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GUILDFORD VISION GROUP

MEMBERS



Guildford Vision Group – a wealth of experience

The day-to-day deliberations of GVG are led by a steering group comprising experienced professionals drawn from GVG's substantial following of local residents.

Of the 18 steering group members, each current or former senior postholders in their field, 13 have very relevant property, urban planning and architectural experience:

1. John Rigg FRICS

John is co-founder and Chair of Guildford Vision Group, a Fellow of Royal Institute of Chartered Surveyors, past Head of Central London and International Investment at Savills and Head of Strategic Investment, and now a consultant.

2. Julian D S Lyon, MBA (Dist), FRICS

Director of Worldwide Occupier Services, Savills; Chair, The Guildford Society; Chairman, RICS Corporate Occupier Group; Board Member, RICS Commercial Board; Past Chair, CBI Property Group; Past Chair, ACRE; Board Member, Corporate Landlord Accreditation Scheme; Trustee, South East Music Trust; Past Chair, CASE Community Trust.

3. Dr Angus McIntosh, FRICS

Economist, Chartered Surveyor and sustainable property consultant to Real Estate Forecasting Ltd. Visiting Post Graduate Professor at Oxford Brookes University and Royal Agricultural University, Hong Kong Academy of Management. Angus is a Chartered Surveyor and an Economist, having worked for the public sector, a property investment fund and three major international consultancies. In recent decades he has been involved in town construction projects, including Dorking, Bracknell and Tunbridge Wells Stations, Central Birmingham, Prague and Barcelona, as well as major consultancy assignments in India, Central & Eastern Europe, Oslo and on French shopping centres. He is the author of "Towns & Cities Competing for Survival".

4. Chris Blow, MA (London), RIBA, FRSA

Former Partner and Director of Scott Brownrigg specialising in transportation terminals. Chris has been the architect/design manager for many transport buildings, notably airports such as Heathrow Terminal Four with bus and railway stations. He is the author of many books and articles about airports, a member of the Board of British Airports Group, including leading trade mission to Athens. He is visiting professor of engineering design, University of Surrey (Royal Academy of Engineering, 2004-2010) and Chair of Guildford Society Transport Group.

5. Michael Jeffery, RIBA, RIAS

Retired Director JAA/Ryder, Architects; Past Chairman, The Guildford Society and now Chairman of its Design & Heritage Group. Michael's career has spanned both public and private sectors in the North of England, Scotland and London, latterly as Director of a London Architectural practice. A goodly proportion of that work was conservation and adapting listed buildings. He moved to Guildford 40 years ago, to a town he had come to love over many years of holidays in the family home he now owns.

6. Gerry Lyttle, RIBA

7. David Ogilvie, Dip. Arch, Dip. T&CP, ARIBA, MRTPI

David Ogilvie Design Architects and Town Planners, Guildford Society Planning Group. David began his career with HKP&A in London and then with Nairobi City Council and Amyas Connel. He went on to John Madin Design (Birmingham) working on housing in Corby and then with James Robertson Grosvenor Hotel before becoming an Associate of Healy & Horne architects in Sydney. He was job architect for the RSBS Canberra University, shopping centres, offices and housing schemes before returning to the UK to join BDP in Guildford where he worked on Leatherhead shopping centre, VW dealership and various office, shopping and housing projects, master planned the RAE, Blood Products Laboratory, Hearn Airport and studies for IBM. In 1991 he set up David Ogilvie Design undertaking housing, ecclesiastical and commercial work.

8. James Burland, Architect

Bath University 1980, Arup Associates 1978-85, Cox Architects (Sydney) 1986-90, Arup Associates 1990-2000, Burland TM 2000 – 2010, James Burland Architect 2010-2014, Architectural Consultant to Terrell Ltd Structural Engineers, co-founder Terrell Associates Engineering Architecture. James's past projects cover masterplanning, building design and working details. His early work is best represented by a new college for Durham, Glasgow Arena, the BP Solar Showcase and Manchester City Stadium, all designed at Arup. After Arup his work diversified with Ealing Film Studios, student housing in central London, Bristol Arena and an apartment building on the River Thames – all designed at Burland T.M. Architects.

9. Alistair Smith

Retired Business Consultant - specialising in Organisational Strategy Design and Change enabled by IT solutions.

Alistair has been involved in the many large organisational change programs enabled by new technology for major corporates including BP, Kraft, Astra Zeneca, and Avis. These programmes have involved utilising his skills in business analysis, business case development, organisational design, role definition and supporting technology definition. Many of these programmes have relied on cutting edge technology particularly supporting R&D organisations.

He has worked internationally particularly in the US and Europe, and has experience of managing internationally based and staffed teams of professionals.

10. Richard Jarvis, BSc, MS, CEng, FICE, FCIHT

Retired planning and management consultant. Richard has many years' experience as a transport planner, managing a wide range of projects in the UK and around the world. He has led studies for highways, city planning and public transport and acted as an expert witness at public inquiries. He was employed by WS Atkins for over 25 years, and headed the company's transport planning practice before moving on to broader roles in the company, latterly as a main board Director. He was subsequently Executive Chairman of consultants GHK, now part of the US-based ICF group.

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GUILDFORD VISION GROUP

MEMBERS



11. Chris Shorter, Chartered Structural Engineer

12. Maurice Barham, MA (Cantab)

Retired Shell executive, secretary of Guildford Society Transport Group. Maurice started in refinery operations and moving through functions from refinery scheduling, economics, pipeline and shipping logistics in Venezuela and Singapore, to Shell Representative in Eastern Saudi Arabia in connection with the building of a new joint venture refinery.

13. Dr Michael Hodson, Ph.D

Industrial economist with experience in the private sector, consulting and government. Michael has launched a major new business area for an information company, helped design HMG's assistance to business and been Head of Economics and Statistics at the Radiocommunications Agency (now part of OFCOM). He is currently writing and presenting workshops on designing enterprise and is a member of the economics group of the Guildford Society, delivers furniture for BESOM and is the Reader at Christ Church, Guildford. Michael has a Ph.D. in economics from the University of Cambridge.

Other GVG Members include:

14. Nikki Ackerley
Managing Director of Property House Marketing. Former Editor of Guildford Magazine.

Nikki began her career in public relations as a Promotions Executive at IPC Magazines, responsible for the publicity of Ideal Home and Woman's World. Following a career break she was appointed property correspondent of The Surrey Advertiser, a role she held for 15 years, winning Regional Property Correspondent of the Year.

A year after joining the Surrey Advertiser, she founded Property House Marketing. Now in its 23rd year, its impressive portfolio of clients includes well-known names in the housing industry.

15. Gillian Cameron
Honorary Secretary, The Guildford Society.

Gillian has lived in Guildford for some 36 years and worked in a professional capacity at Royal Surrey Hospital and others across the borough and county.

She has been involved with GVG since its inception, assisting with publicity and organisation, because she whole-heartedly believes in what it is trying to achieve.

16. Liz Markwell, BA Hons, MBA, PGCE
International career in commercial, educational and arts organisations.

Liz's last full-time management role was at the Guildford Institute, an arts/educational centre in the heart of Guildford. She is now involved in a number of different activities in and around Guildford including with the University of Surrey and Silent Pool Distillers, as well as voluntary work with the Guildford Society and G Live.

17. Bill Stokoe

Retired banker and consultant.

Bill's banking and consultancy experience included high street banking, capital markets fund raising, privatisations, US listings and international institutional investor relations for major corporate clients from the UK, Europe, South Africa, Far East and Russia.

Bill and his family have lived in Guildford for over 35 years. He is a former chair of Abbot's Hospital, one of Guildford most historic buildings. He is currently vice chair of Guildford College Group, Surrey's largest FE & Skills college. Over the years he has been involved with a number of local organisations and is a past chair of The Guildford Society and Burpham Community Association and a former trustee of Surrey 4x4 Response.

18. Yvonka Wilkinson

Campaign Manager and Administrator for The Guildford Vision Group.

Yvonka has more than 20 years of experience in the world of retail architecture, including a term accompanying a Senior Partner on the British Council of Shopping Centres Awards Committee tour.

This taught her a lot about the importance of place making and sustainable architecture, and the implications of good, dynamic master planning versus having a town regenerated by piecemeal development and insufficient infrastructure.

She believes GVG has the wealth of knowledge and experience in the design and construction of place making development which Guildford needs to become the town it deserves to be.



INTRODUCTION

1. Guildford Vision Group

Guildford Vision Group, in existence for 7 years, is a group of residents who have come together to produce a 21st century vision of how we feel the town could develop into over the next plan period.

GVG has developed a comprehensive vision for a revitalised town centre, using its members' experience in architecture, town planning, economics and in delivering major development projects. We have been aided by David Leonard of Leonard Design Architects, Gardiner & Theobald (cost consultants) and Motion transportation consultants. The result of our many years' work is a 100-page detailed masterplan for the town centre, which you find on subsequent pages. There is also a computer-generated 3D fly-through vision of the revised area. Please see our website www.guildfordvisiongroup.com

2. The Existing Town Centre

Guildford is very vibrant town hosting a thriving University and Research Park which add significant economic benefits to the UK economy. As a town it is situated in a gap in the North Downs that historically has created channelled transport corridors. The large area of the borough designated as Green Belt makes growth difficult. The Town Centre is dominated by a 1960s designed network of transport routes sited over the original Guildford crossing of the River Wey. The three and four lane carriageways carve through the town sitting in part on top of Guildford Wharf so separating the historic Guildford core from

its ancient riverside contributing congestion pollution and accidents to the heart of the town.

The A31 corridor before it can join the gyratory system has to manage the major bottle neck being an ageing two lane bridge crossing the railway. This bridge is the only connection between east and west Guildford after construction of the railway canyon in 1845. Major repairs are due to this bridge.

The only major transport corridor away from the town centre is the A3 – effectively a by-pass of a by-pass running from the North East to the South West. The overloaded A3 also acts a local distributor road for some journeys within Guildford at peak periods. Traffic incidents on the A3 also tend to divert traffic onto the Gyratory system already overloaded at peak times. There have been high levels of accidents, some serious and some fatal.

Guildford Railway Station was designed for 3million passenger journeys. It is currently coping with 8m and is forecast to grow to 12million and yet further with new rail services proposed (including connections to Heathrow and Gatwick) The station will attract more traffic of all types and from further afield as its sub regional role expands.

There is an excellent bus network radiating from a centrally located bus station in the town centre although services are currently hampered by traffic congestion. The site is now required for other purposes so there is added incentive to rearrange the bus interchange facilities to integrate more fully with the railway station and commuter needs.

3. What should the Town Look Like?

The town centre needs to be planned to provide an optimal mix of Housing, Commercial, and Retail Development to ensure Guildford thrives economically and continues to act as an economic hub for the area. Any plan should guard against Guildford becoming just a commuter town, so accessibility to the centre and the co-location of commercial and housing allocation is of key importance. Patterns of demand will evolve over time, so space should be designed to be as flexible as possible.

The town needs to be rescued from the traffic blight that afflicts it. The town centre needs to be reconnected to the banks of the river, unlocking prime land for potential redevelopment mostly owned by just three parties GBC, Network Rail and L&G. We support the need to improve access by public and by active modes of transport to the high employment areas in the north-west: University, Research Park and the County Hospital. Unlike many of the confined town centre approaches there is scope in the actual town centre, through forward looking master planning and planned delivery. to add and separate modes of transport to encourage modal shift, with wider pedestrianisation and use of bikes a key aim. Access to the town using Park and Ride and the rail network also needs to be actively encouraged.

The advent of Automatic (AV) and Electric Vehicles (EV) will potentially change transport requirements and impact, e.g. less parking space, smaller and more frequent buses, more efficient use of road space, lower pollution.

However, it is still desirable in busier corridors to separate out different modes of transport.

4. The unique aspects of the proposed plan

Most proposals for Guildford Town centre have kept the current transport infrastructure intact and have made limited impact on the challenges of Safety, Pollution that are necessary to make Walking and Cycling attractive in the town centre.

The GVG plan involves key changes in the town centre that can be summarised as:

- Safer and greater capacity infrastructure
- More and better-quality town centre housing and commercial space.
- Replace much of the existing one-way system with pedestrianisation. Replace and enhance capacity by a new link road that circumvents the station to the west.
- Incorporate modal separation of Pedestrians, Cyclists, and motor vehicles in the new arrangements.
- Create a 21st Century Transport Hub at the Station.
- Pedestrianisation to reunite Core of Town with Riverside and Station.
- Configure the Wey Navigation and surroundings to open the riverside and to mitigate flood risk.

INTRODUCTION

5. Development and Redevelopment

The GVG plan will open-up a considerable area for redevelopment especially along the Wey Navigation, Station and on the sites currently occupied by the Police Station and Law Courts. The redeveloped area will provide:

- New much Needed Housing
- Transport Hub based on the rail station
- New Town Squares
- New Amenities
- Civic Centre, Police Station Courts
- Commercial Space
- New support infrastructure in the form of Schools and Health Centres.

New Development in the context of an adopted masterplan will provide:

- Architectural compliance to a set of design guidelines as to height and bulk, that integrates to the Guildford Townscape
- Buildings built to be flexible for changing use demands
- Buildings built to latest environmental standards
- Flood Protection and Management built into Buildings and Infrastructure
- Combined Heat and Power Infrastructure.

6. Housing

A benefit of our masterplanned approach is that the town centre can accommodate more housing (circa 2000 plus dwellings) than is proposed by the submitted Local Plan. This Master Planned approach has advantages in that it:

- Reduces pressure to build on Greenbelt land. (Wisley, for example would not be required)
- Utilises existing town infrastructure
- Minimises commuting and/or supports commuting by public transport by co-locating transport, commercial property and housing
- Creates a more attractive town centre with a revitalized riverside integrated with the High Street and no interruptions from road traffic
- Supports economic growth, allowing Guildford and surrounding areas to continue to prosper, and allows for commercial and population growth in an imaginative and sustainable manner

Note: Housing developments are subject to several levies e.g. SANG, CIL, and affordable housing quotas. Many sites in Guildford due to being near open space attract SANG payments, an advantage of using town centre brownfield sites is that SANG payments can be mitigated.

7. Retail

The plan provides circa 20,000Sq/M of retail and Food & Beverage space distributed across the redeveloped area. GVG considers that the retail area is in a considerable state of flux at present with internet shopping being a major challenge to the conventional large store. The focus should be on smaller shops which have flexibility to be repurposed as commercial space. Note: GVG hasn't covered the North Street Site currently planned for circa 41,000SQ/M retail, the viability of this in the current environment must be in question.

