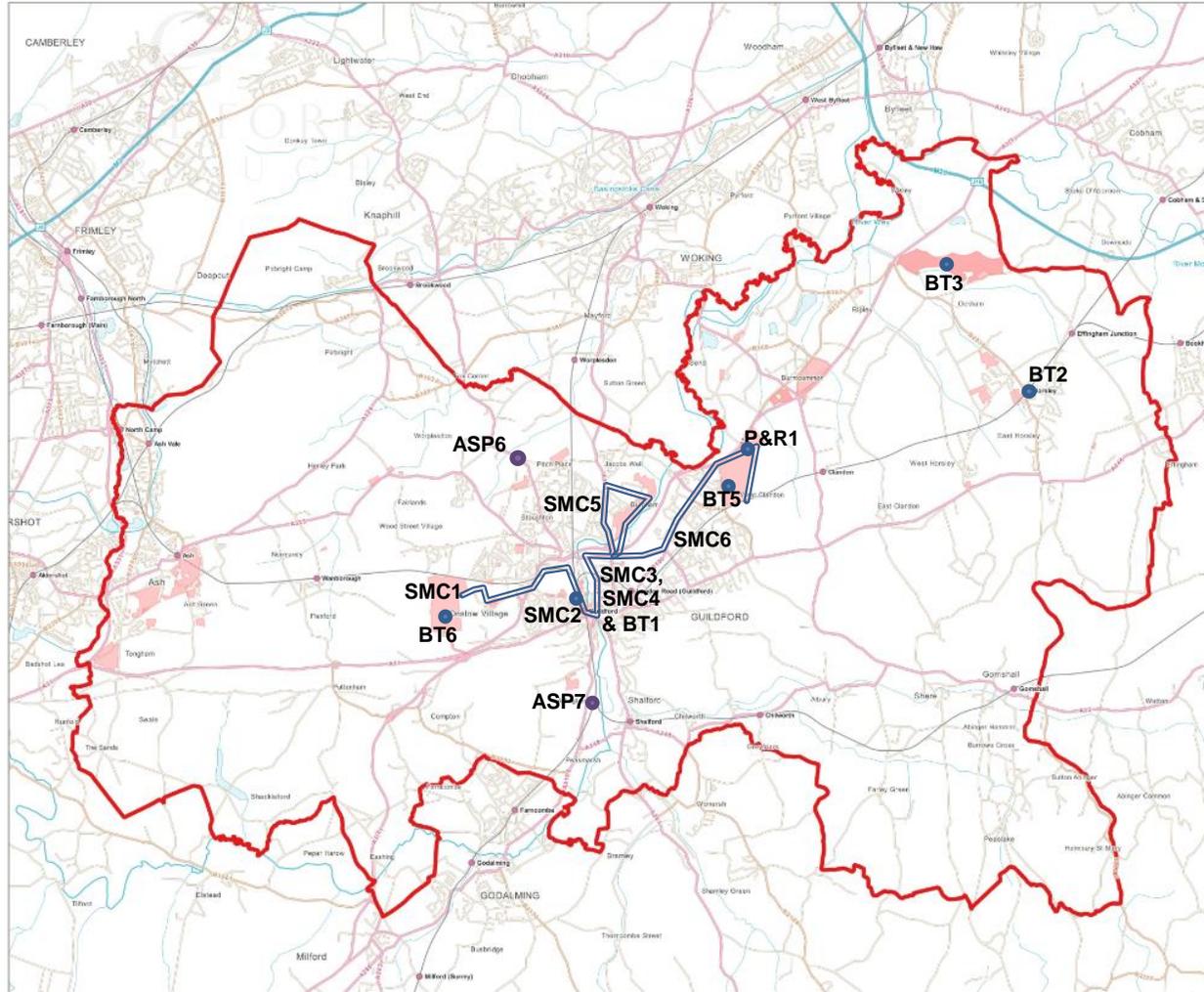
- Fully integrated passenger transport ticketing across all bus and rail operators
- Northern Park & Ride, subject to business case including funding
- Improved bus service at Artington Park & Ride and/or new Southern Park & Ride, subject to business case including funding with requirement to operate without additional public subsidy