8. Commercial

The GVG plan allows for circa 40,000Sq/M of Commercial space. This provides space for about 3500 to 4000 staff. It is anticipated that some of this space will be used by relocating courts, police station and local authority to form a civic centre. As discussed above there is an opportunity to add more commercial space vs. retail depending upon market demand. The infrastructure improvements by removing traffic blight will make existing and new commercial properties more attractive and accessible.

9. Transport Infrastructure

The GVG plan is based on making the town centre more accessible to a larger number of people WITHOUT increasing road traffic. The aim is to have Infrastructure that positively support and enables modal shift to Rail, Bus, Cycles and Walking.

Current Traffic levels will be supported with modal shift encouraged to manage growth from new housing and commercial activity, building separate, appropriately sized corridors for different modes of transport.

The GVG plan supports the current efforts by the council to establish Sustainable Movement Corridors in the town. The GVG plan by its introduction of modal separation in the town centre supports the establishment of other SMC's in time and tying in of existing pedestrian paths and cycleways e.g. the cycle path south to Shalford.

a. Road

Although the Authorities appear to be relying on improvements to the A3, including an aspiration for a tunnel, to solve problems of congestion and anticipated population growth from neighbouring communities, we believe that creating an inner corridor will free the Town Centre of polluting traffic for the benefit of pedestrians.

A deliverable option for creating a Town Centre fit for the 21st Century is to revise the main road links to create a new North South Corridor co-located with the Railway to circumvent the town centre.

By diverting through traffic, including freight, away from Bridge Street and Onslow Street it actively supports GBC's planned Sustainable Movement Corridor (SMC) along those sections, allowing more space and less pollution to be enjoyed by pedestrians and cyclists.

The new corridor would be created as follows:

- Re-open Town Bridge rebuilt on a slightly different alignment and higher to mitigate flood risks.
- Park Street: revise for 2-way traffic flow with a revised junction to Portsmouth Rd and Town Bridge
- Farnham Rd Bridge – Rebuild bridge to avoid weight issues and provide more lanes.
- Friary Bridge – Rebuilt as a pedestrian/bike bridge
- Build new link road between [parallel to] Guildford Park Rd [to west of] and the railway tracks.
- New Bridge crossing from Madrid Road to Woodbridge Road

INTRODUCTION

Diagrams below illustrate the proposals.

Fig 1 Current main traffic routes

Current main road corridor through Guildford Town centre (Blue). Current bus station loop bright red.

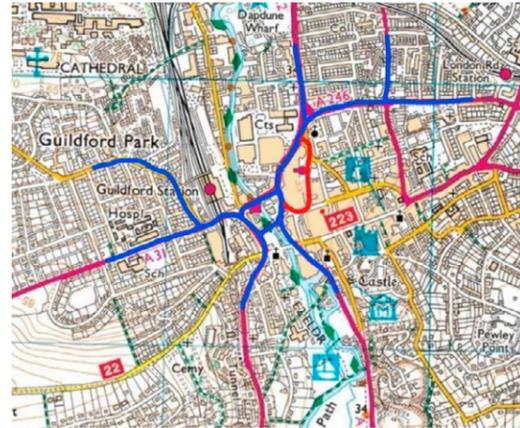


Fig 2 – Proposed North South Corridor

The proposal would divert through traffic from the two main entry points in the north-east to the west of the Town Centre, re-joining the main routes to the south of the town. This would also provide a new direct east-west link towards the A3.



Note that existing one-way system is re-purposed for bus pedestrian and cycle traffic. Delivery vehicles allowed access during timed periods.

As a group GVG have produced more detail on the road layout and bus routes.

b. Rail

The rail network will become more important both for commuting, airport access (Gatwick and Heathrow), and local use along the lines radiating from Guildford, and as part of outer orbital network from Gatwick, via Guildford, Reading, Oxford to Cambridge.

Creating a true transport hub through an upgraded and expanded station is required. The revised road layout allows for bus stops, and taxi ranks, to west and east of station and separated access for pedestrians and bicycles. The plans to build Guildford West and East stations are commended.

c. Bus

The GVG scheme provides for two separate bus interchange locations, one at the railway station and one in the town centre, both on the proposed route of the SMC, see diagram in the plan for full details.

d. Cycling

The GVG scheme provides for modal separation in the town centre, and links to the existing cycle ways plus the proposed sustainable Movement Corridor. The increasing availability of electric bikes allows hills to be easily tackled, currently a blocker to many people using cycles in Guildford.

e. Pedestrianisation

Pedestrianisation will expand from the current High Street/Tunsgate to encompass the riverside on east and west sides (which will be redeveloped to have attractive squares, Market etc) and the station. Pedestrianisation will also make properties in Bridge Street and Onslow Street more attractive as they cease to be on a traffic canyon. The Pedestrianisation will link to the Sustainable Movement Corridor and to footpaths leading to the south of the town centre into the Surrey hills.

10. Flooding

The centre of Guildford is subject to a considerable flood threat. Flooding in the main needs to be tackled by interventions upstream of the town. The GVG proposals do include raising the current Town Bridge which in extreme weather can block the Wey Navigation flow. Buildings in the flood zone proposed by GVG are designed to mitigate flood issues by using under crofts which in normal weather can be used for vehicle parking.

11. Power Infrastructure

There are opportunities to provide Guildford Town Centre with an up to date power infrastructure. Areas that GVG would be supportive of looking at include Ensuring new developments have routing to ensure CHP infrastructure can be delivered Investigating the latest CHP technology including waste incineration to see if these could be applied to Guildford. The proposed major developments to the Sewage Works and Refuse Stations at Slyfield provide a possible site for a state of the art facility.

12. Resilience

Creating a new corridor in the town centre creates the following benefits: The second rail crossing and retaining elements of the current gyratory provides a robust infrastructure that can be actively managed to deal with road closures e.g. traffic can be rerouted onto one of the two rail bridges, or bus lanes opened to all traffic in times of emergency.

As traffic volumes and patterns change the road layout can be flexed between Buses, Cars e.g. Road junctions may need to be redesigned to change priorities between Private and Public transport. Car Parks may reduce in size and be repurposed if autonomous vehicles promotes car sharing, roads may become bus, bike, pedestrian corridors with limited general vehicle traffic.

13. Delivering the plan

The creation of a new corridor is viable as it utilises Network Rail land to the west of the rail station. The corridor by circumventing a large area by the river unlocks this land for redevelopment in a comprehensive manner that is integrated in to the town centre.

Our plan is ambitious, we believe it can be funded substantially by commercial developers working in conjunction with the three major land owners who own the centre of the town. Guildford is probably unique in the simplicity of the land ownership for the size of the development envisaged (£2-3bn). Our plan can deliver over 3,000 homes in the town and half a million square feet of much needed sustainable business and community space.

1. SEEKING A BETTER GUILDFORD

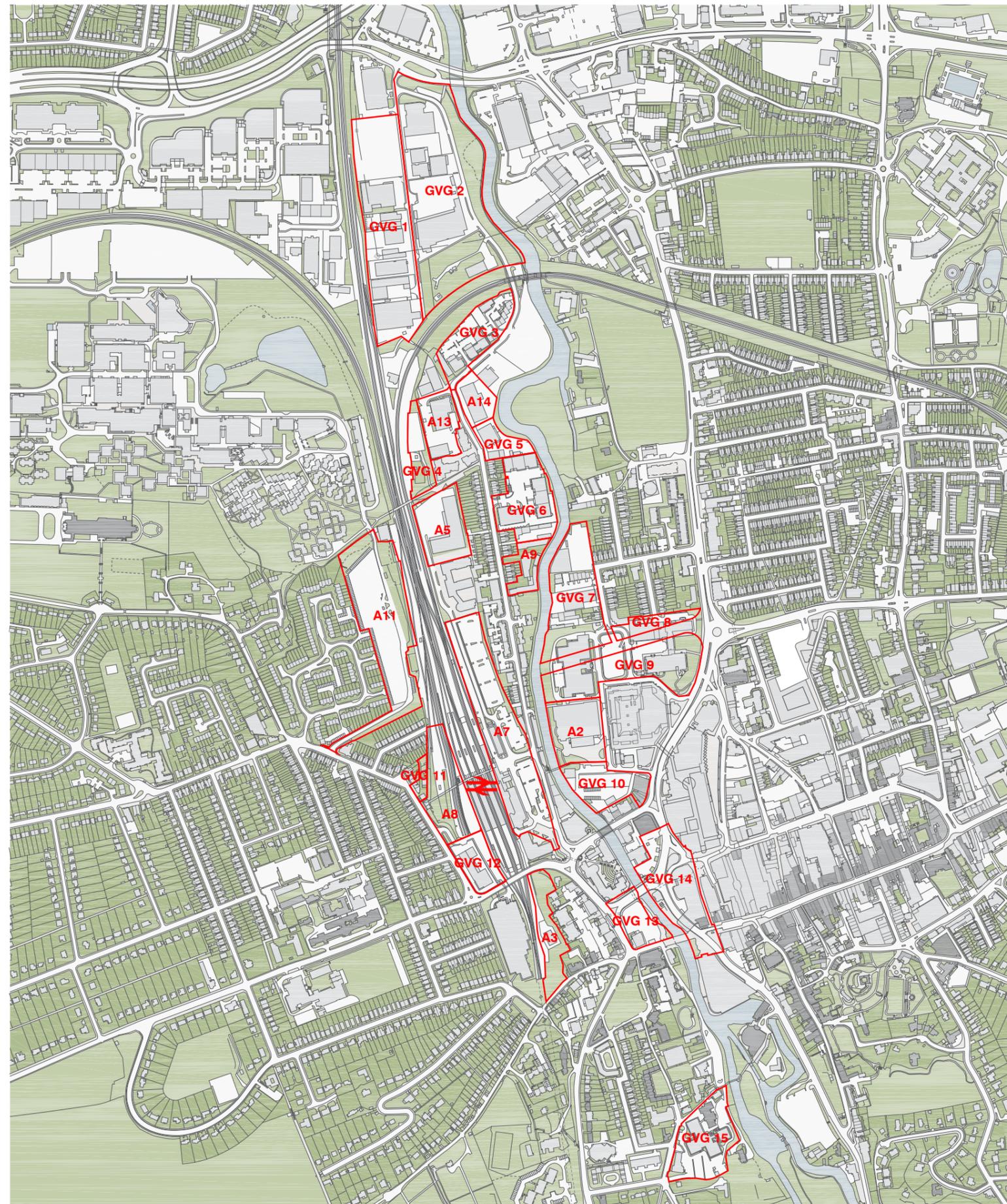
THE STUDY AREAS

GUILDFORD VISION GROUP

The areas listed below and on the plan opposite represent the areas of study with Guildford Vision Group's masterplan for Guildford Town Centre and immediate surroundings. Site prefixed with 'A' correspond to sites within the Guildford borough Proposed Submission Local Plan: strategy and sites, June 2017 and sites prefixed by GVG are unique to GVG's masterplan.

- A2** Guildford Cinema, Bedford Road
- A3** Land between Farnham Road and the Mount
- A5** Jewsons, Walnut Tree Close
- A7** Land and buildings at Guildford railway station
- A8** Land west of Guildford railway station, Guildford Park Road
- A9** 77 to 83 Walnut Tree Close
- A11** Guildford Park Car Park, Guildford Park Road
- A13** Kernal Court, Walnut Tree Close
- A14** Wey Corner, Walnut Tree Close

- GVG 1** Woodbridge Meadows West
- GVG 2** Woodbridge Meadows East
- GVG 3** Riverview, Walnut Tree Close
- GVG 4** Land between railway and Kernal Court
- GVG 5** Riverside Builder's Yard, Walnut Tree Close
- GVG 6** Riverside Business Centre, Walnut Tree Close
- GVG 7** Bedford Wharf Residential North, Mary Road
- GVG 8** Bedford Wharf Residential East, Margaret Road
- GVG 9** Bedford Wharf Civic Zone, Police and Courts
- GVG 10** Bedford Wharf South, Bedford Road
- GVG 11** Land adjacent to A8, Guildford Park Road
- GVG 12** Corner of Guildford Park Road and Farnham Road
- GVG 13** Town Wharf West
- GVG 14** Town Wharf East
- GVG 15** Millmead

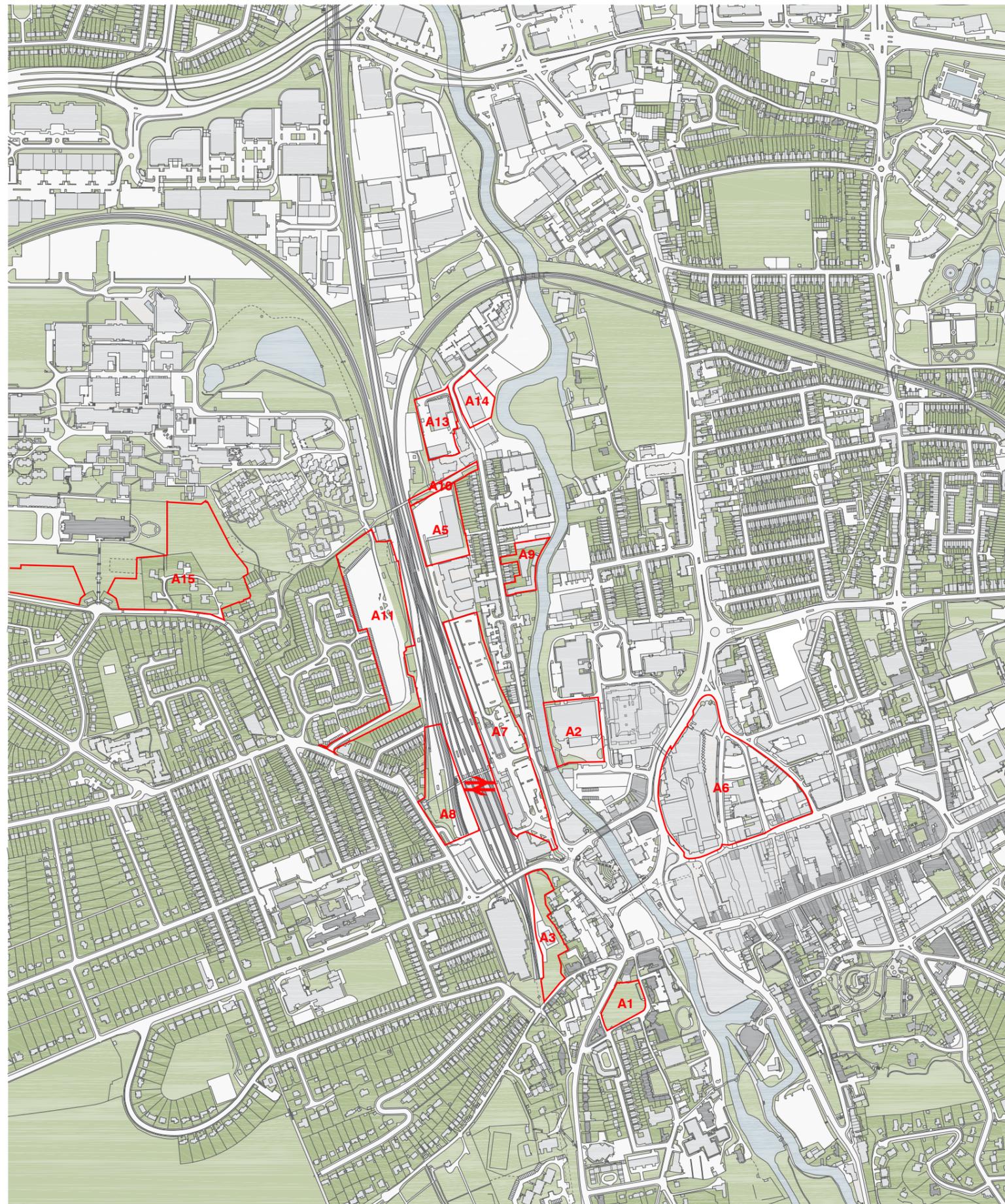


THE STUDY AREAS

GBC 2017 LOCAL PLAN

The areas listed below and on the plan opposite represent Town Centre policy areas set out within the Guildford borough Proposed Submission Local Plan: strategy and sites, June 2017.