Strategy outcomes

- Increased bus patronage
- Increased bus modal share

Our bus transit strategy



Legend

- Guildford borough boundary
- Proposed site allocations
- Committed improvements
- Anticipated improvements
- Aspirational improvements

Schemes

P&R1	Gosden Hill Farm Park and Ride
SMC1	Sustainable Movement Corridor: West
SMC2	Sustainable Movement Corridor: Yorkie's Bridge
SMC3	Sustainable Movement Corridor: Town Centre Phase 1
SMC4	Sustainable Movement Corridor: Town Centre Phase 2
SMC5	Sustainable Movement Corridor: North
SMC6	Sustainable Movement Corridor: East
BT1	New Guildford town centre bus facilities
BT2	Bus interchange at Effingham Junction rail station (or alternatively Horsley rail station)
BT3	Significant bus network serving the Land at former Wisley airfield site and key destinations to be provided and secured in perpetuity (not mapped)
BT5	Significant bus network serving the Gosden Hill Farm site and key destinations to be provided (not mapped)
BT6	Significant bus network serving the Blackwell Farm site and key destinations to be provided (not mapped)
ASP6	Northern Park and Ride
ASP7	Improved bus service at Artington Park and Ride and/or new Southern Park and Ride

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Our active modes strategy

We will widen transport choice by making the decision to walk or cycle easier and more pleasant. There are opportunities locally to improve the experience of pedestrians and cyclists in both our urban and rural communities, albeit these opportunities will vary from place to place.

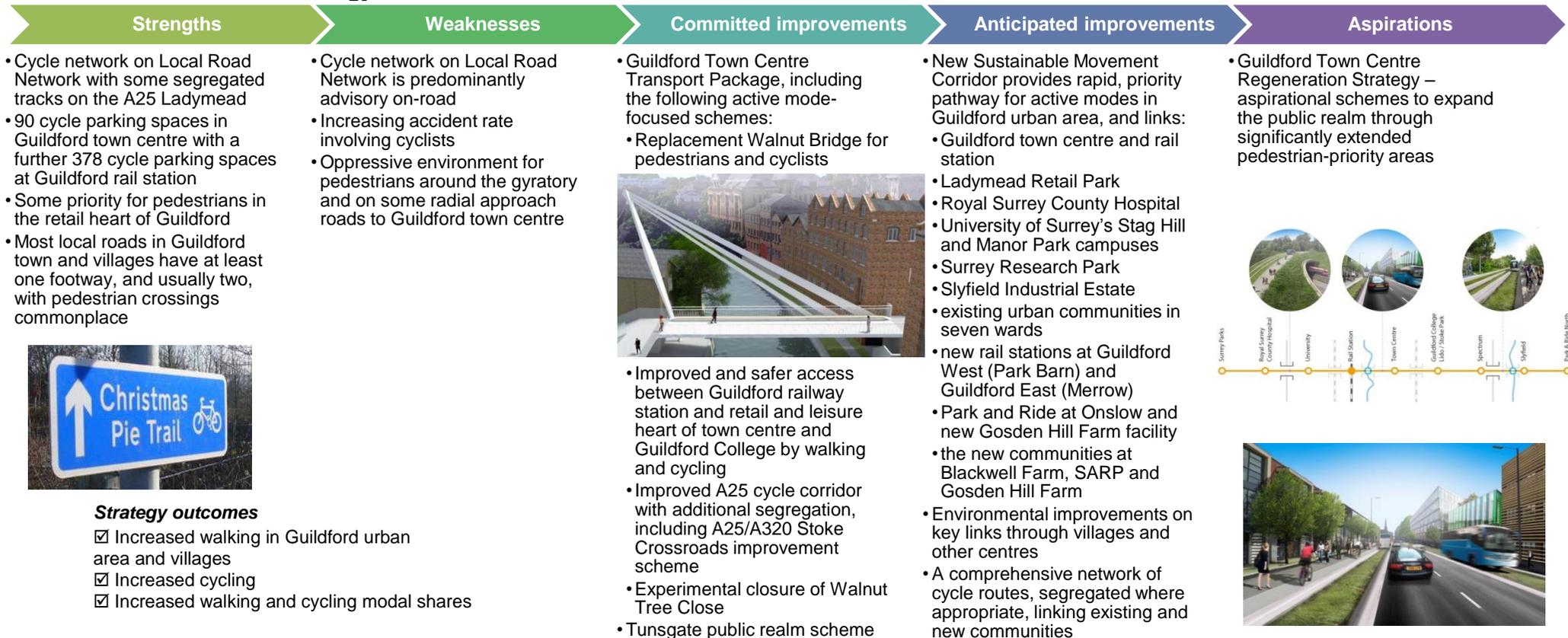
In 2016/17, the Council and the Enterprise M3 Local Enterprise Partnership funded the improvement of the National Trust's River Wey towpath at Parsonage Watermeadows – as featured in the previous issue of our transport strategy – with the first results indicating significantly increased usage.

Working with Surrey County Council, we will deliver public realm enhancements in Tunsgate in 2017/18, complementing the expected increased footfall from the opening of new Tunsgate Quarter redevelopment and reflecting the concentration of historic and cultural assets in this area of Guildford town centre.

Improvements to the public realm in Castle Street and Chapel Street are under consideration for future years.



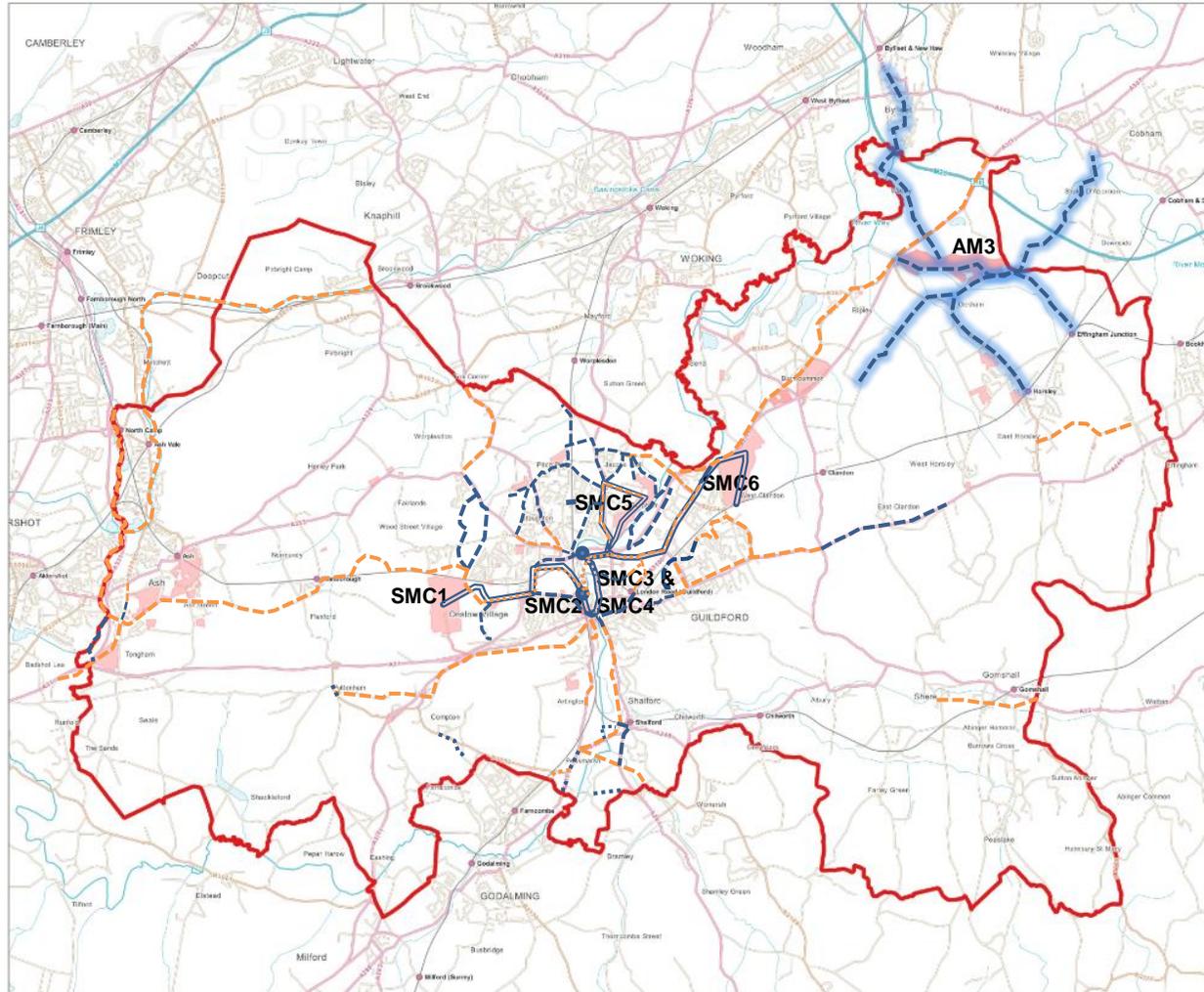
Our active modes strategy



Strategy outcomes

- ☑ Increased walking in Guildford urban area and villages
- ☑ Increased cycling
- ☑ Increased walking and cycling modal shares

Our active modes strategy



Legend

- Guildford borough boundary
- Existing cycle routes
- Proposed site allocations
- Committed improvements
- Anticipated improvements
- Anticipated cycle improvements
- Anticipated cycle improvements related to development of land at former Wisley airfield site (AM3)
- Aspirational improvements

AM1	Guildford Wayfinding signage system – Phase 2 (not mapped)
AM2	Comprehensive Guildford cycle network (mapped – see Legend above)
AM3	Off site cycle network from the Land at former Wisley airfield site to key destinations, with improvements to a level that would be attractive and safe for the average cyclist (including that mapped in vicinity of site – see Legend above)
LRN1	Guildford Town Centre Transport Package (not mapped)
SMC1	Sustainable Movement Corridor: West
SMC2	Sustainable Movement Corridor: Yorkie's Bridge
SMC3	Sustainable Movement Corridor: Town Centre Phase 1
SMC4	Sustainable Movement Corridor: Town Centre Phase 2
SMC5	Sustainable Movement Corridor: North
SMC6	Sustainable Movement Corridor: East
ASP4	Guildford Town Centre Regeneration Strategy (not mapped)

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6 Our transport and air quality strategy

Environmental legislation has provided a strong impetus to reduce the levels of harmful pollutants; as a result, current concentrations of many recognised pollutants are now at the lowest level they have been since measurements began.

Nevertheless, air pollution remains a problem. Many thousands of people still die prematurely every year because of the effects of air pollution in the UK.

The pollutants of concern in our borough are particulate matter (PM) and nitrogen dioxide (NO₂). Levels of these pollutants vary considerably with, generally, the highest concentrations on the busiest, most congested, roads.

The Environment Act 1995 established a system of Local Air Quality Management whereby local authorities review current and likely future, air quality. If concentrations of pollutants exceed the Government's national air quality objectives at 'relevant receptors' for exposure, which are typically where people live or spend prolonged periods of time, an Air Quality Management Area (AQMA) is designated and an action plan is formulated to address the issues.