- A1** The Plaza, Portsmouth Road
- A2** Guildford Cinema, Bedford Road
- A3** Land between Farnham Road and the Mount
- A5** Jewsons, Walnut Tree Close
- A6** North Street redevelopment
- A7** Land and buildings at Guildford railway station
- A8** Land west of Guildford railway station, Guildford Park Road
- A9** 77 to 83 Walnut Tree Close
- A10** Land for Sustainable Movement Corridor
- A11** Guildford Park Car Park, Guildford Park Road
- A13** Kernal Court, Walnut Tree Close
- A14** Wey Corner, Walnut Tree Close
- A15** Land at Guildford Cathedral, Alresford Road



GUILDFORD'S ASSETS THE HISTORIC CORE



Key

-  Conservation areas
-  Listed buildings
-  Locally listed buildings

GUILDFORD'S ASSETS

KEY BUILDINGS AND PLACES



THE VISION SUMMARY

1. Remove traffic from the town centre allowing people to walk and cycle safely
2. Open up the riverside
3. Create new public squares
4. Creating new uses
5. Creating new contemporary town centre to make Guildford an attractive place for residents, tourists and business
6. A joined up approach to tackling Guildford's major issues
7. An integrated transport hub centred around the railway station

Total GEA		
Uses	Total GEA/m ²	Total GEA/ft ²
Residential	305,349	3,286,744
Office & Civic	47,994	516,603
Parking	96,449	1,038,169
F&B	10,409	112,042
Retail	8,476	91,235
Hotel/Leisure/Culture	13,337	143,558
Community	20,342	218,959
Station & Bus Station	4,004	43,099
Total GEA	506,360	5,450,409

Approximate Number of Dwellings	2,962
Approx Number of Student Dwellings	353
Approximate Retirement Dwellings	52

Total GEA (Excluding areas in flood risk zones)		
Uses	Total GEA/m ²	Total GEA/ft ²
Residential	288,949	3,110,216
Office & Civic	47,994	516,603
Parking	91,859	988,766
F&B	9,136	98,339
Retail	8,176	88,006
Hotel/Leisure/Culture	13,337	143,558
Community	20,342	218,959
Station & Bus Station	4,004	43,099
Total GEA	483,797	5,207,546

Approximate Number of Dwellings	2,786
Approx Number of Student Dwellings	353
Approximate Retirement Dwellings	52

The schedules above contain the following property types:

Residential including

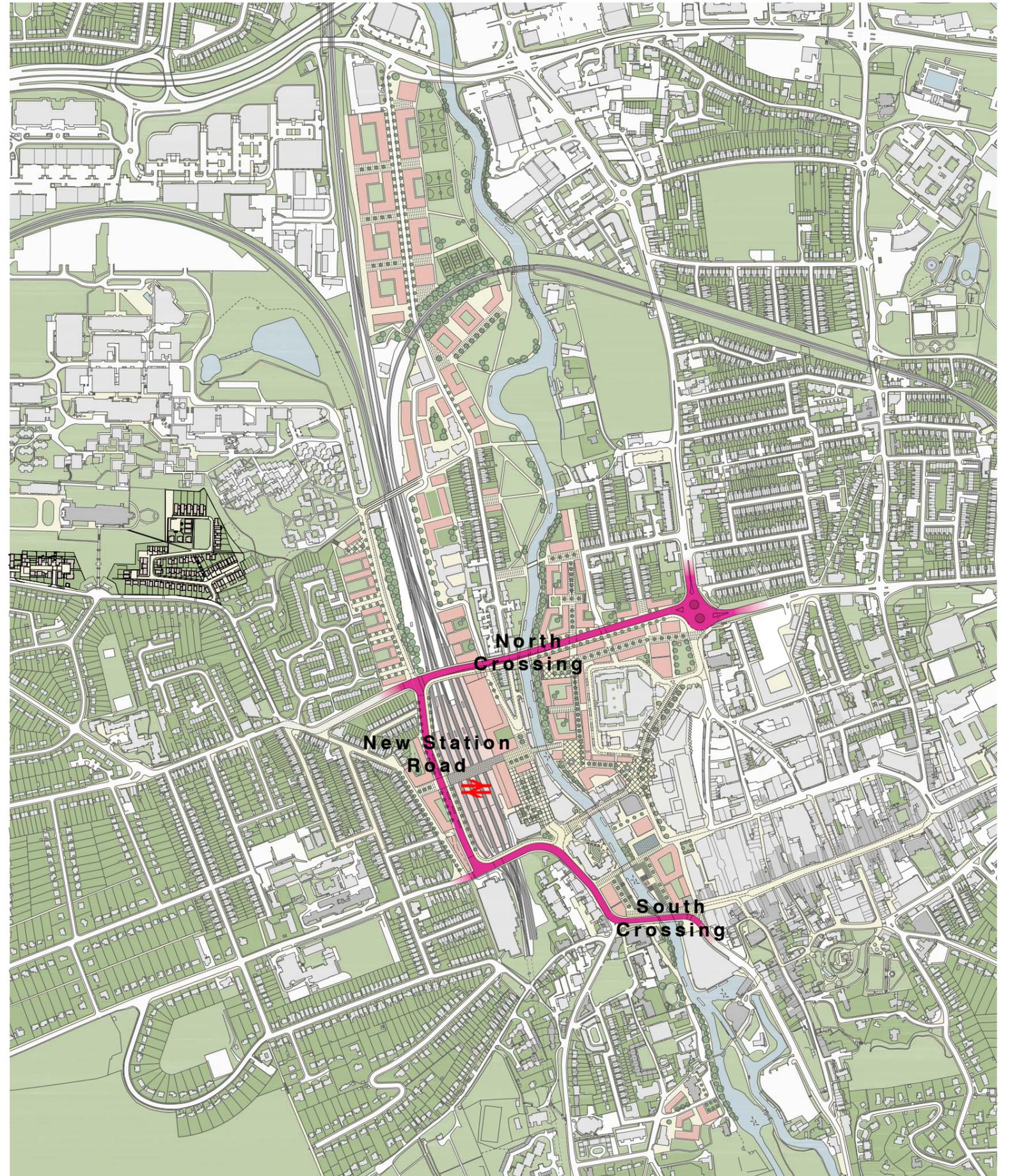
- Apartments
- Townhouses

Office including:

- Civic buildings
- Courts
- Police

Other uses including:

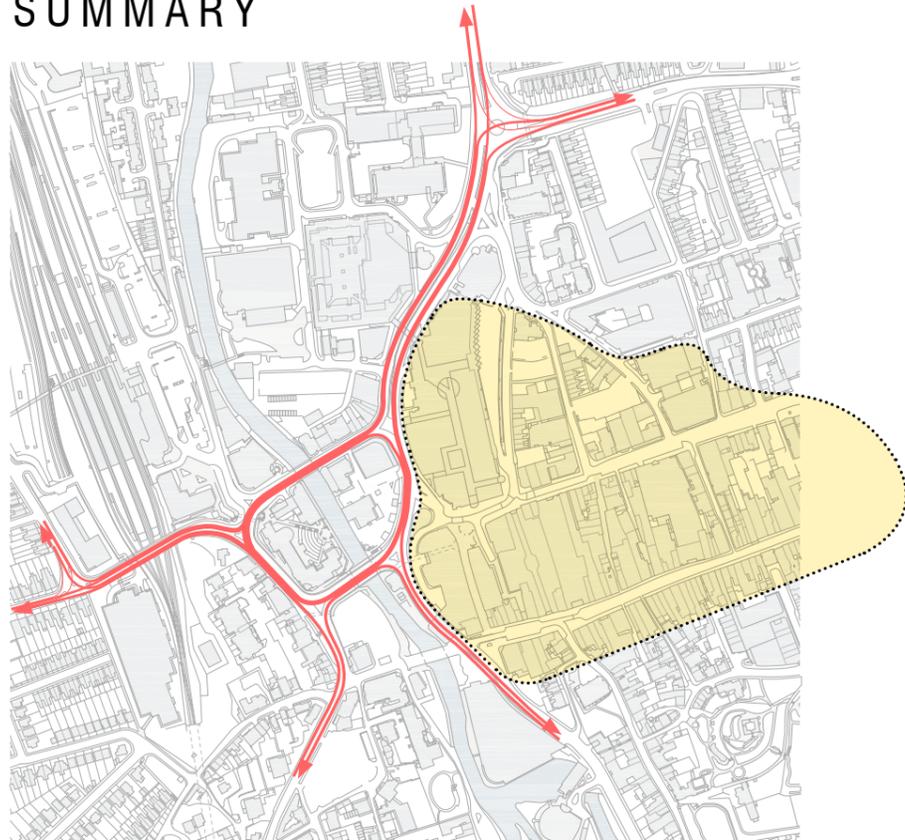
- Community
- Medical
- Social
- Leisure
- Shops
- Restaurants
- Culture