In November 2017, the Council declared an AQMA in an area of Compton due to a breach of the national annual mean level of NO₂ air quality standard. This is the first and, at present, only AQMA in the borough. The Council will shortly undertake consultation on a draft action plan. The aim of the action plan is to implement measures to reduce the annual mean level of NO₂ to below the air quality standard. When this is achieved, the AQMA can be revoked. The draft action plan features traffic management measures, as the source apportionment for the AQMA showed the primary source of the air pollution was from diesel cars and diesel light goods vehicles.

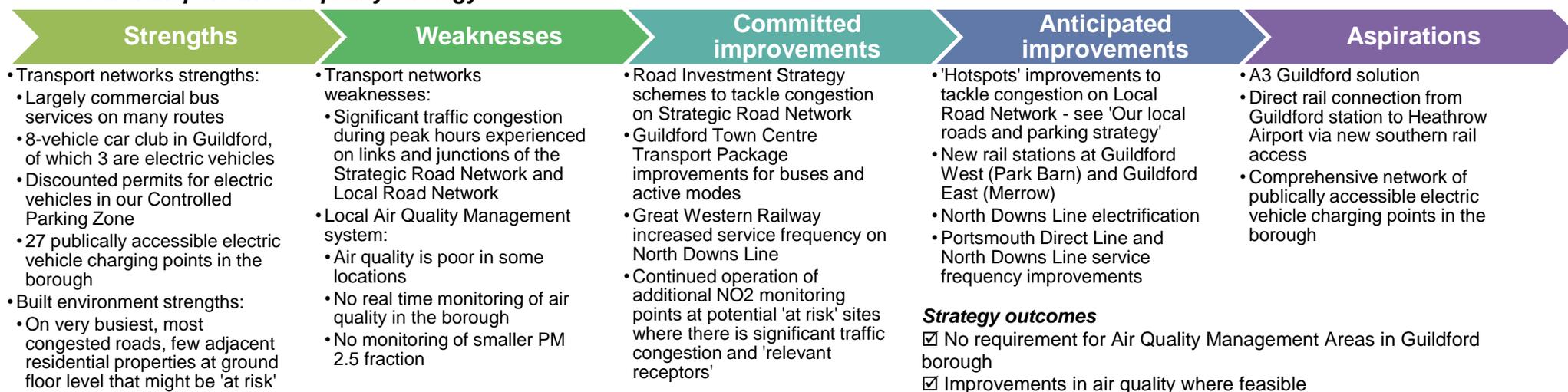
In parallel, the Council adopted a Guildford Borough Council Air Quality Strategy 2017-2022. The aim of the strategy is to improve air quality in the borough by providing strategic direction and an action plan requiring cross-cutting working across the Council and partners. This Guildford Borough Transport Strategy is referenced in the Council's Air Quality Strategy 2017-2022.

Defra's UK plan for tackling roadside nitrogen dioxide concentrations (July 2017) identified a straight-line exceedance of the statutory annual mean limit value for NO₂ along a stretch of the A331 Blackwater Valley Road in Guildford, Rushmoor and Surrey Heath districts. Guildford Borough Council, Rushmoor Borough Council and Surrey Heath Borough Council are required to undertake local assessment to consider the best option to achieve the statutory NO₂ limit values within the shortest possible time and to each produce a local action plan by March 2018. The Council is undertaking a feasibility study working in partnership with these councils and also Surrey County Council and Hampshire County Council.

The outcomes which we are seeking to achieve through this transport and air quality strategy are for there to be no requirement for Air Quality Management Areas in Guildford borough and to achieve improvements to air quality in our borough where feasible.

With population growth in the borough and beyond, we expect that the total distance travelled in vehicles in our borough will continue to increase. This will be more than offset by the combination of our package of projects – set out below – and progressively tighter vehicle emission and fuel standards. In addition, if and when new air quality issues are identified in a specify locality, we will work with Surrey County Council, the Local Highway Authority, to identify and bring forward additional local measures.

Our transport and air quality strategy



7 Our road safety strategy

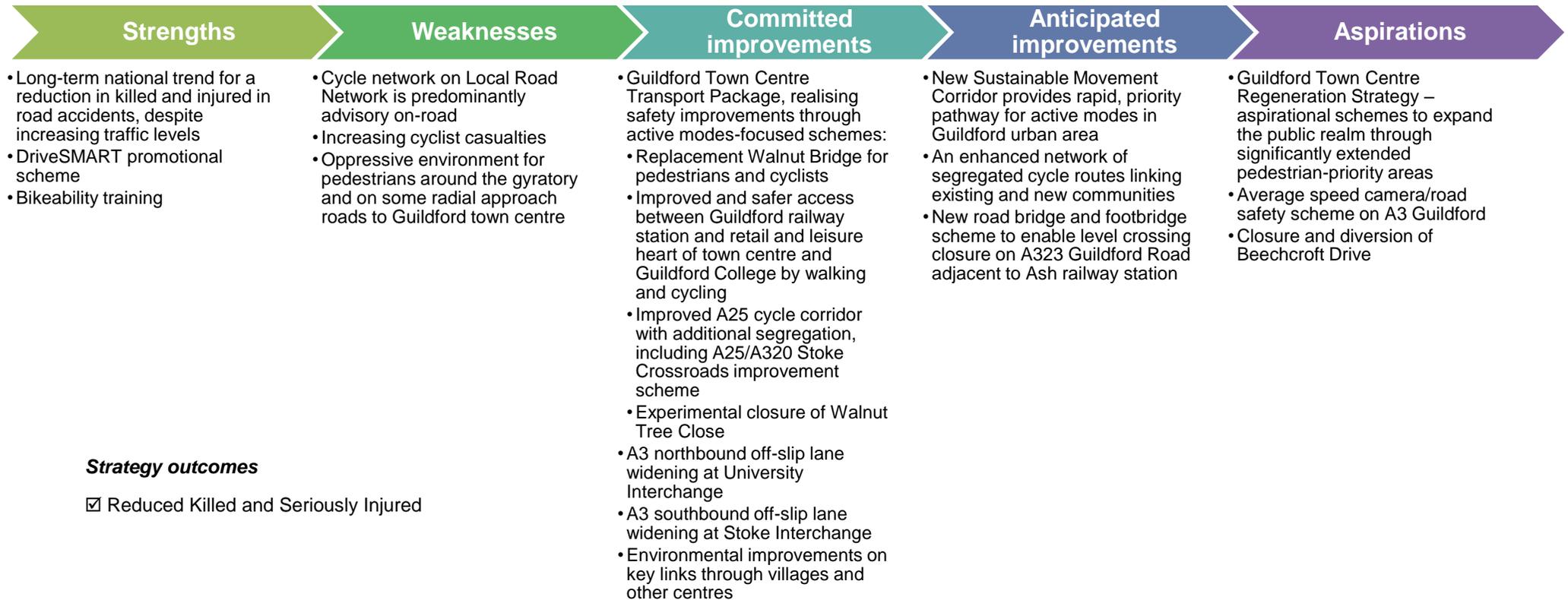
The last few decades have demonstrated that effective road safety strategies can reduce the number of people killed or injured on the road, despite increasing traffic levels.

The UK now has one of the best road safety records in the world - but with around five people still dying on Britain's roads every day there is much more to be done. In Guildford borough, five people were killed and 95 were seriously injured on our roads in 2015, the most recent year for which statistics are available for the borough.

Road safety improvements will be realised through investments appropriate to the nature of the roads. For built-up urban roads, we are looking to better control vehicle speeds and provide improved facilities for pedestrians and cyclists, segregated where appropriate. For non built-up rural roads, we are looking to control vehicle speeds through traffic management and environmental improvements at key links and junctions.

In March 2017 the Government committed to improve the A3 northbound off-slip road at the University interchange and the A3 southbound off-slip road at the Stoke interchange. These schemes will provide safety benefits.