2. THE ROADS ISSUE

The North Crossing and Recovering the Town Centre

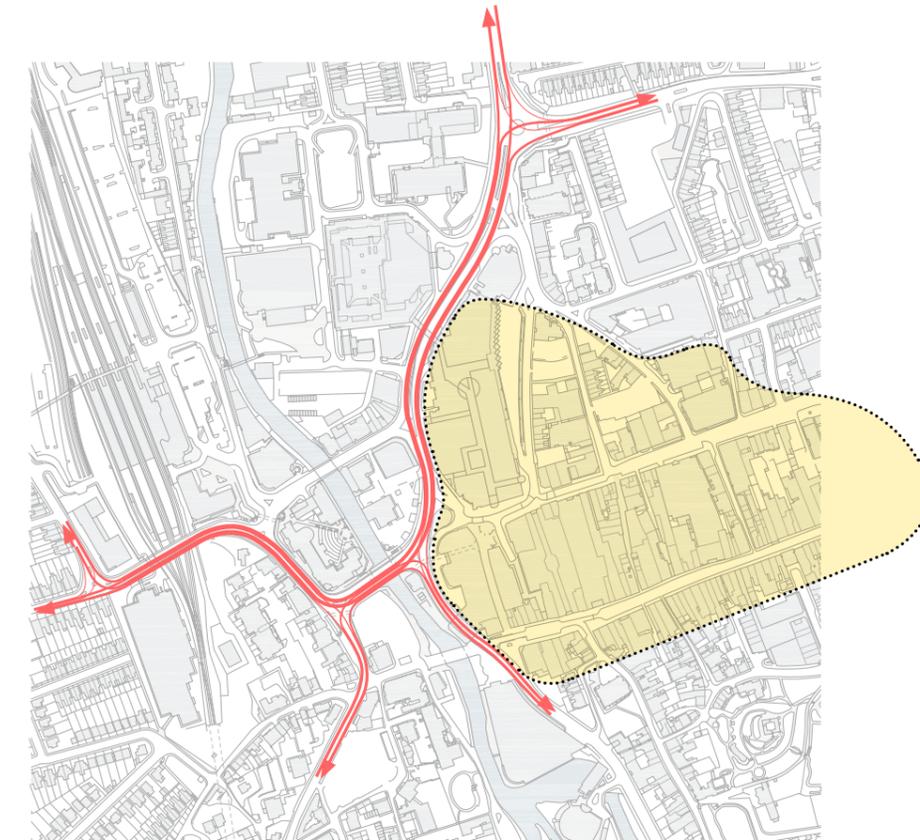
HIGHWAYS SUMMARY



The existing road network



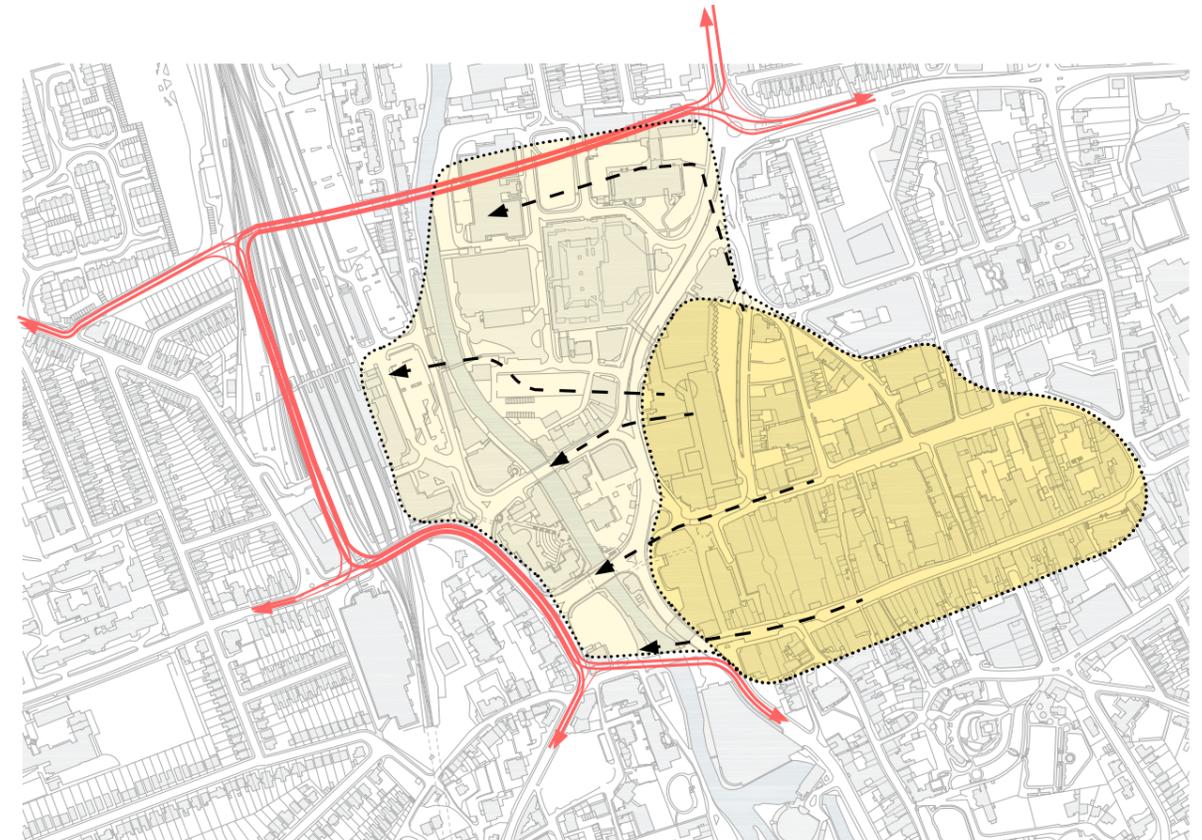
Two-way operating using Bridge Street and the High Street bridge



Potential two-way operating using Friary Bridge for all traffic



Existing Road Traffic Incident data



The proposed crossing improves connectivity between town centre and river

HIGHWAYS EXISTING

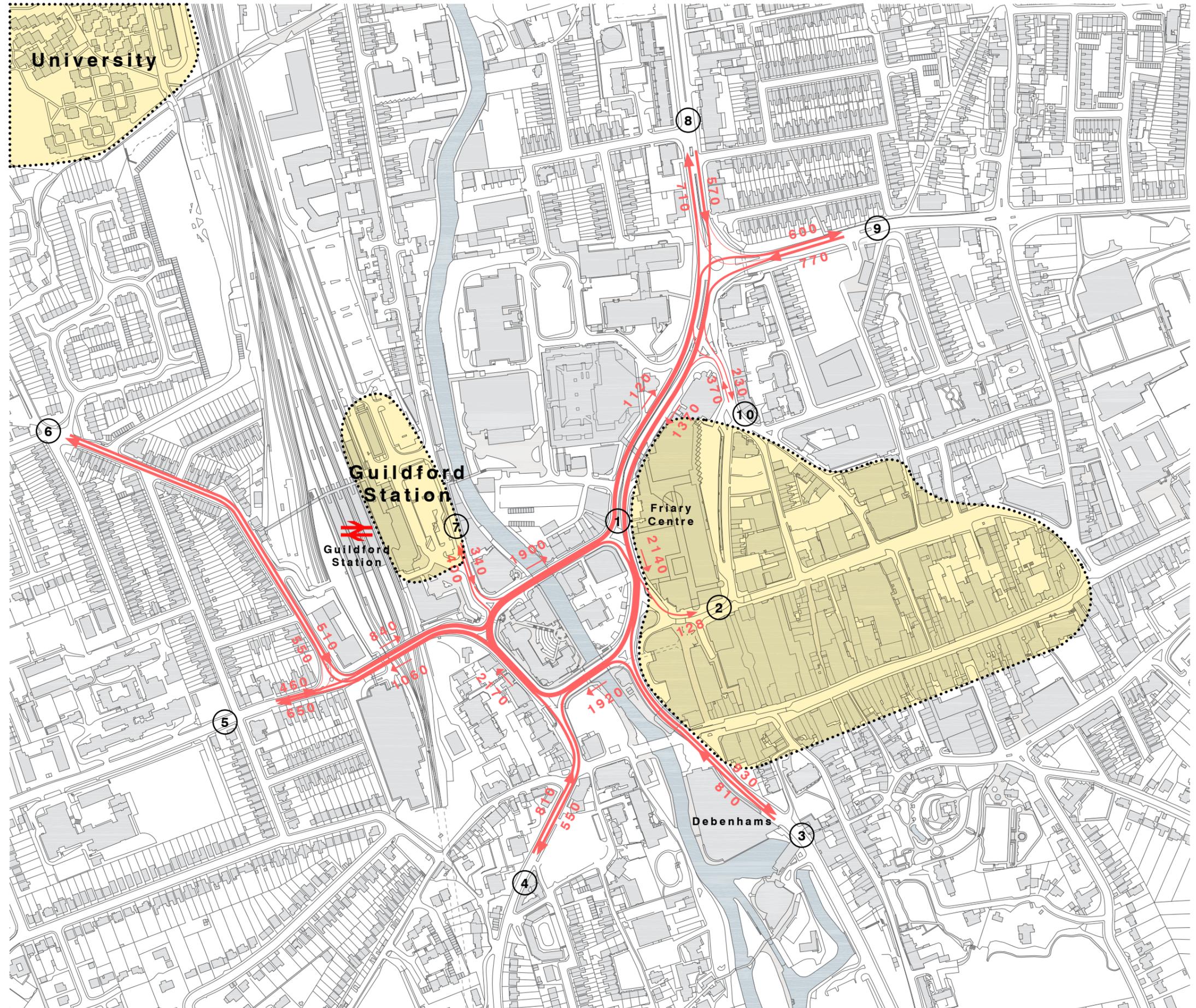
Issues

- Safety
- Congestion
- Environmental
- Poor pedestrian connectivity
- Major traffic routes conflict with major pedestrian destinations

1. Onslow Street
2. North Street
3. A281 Shalford Road
4. A3100 Portsmouth Road
5. A31 Farnham Road
6. Guildford Park Road
7. Walnut Tree Close
8. A322 Woodbridge Road
9. A246 York Road
10. Leapale Road

- # Combined average AM and PM peak hourly traffic to the nearest 10 vehicles per hour (8.00am-9.00am and 5.00pm-6.00pm)

* figures extrapolated from Sky High Traffic Survey dated 9th June 2011



HIGHWAYS

TRAFFIC INCIDENTS

The diagram plots traffic incidents during the period from 1999-2016. It highlights the primary areas of conflict at the junction between Onslow Street & Bridge Street and Park Street & Onslow Street. It also highlights the reduction in incidents on the pedestrianised High Street in comparison to North Street.

Data collected from CrashMap on 19.12.16



Incident Severity

- Fatal
- Serious
- Slight

HIGHWAYS PREFERRED SCENARIO 1

from 'Guildford Town Centre and Hinterland Masterplan Report Final draft report for consultation October 2015'

Issues

- Safety
- Congestion
- Environmental
- 57% reduction in traffic capacity (Guildford Town Centre Highways Assessment Technical Note 1, 11th September 2015, WSP)

Positives

- Improved connection between the town and the riverside

Negatives

- Traffic still uses Onslow Street dividing the town and maintaining the traffic incident black spot

1. Onslow Street
2. North Street
3. A281 Shalford Road
4. A3100 Portsmouth Road
5. A31 Farnham Road
6. Guildford Park Road
7. Walnut Tree Close
8. A322 Woodbridge Road
9. A246 York Road
10. Leapale Road

- # Combined average AM and PM peak hourly traffic to the nearest 10 vehicles per hour (8.00am-9.00am and 5.00pm-6.00pm)

* figures extrapolated from Sky High Traffic Survey dated 9th June 2011



HIGHWAYS PREFERRED SCENARIO 2

from 'Guildford Town Centre and Hinterland Masterplan Report
Final draft report for consultation
October 2015'

Issues

- Safety
- Congestion
- Environmental
- 44% reduction in traffic capacity
(Guildford Town Centre Highways
Assessment Technical Note 1, 11th
September 2015, WSP)

Positives

- Pedestrian priority on Bridge Street

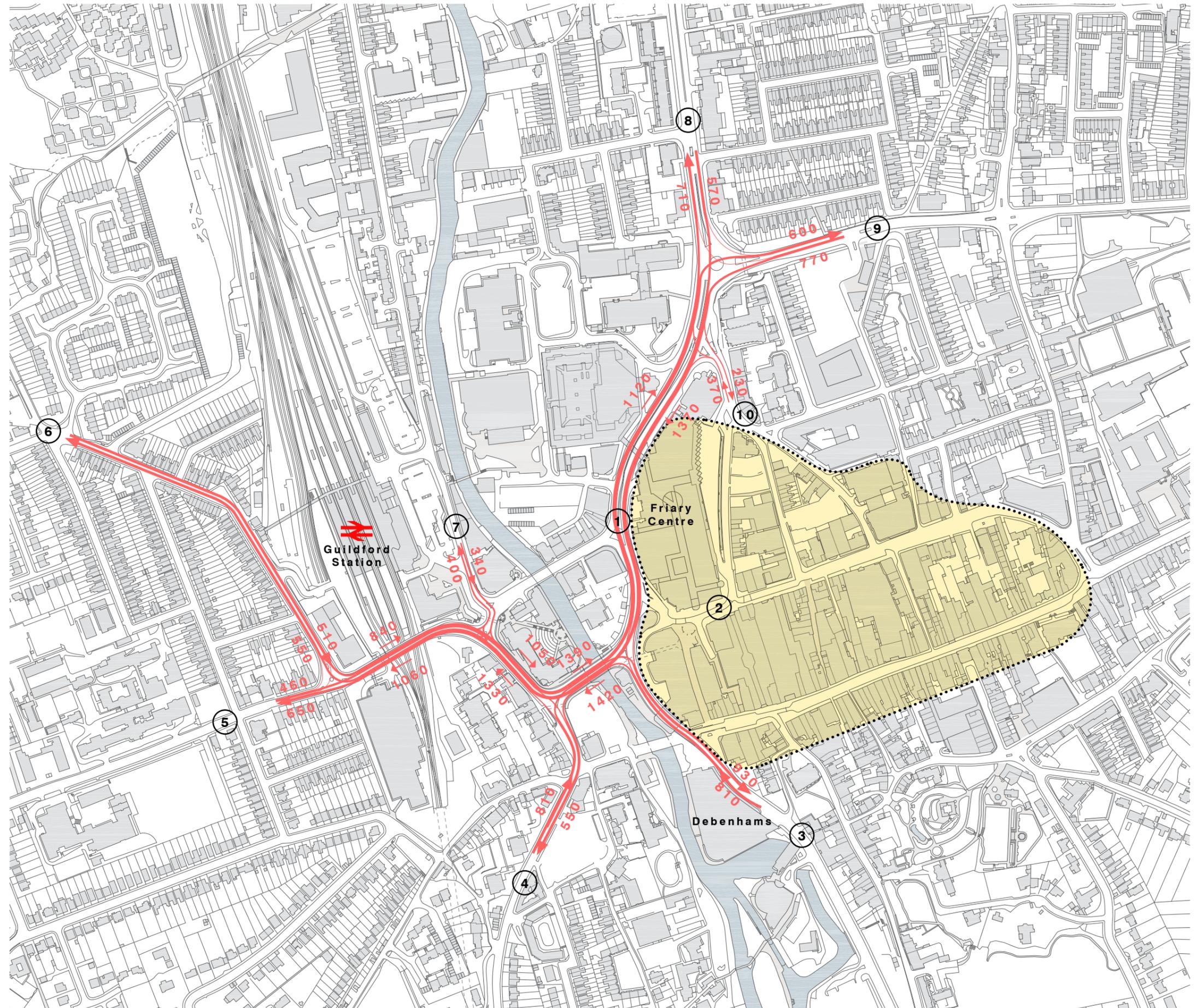
Negatives

- Traffic still uses Onslow Street
dividing the town and maintaining
the traffic incident black spot

1. Onslow Street
2. North Street
3. A281 Shalford Road
4. A3100 Portsmouth Road
5. A31 Farnham Road
6. Guildford Park Road
7. Walnut Tree Close
8. A322 Woodbridge Road
9. A246 York Road
10. Leapale Road

- # Combined average AM and PM
peak hourly traffic to the nearest 10
vehicles per hour (8.00am-9.00am and
5.00pm-6.00pm)

* figures extrapolated from Sky High
Traffic Survey dated 9th June 2011



HIGHWAYS PROPOSED

Positives

- Town connected and extended to Bedford Wharf and the station
- Traffic removed from main pedestrian areas
- Major environmental and pedestrian gains
- The river is integrated and available to the town centre
- Onslow Street available for bus stands
- Four-lane Friary Bridge removed creating new riverside squares
- New roads can integrate safe routes for pedestrians and cyclists

1. Onslow Street
2. North Street
3. A281 Shalford Road
4. A3100 Portsmouth Road
5. A31 Farnham Road
6. Guildford Park Road
7. Walnut Tree Close
8. A322 Woodbridge Road
9. A246 York Road
10. Leapale Road