Our road safety strategy



8 Programme and funding

The timely provision of suitable infrastructure will be important to the future success of the borough, economically, socially and environmentally.

The schemes set out in this transport strategy will, in combination, tackle the historic infrastructure deficit and mitigate the principal transport impacts of future proposed planned growth in our borough during the period to 2034 of the Submission Local Plan.

The indicative programme for delivery is presented below.

In view of the early stage of development of a number of the transport schemes, we have taken a cautious and 'high level' approach to estimating costs to reflect the potential planning and land acquisition issues to be addressed.

For each scheme, we have categorised its status as either committed, anticipated or aspirational.

- Committed: Definite funding has been secured and any remaining planning and statutory approvals will be straightforward to achieve
- Anticipated: Subject to a positive business case, funding can be secured and planning and statutory approvals achieved; or where there is a planning requirement to provide the scheme.
- Aspirational: A strong business case will need to be demonstrated in order to secure funding as the estimated cost presently exceeds typical funding envelopes and/or there are significant planning and statutory approvals to be achieved.

Funding for the delivery of schemes in our transport strategy will come from a variety of sources, principally:

- Government funding to Network Rail, Highways England and Surrey County Council to fund their forward plans for improvement of their transport infrastructure assets
- Local Growth Fund, administered by the Enterprise M3 Local Enterprise Partnership, and distributed to schemes on a competitive basis
- Planning obligations required of developers to deliver site specific infrastructure such as highway junction improvements, road safety improvements, environmental improvements and sustainable transport enhancements
- Developer contributions
- Guildford Borough Council investments



Notes on the Guildford Borough Transport Strategy indicative programme:

- The scheme referenced SRN11, which is the M3 Junctions 2-4A Smart Motorway 'Road Investment Strategy' scheme (E1), has now been delivered, and so it has not been included in this issue of the strategy.
- Schemes references SRN1, LRN18, LRN19, BT4 and AM4 have not been used in this issue of the strategy, reflecting changes made through the Local Plan-making process and also to changes made with respect to aspirational schemes.
- The Guildford Town Centre Regeneration Strategy (Guildford Borough Council, January 2017) includes and/or references a number of committed and anticipated schemes which are separately listed above, including NR1, NR2, NR3, LRN1, P&R1, SMC1, SMC2, SMC3, SMC4, SMC5, SMC6, BT1 and P&R1. It also includes a number of aspirational schemes which are captured in the programme under the scheme reference ASP4 Guildford Town Centre Regeneration Strategy – aspirational schemes.
- The indicative programme incorporates the minor modifications proposed to the Submission Local Plan's Infrastructure Schedule, including to the range of years for likely delivery.

9 Monitoring and reporting

This section sets out the key progress made in the financial years of 2016/17 and 2017/18 to date with respect to:

- schemes in the strategy and its predecessors, and
- indicator set for key strategy outcomes.

Progress with respect to schemes in 2016/17 and 2017/18 to date

Delivered

- Improvement of River Wey towpath around Parsonage Watermeadows (linking A25 to A320) – This was scheme AM5 in the Guildford Borough Transport Strategy 2016 (June 2016) and was funded by Guildford Borough Council and the Enterprise M3 Local Enterprise Partnership

Newly committed

- SRN7: A3 northbound off-slip lane widening at University Interchange (approaching Tesco roundabout) improvement scheme – £1.6m committed funding secured from Government's Congestion Relief Programme in March 2017
- SRN8: A3 southbound off-slip lane widening to A320 Stoke Interchange improvement scheme – £2.5m committed funding secured from Government's Congestion Relief Programme in March 2017
- Tunsgate public realm scheme.

Scheme status advancement or significant advancement

- SRN3: M25 Junction 10/A3 Wisley interchange 'Road Investment Strategy' scheme (E16) – Highways England consulted on its early proposals for the M25 Junction 10/A3 Wisley interchange 'Road Investment Strategy' scheme between December 2016 and February 2017, and made its Preferred Route Announcement for a scheme in November 2017.