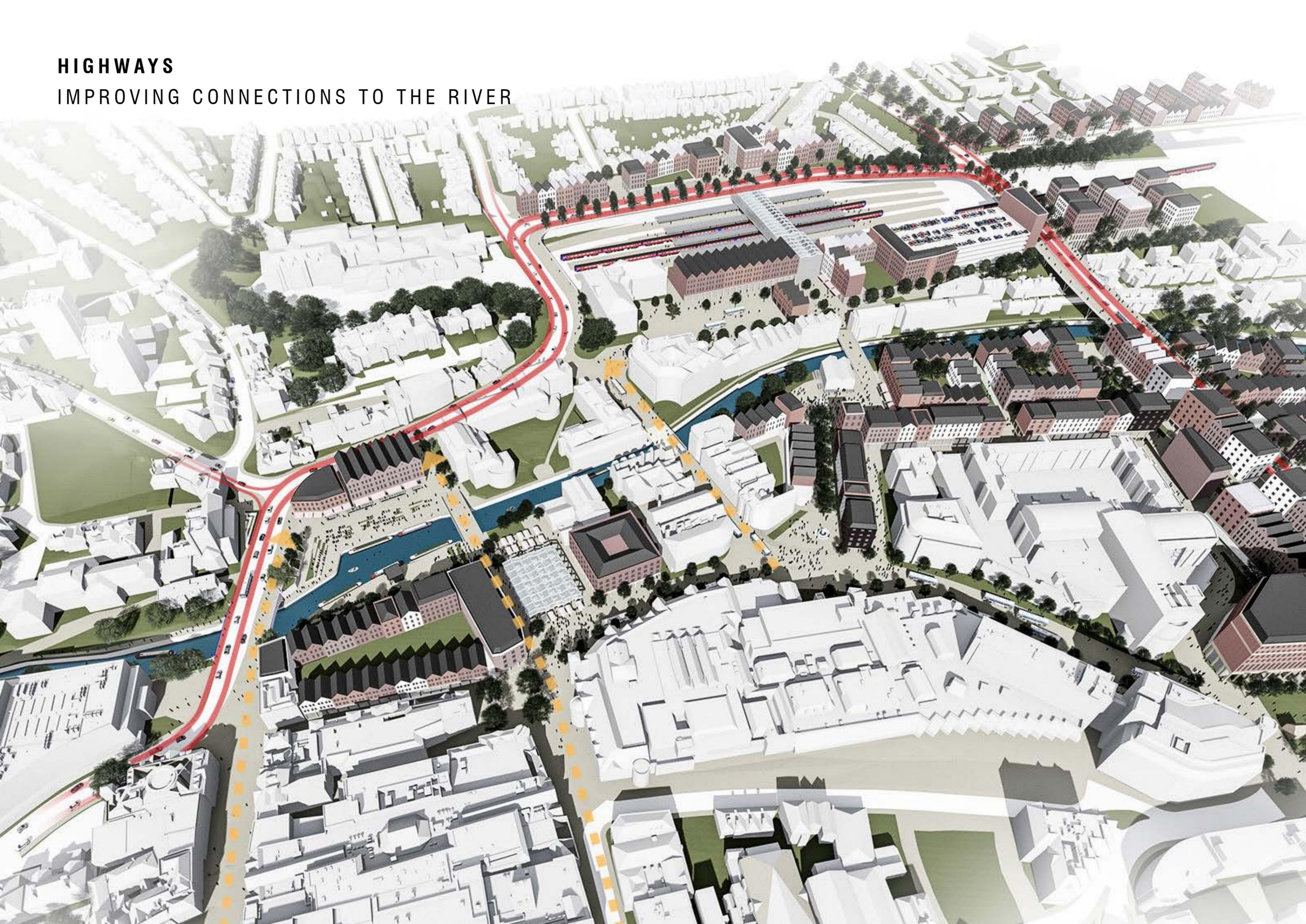
- # Combined average AM and PM peak hourly traffic to the nearest 10 vehicles per hour (8.00am-9.00am and 5.00pm-6.00pm)

* figures extrapolated from Sky High Traffic Survey dated 9th June 2011



HIGHWAYS

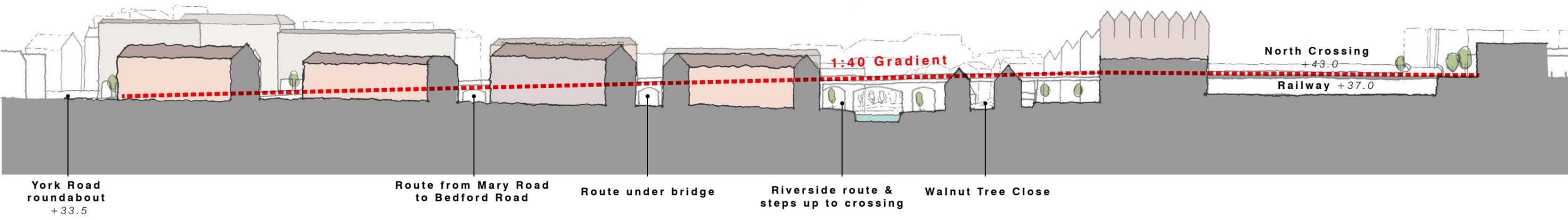
IMPROVING CONNECTIONS TO THE RIVER



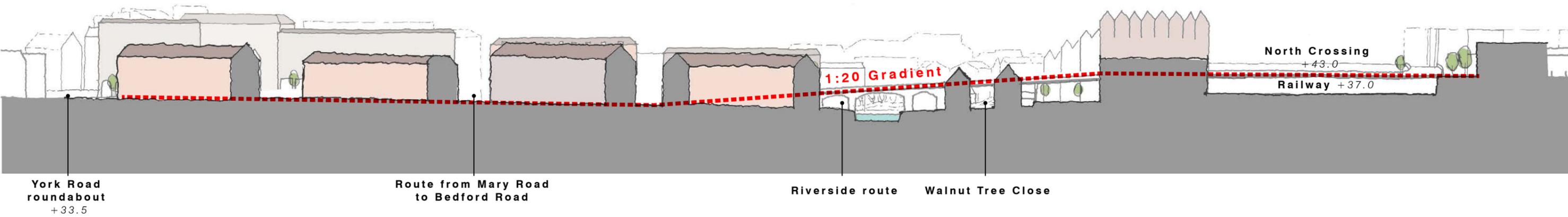
THE CROSSING

PROFILE OPTIONS

This section illustrates two options for the profile of the proposed crossing in relation to the proposed buildings.



Section facing south showing the proposed crossing with 1:40 gradient and approximate levels



Section facing south showing the proposed crossing with a 1:20 gradient and approximate levels

THE CROSSING OPTIONS

There are currently three options for the location of the proposed crossing, which have different consequences.

The diagram shows three options for the bridge route.

— North Crossing Option A

Avoids Court & Police

- CPO houses on Mary Road, Margaret Road, Walnut Tree Close, Rupert Road and Guildford Park Road.
- Courts and police buildings remain in tact

— North Crossing Option B

Minimum CPO of homes

- Relocate County and Crown courts and police station
- Demolish court and police buildings to build new crossing

— North Crossing Option C

In between Police & Courts

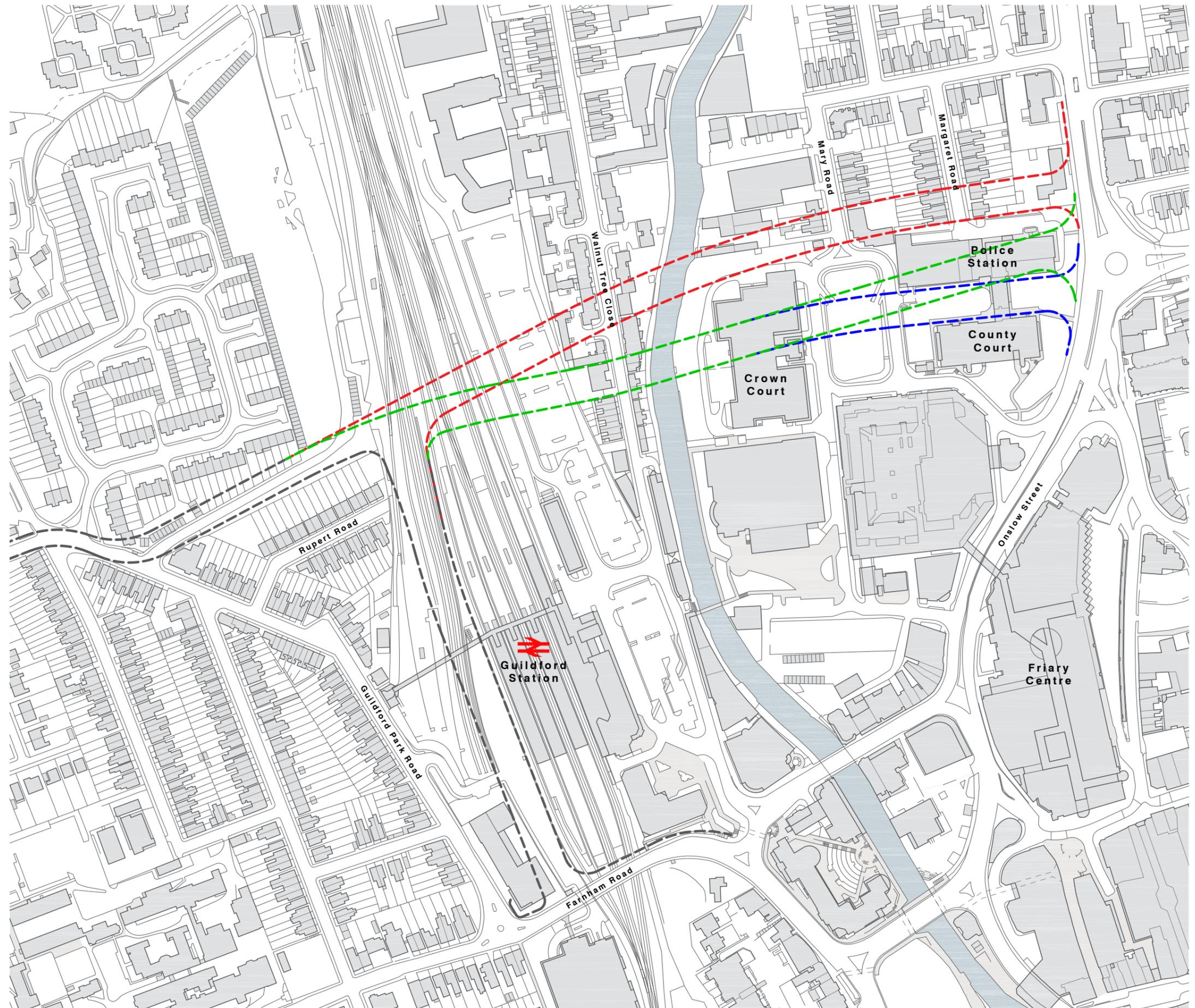
- Crossing built in between County Court and Police Station

— New Station Road Option 1

No development over platforms

— New Station Road Option 2

Development over platforms



3. THE STATION

Seeking a Modern Transport Interchange

GUILDFORD STATION AMBITION

- A 21st century transport hub
- An integrated station for road, rail, buses, cycle and footpaths encouraging modal shift
- The best railway quarter with the best commercial solutions.
- Mutually beneficial outcome for Network Rail, Guildford, and the community.
- A new future for Guildford



GUILDFORD STATION CURRENT STATUS

19th Century Station

- Opened 1845, revamped 1880
- New east side entrance 1980

8 million passengers forecast to grow to 12 million

In the top 20 busiest stations outside London

One of the biggest commuter towns

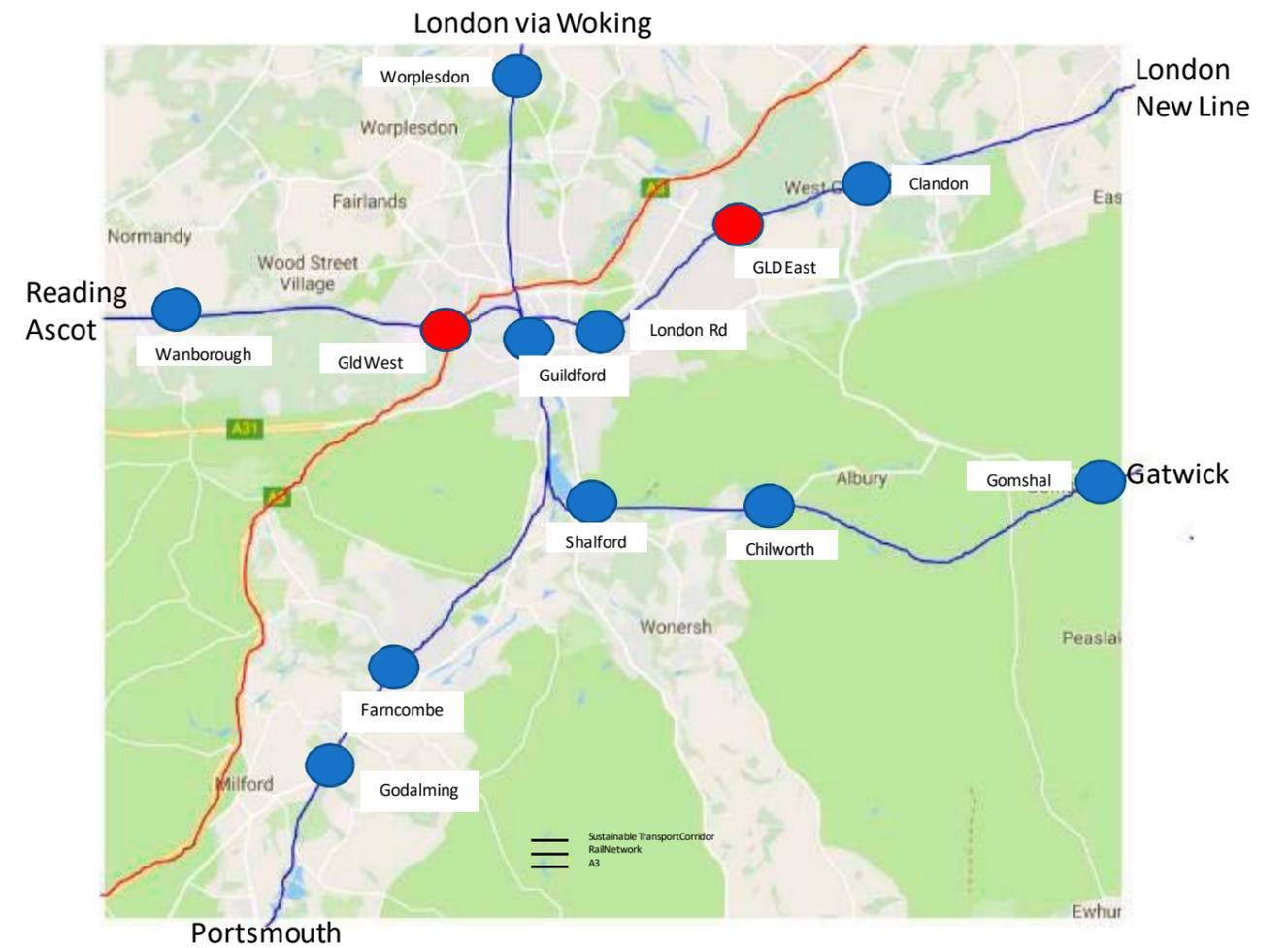
- 50% commute out
- 50% commute in

Interchange

- London-Portsmouth
- Gatwick to Reading
- Guildford to Ascot
- New-Line to London

Constraints

- Sharp curvature in/out tunnel
- Ageing Farnham Road Bridge
- Short of platforms
- Flat Junctions North and South
- Passenger Circulation inadequate
- West side entrance inadequate
- Limited Transport interchange
- Access to Town Poor



GUILDFORD STATION THE NEXT 25 YEARS

Proposed Major Estates (GBC Plan) 12,000 homes served by

- Aldershot, Ash
- Effingham
- Guildford West (Hospital, University)
- Guildford East
- Guildford (3000 units)

Expanded employment

- Research Park, Town Centre, University

New stations

- Guildford West
- Guildford East

Park and Ride

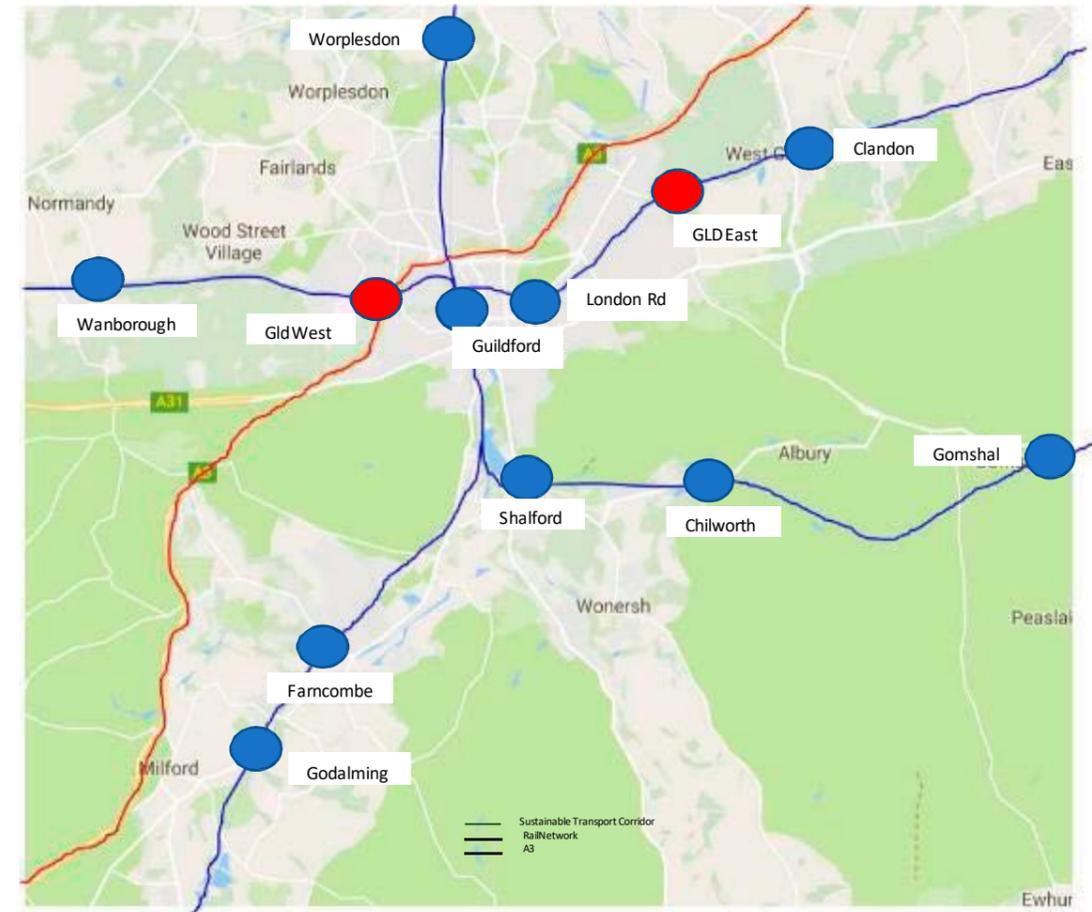
- Worplesdon (P&R?)
- Shalford (P&R)
- Guildford East (P&R)

Other developments outside GBC area will also increase demand e.g. Aldershot (est. 100,000 addition)

References

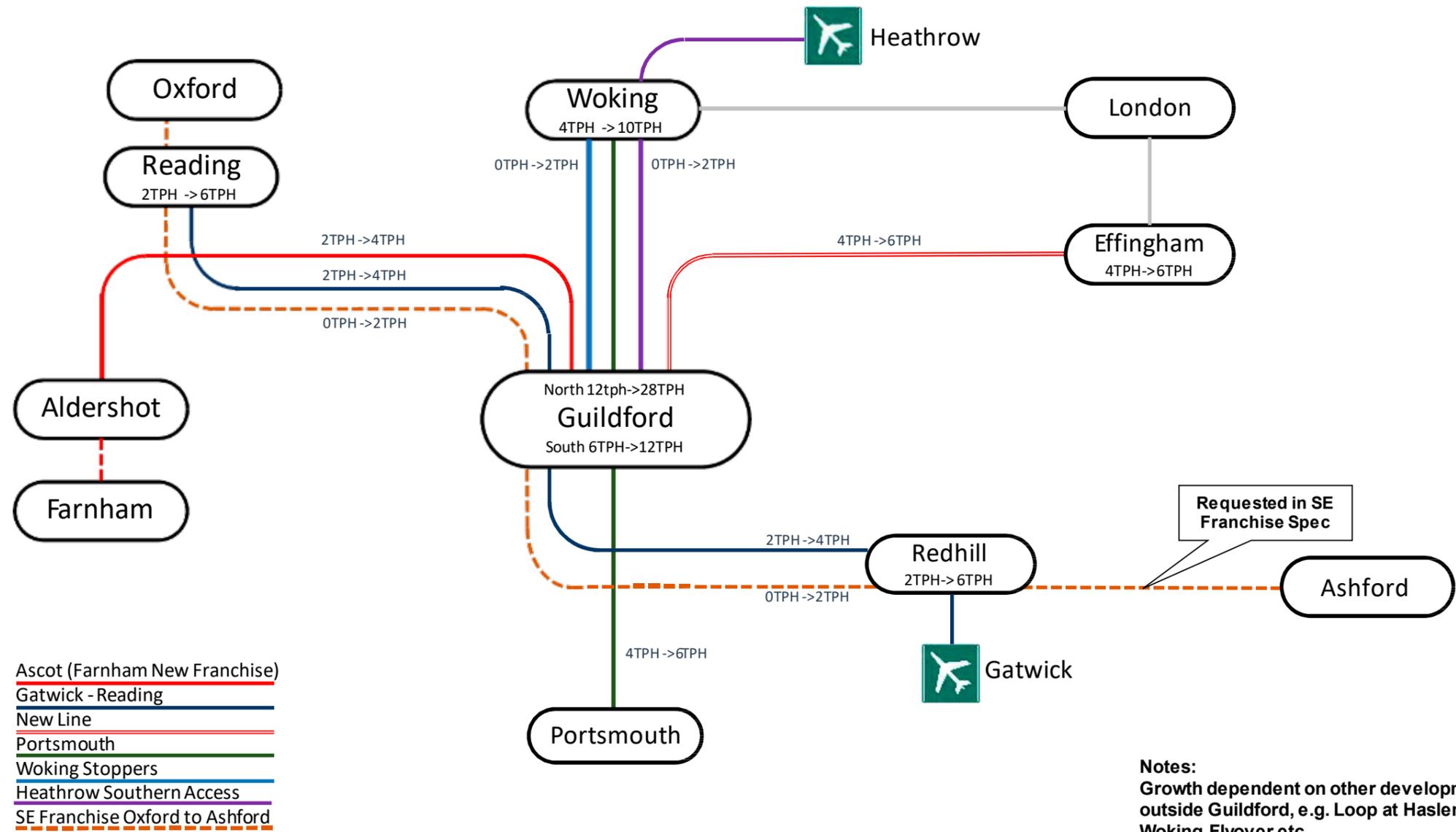
Demand extracted from:

- The 2015 Wessex Route Study
- Guildford Borough Transport Strategy 2016
- Guildford Town and approaches Movement Study 2015
- Proposed Submission of Guildford Borough Local Plan 2016
- South Eastern Rail Franchise Public Consultation March 2017
- Southern Rail Access to Heathrow Feasibility Study 2015
- Surrey County Council - Surrey Rail Strategy September 2013
- New South West Franchise – limited information due to contractual negotiations



GUILDFORD STATION THE NEXT 25 YEARS

Double the movements



GUILDFORD STATION

REMOVING CONSTRAINTS

More trains

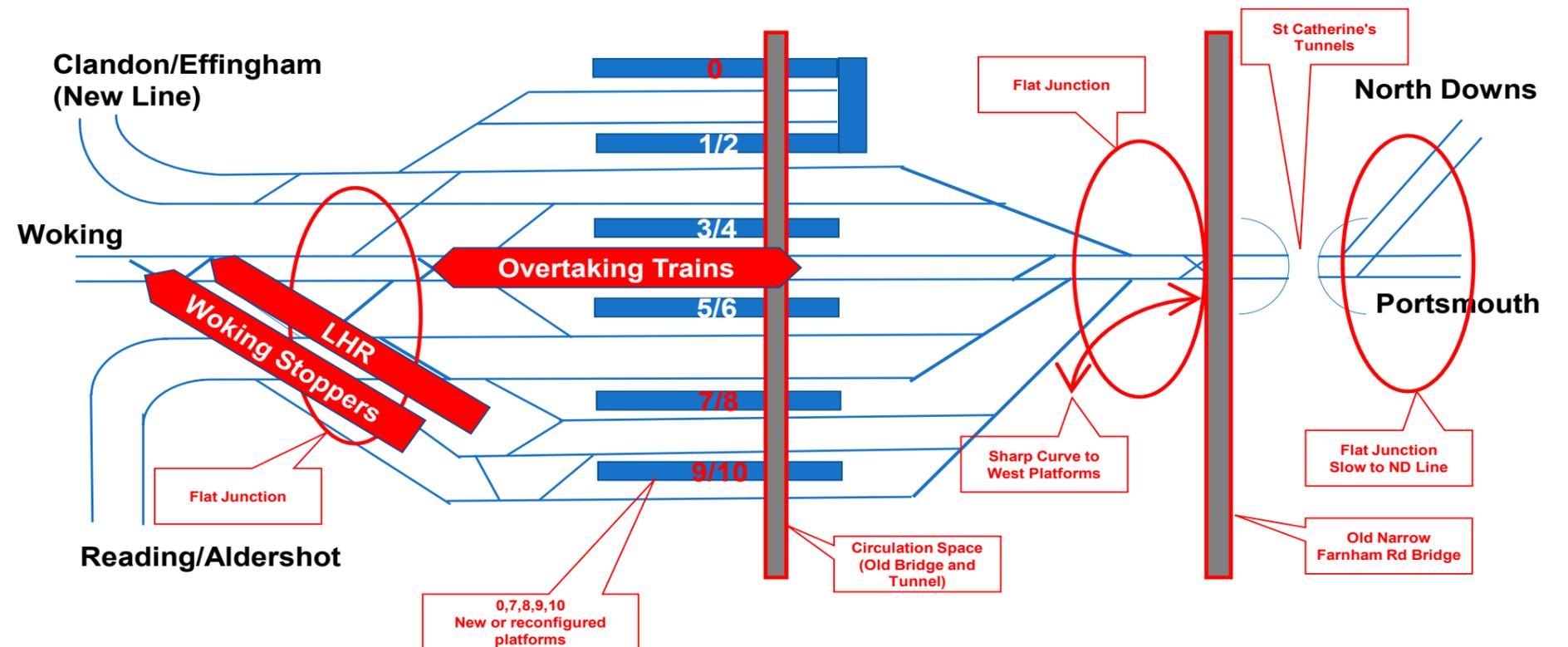
- Running
- Crossing (ND vs Portsmouth Direct)
- Overtaking (Portsmouth Direct)
- Turning Back (LHR, Stoppers)

More Passengers into and out of station

More Interchange traffic

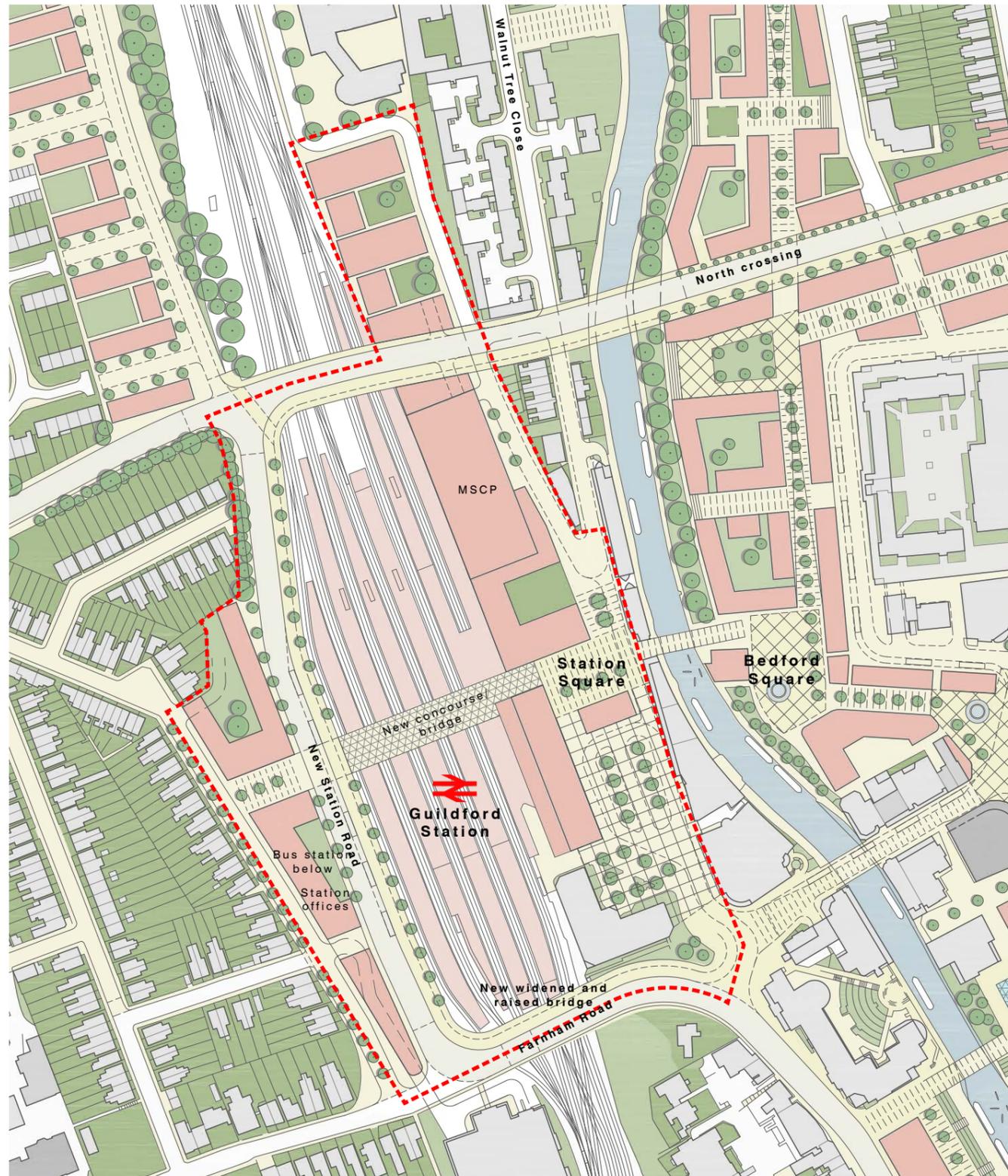
Is Station layout as currently planned operationally robust and able to handle new traffic?