- Western section of the Sustainable Movement Corridor (elements of SRN1), the improvement of the junction of the A331 Blackwater Valley Route with the A31 Hog's Back (LRN14) and pedestrian improvements in Guildford town centre (elements relating to LRN1) – Provisional funding allocation of £12.5 million secured for package including these schemes from Enterprise M3 Local Enterprise Partnership. As part of the work to prepare the business case, Surrey County Council and Guildford Borough Council consulted on proposals for elements of SMC1 in September–October 2017.

Progress with respect to indicator set for key strategy outcomes

- Indicator set presented in table opposite
- Of the eight indicators, appropriate data, providing an update on the baseline data presented in the first issue of the strategy in April 2016, is presently available for only three of the indicators
- For two of these three indicators, evidenced trend is consistent with the desired strategy outcome:
 - Increased rail patronage
 - Reduced Killed and Seriously Injured
- For one of these three indicators, evidenced trend is not consistent with the desired strategy outcome:
 - No requirement for Air Quality Management Areas in Guildford borough
- Up-to-date data for the other indicators is not presently available.

Indicator set for key strategy outcomes

Strategy outcome	Indicator name	Data source	Baseline data	What trend is consistent with desired strategy outcome	Latest data	Is evidenced trend consistent with desired strategy outcome?
Increased rail patronage	Annual entries and exits at rail stations in Guildford borough	Office of Rail and Road – annual	2014/15: 11,128,084 entries and exits	Increase	2016/17: 11,236,082 entries and exits	<input checked="" type="checkbox"/>
Increased rail modal share	Rail modal share for travel to work journey in Guildford borough	Census – every 10 years	2011: 13.1%	Increase	Next Census 2021	No data
Increased bus modal share	Bus modal share for travel to work journey in Guildford borough	Census – every 10 years	2011: 3.9%	Increase	Next Census 2021	No data
Increased walking and cycling modal share	Walking and cycling modal share for travel to work journey in Guildford borough	Census – every 10 years	2011: 15.7%	Increase	Next Census 2021	No data
Reduced congestion on key junctions and links of Local Road Network	Average vehicle speeds during the weekday morning peak on locally managed 'A' roads in Guildford borough (7am-10am)	Department for Transport – annual	2015: 26.7 mph	Increase in average vehicle speed	2016 borough-level data awaited from DfT	TBC when 2016 data published
Reduced congestion on Strategic Road Network	Average vehicle speeds during the weekday morning peak on A3 trunk road (7am-10am)	Department for Transport - annual	2015: 25.6 mph	Increase in average vehicle speed	2016 borough-level data awaited from DfT	TBC when 2016 data published
Reduced Killed and Seriously Injured	Number of persons killed or seriously injured in road traffic accidents in Guildford borough	Department for Transport – annual	2014: 129 people	Reduction	2015: 100 people	<input checked="" type="checkbox"/>
No requirement for Air Quality Management Areas in Guildford borough	Number of Air Quality Management Areas in Guildford borough	Guildford Borough Council – annual reporting to Defra and any declarations	2015: 0 Air Quality Management Areas	Remains as zero	2017: 1 Air Quality Management Area	<input checked="" type="checkbox"/>

10 Next steps

The schemes set out in this transport strategy will, in combination, tackle the historic infrastructure deficit, facilitate a modest modal shift and mitigate the principal transport impacts of proposed planned growth in our borough during period to 2034 of the Submission Local Plan.

We will revise this transport strategy as required as we move forward, so that it remains relevant as new challenges and opportunities present themselves. Key schemes will be written into Surrey County Council's Local Transport Plan when this is next formally revised.

The relationship between this transport strategy and other key documents and reports is shown opposite.

This strategy demonstrates to residents, businesses, stakeholders and funders that we have a clear and ambitious strategy, with a programme in which funders can invest with confidence.