Can station be re-built without massive disruption including new Farnham road bridge?



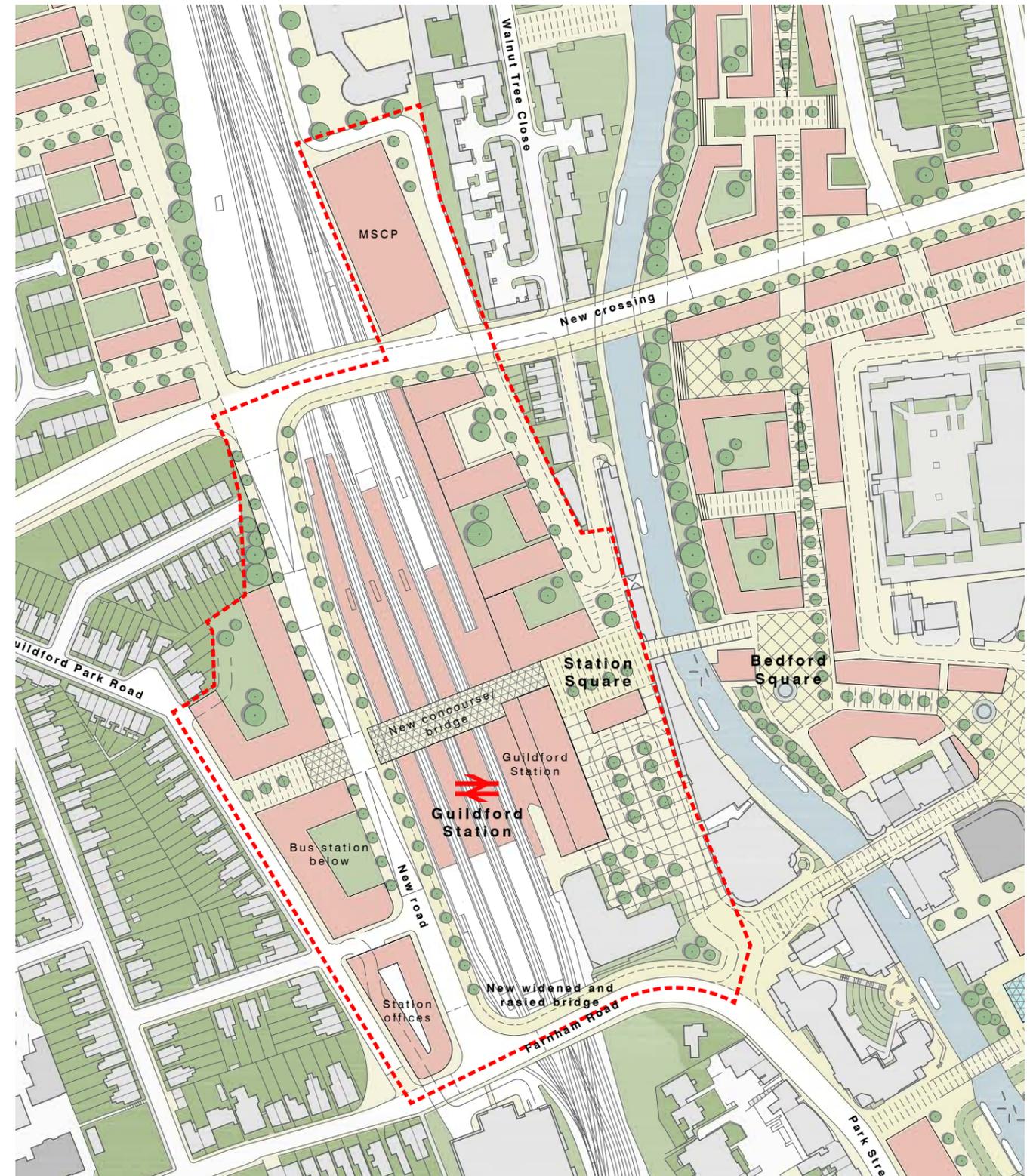
THE STATION AREA

TWO STRATEGIES



Strategy A Minimum development over railway

- Reduced construction cost
- Reduced development area



Strategy B Development over railway

- Increased construction cost
- Increased development area

THE STATION AREA OPTION A GROUND FLOOR

Station East Ground Floor
Station West Underground Parking

Creates an additional four platforms giving a total of 11

- Platform 0 on the East
- Platforms 8, 9 & 10 on the West

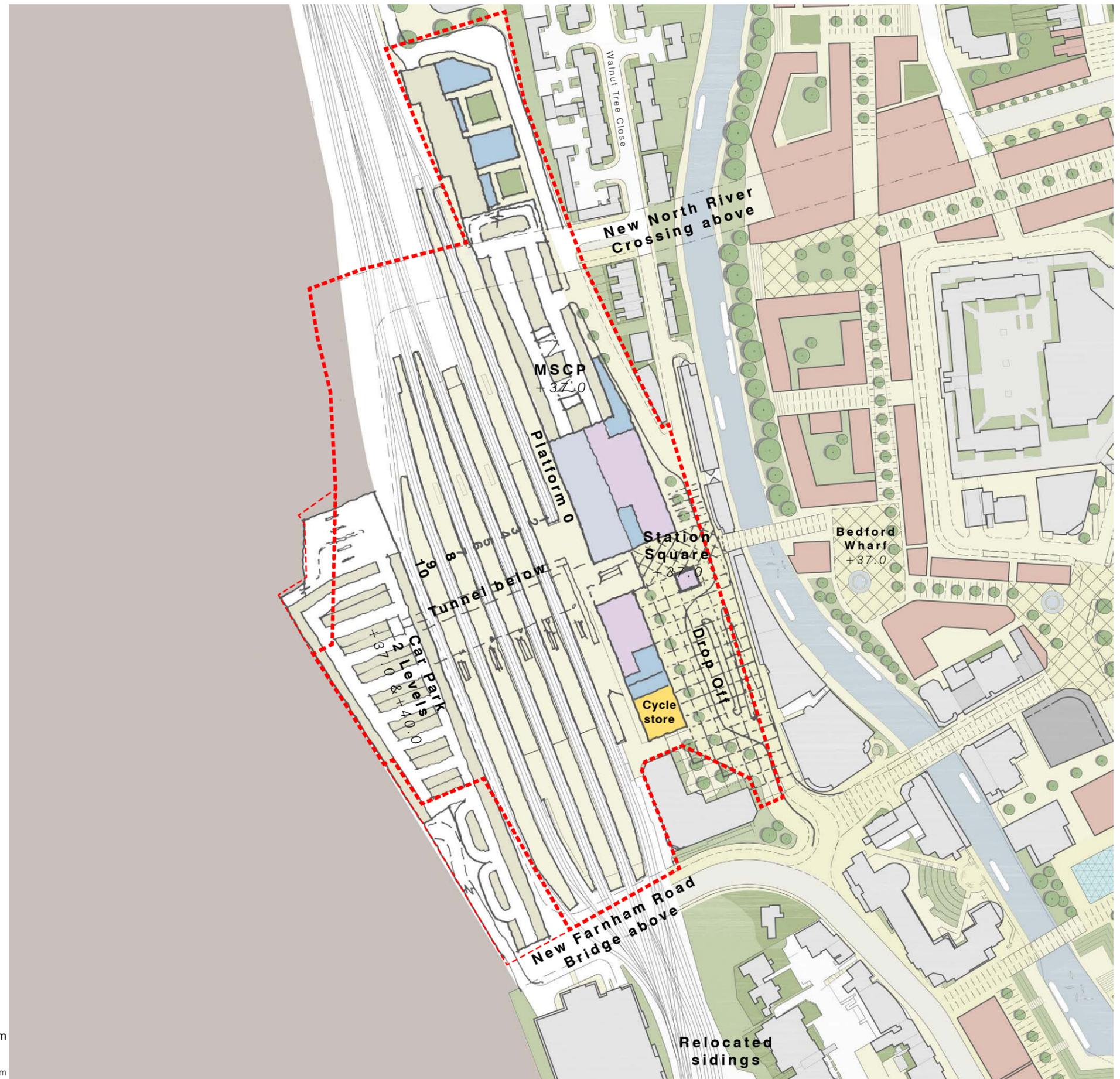
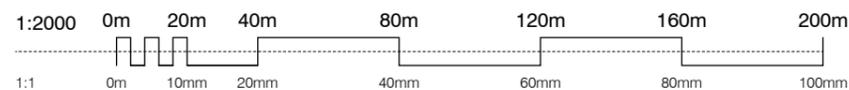
Apart from the crossing itself, there is no development over the new platforms

----- Network Rail ownership

----- Private ownership

Uses

- Residential
- Retail/Food & Beverage
- Office
- Station
- Cycle Store
- Car Park

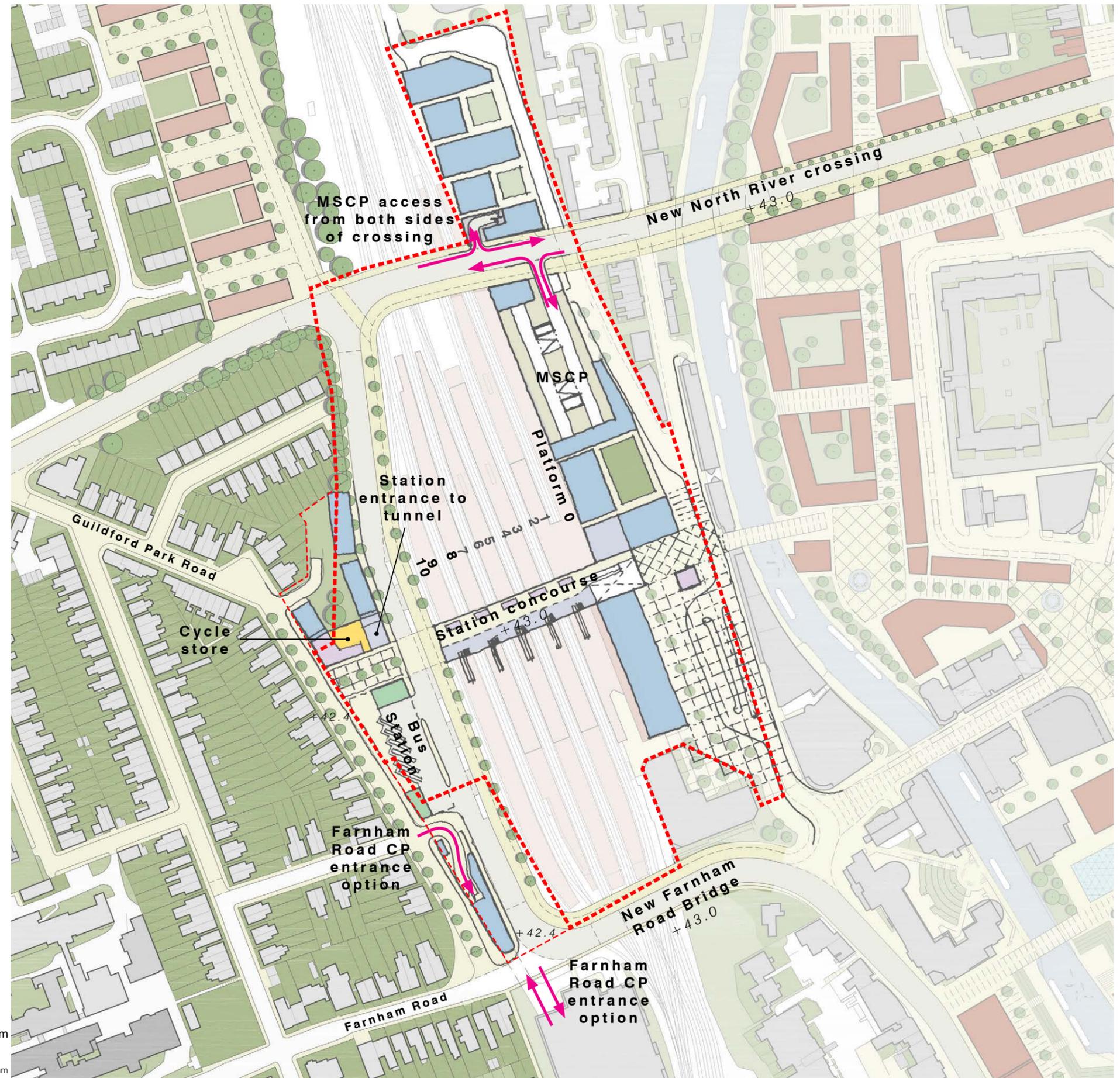


THE STATION AREA OPTION A FIRST FLOOR

Station East Second Floor
Station West Ground Floor

Access to the MSCP from the proposed new river crossing in both directions

Options for access to Farnham Road car park

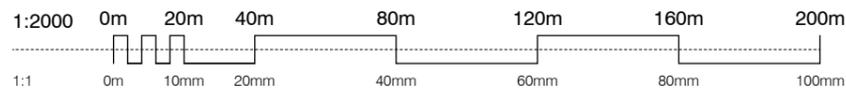


----- Network Rail ownership

- . - . - Private ownership

Uses

- Residential
- Retail/Food & Beverage
- Office
- Station
- Cycle Store
- Car Park



THE STATION AREA OPTION A TYPICAL UPPER FLOOR

Commercial area and car parking within NR ownership equal to Solum scheme

Wider development of station area

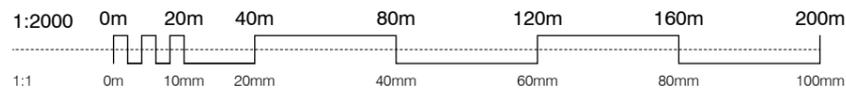
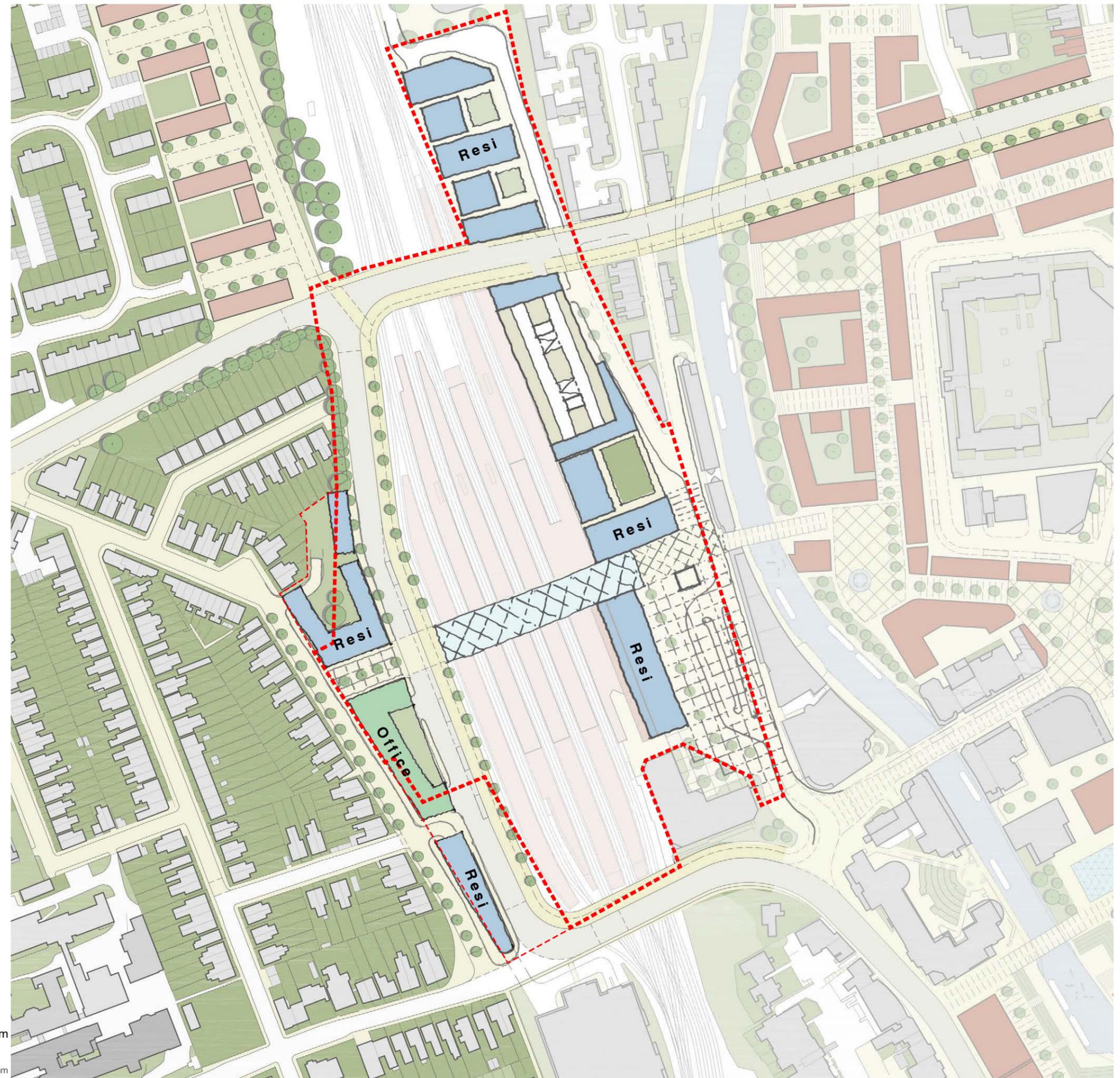
- 525 Apartments
- 68,000 sqft Office
- 35,000 sqft Retail
- 1,300 parking spaces including resi bays

----- Network Rail ownership

----- Private ownership

Uses

-  Residential
-  Retail/Food & Beverage
-  Office
-  Station
-  Cycle Store
-  Car Park



THE STATION AREA OPTION A AREAS AND TYPICAL SECTION

Areas taken from 'A1.1 Schedule of Areas & Accommodation' in Guildford Station Redevelopment Design & Access Statement prepared by Rolfe Judd forming part of the Station Redevelopment planning application (reference 14/P/02/02168)

Note: The residential area quoted in the above is '14,354m².' This is assumed to be a typo and that the residential area should read 45,354m²

Station Total Area Option A													
GEA/m ²													
Level	0	1	2	3	4	5	6	7	8	9	10	Total/m ²	Total/ft ²
MSCP NE GEA	3,770	3,770	2,112	2,112	2,112	2,112	2,112	0	0	0	0	18,100	194,827
MSCP W GEA	9,528	9,528	0	0	0	0	0	0	0	0	0	19,056	205,117
Resi CP GEA	1,716	0	0	0	0	0	0	0	0	0	0	1,716	18,471
Residential GEA	1,562	3,759	6,810	7,962	7,962	7,458	7,458	6,081	3,213	917	0	53,182	572,446
Office GEA	0	0	315	1,225	1,225	1,225	1,225	1,225	0	0	0	6,440	69,320
Retail GEA	2,413	0	836	0	0	0	0	0	0	0	0	3,249	34,972
Station GEA	1,074	0	1,480	0	0	0	0	0	0	0	0	2,554	27,491
Bus Station GEA	0	0	1,450	0	0	0	0	0	0	0	0	1,450	15,608
Total GEA	20,063	17,057	13,003	11,299	11,299	10,795	10,795	7,306	3,213	917	0	105,747	1,138,250
In NR Ownership	17,067	14,061	11,786	10,125	10,125	9,621	9,621	6,132	3,213	917	0	92,668	997,469
Total resi, retail & office	3,975	3,759	7,961	9,187	9,187	8,683	8,683	7,306	3,213	917	0	62,871	676,738

Solum Development	
Total GEA/m ²	Total GEA/m ²
15,500	166,840
2,122	22,841
45,490	489,650
2,104	22,647
3,642	39,202
923	9,935
69,781	751,116
69,781	751,116
51,236	551,499

Approximate Number of Dwellings												Apartments	1100ft ² per dwelling*	520
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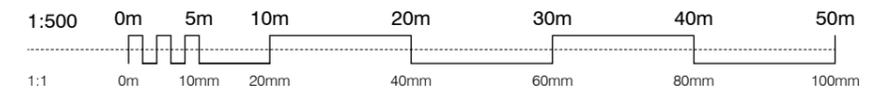
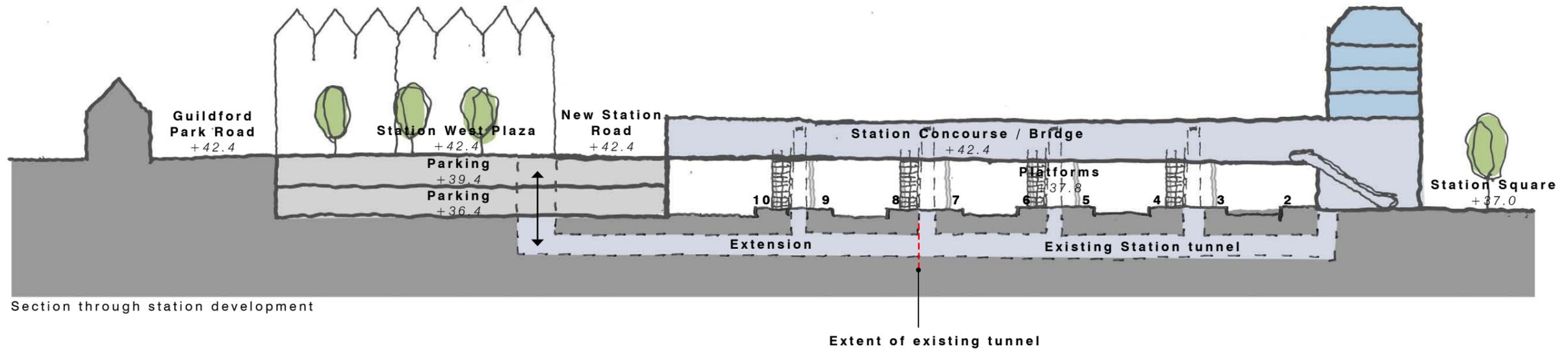
Number of dwellings	438
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Approximate number of parking spaces

MSCP NE GEA	700 (incl resi)
MSCP W GEA	600 (incl resi)

* subject to refuse, cycle, parking, MEP provisions

MSCP Bays (incl resi)	644
MSCP Motorcycle Bays	75

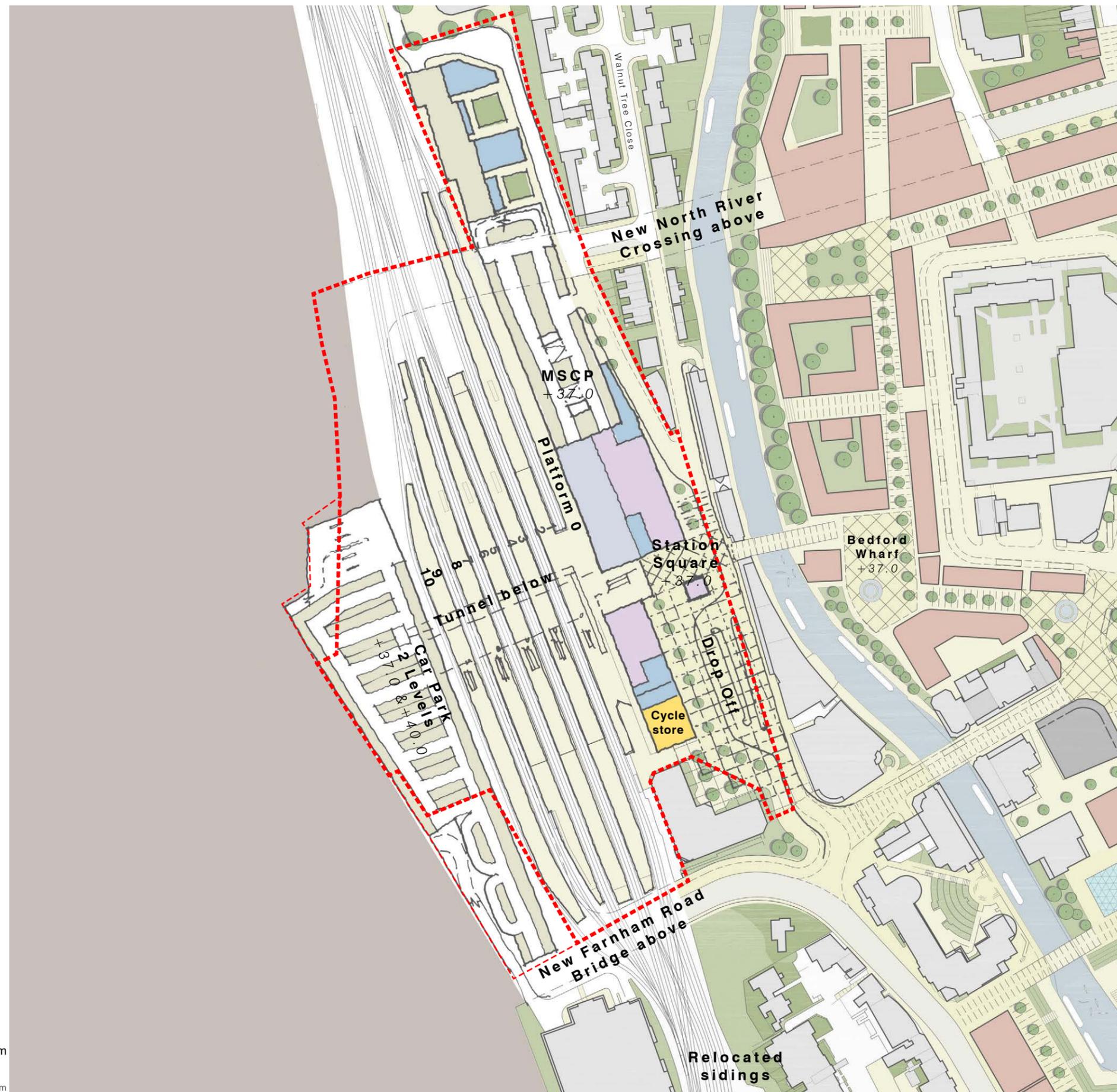
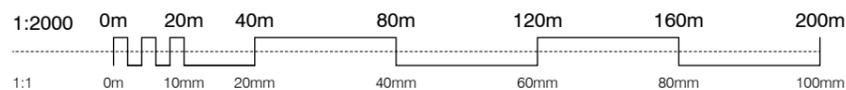


THE STATION AREA OPTION B GROUND FLOOR

Station East Ground Floor
Station West Underground Parking

- Creates an addition four platforms giving a total of 11 platforms.
- This option proposes building over platform 9 and 10
- The concourse passes beneath the proposed road to avoid the need to cross traffic
- Produces a larger bus interchange than Option A
- MSCP serves Guildford Park Road development as well as the station

- - - - Network Rail ownership
- - - - Private ownership
Uses
■ Residential
■ Retail/Food & Beverage
■ Office
■ Station
■ Cycle Store
■ Car Park



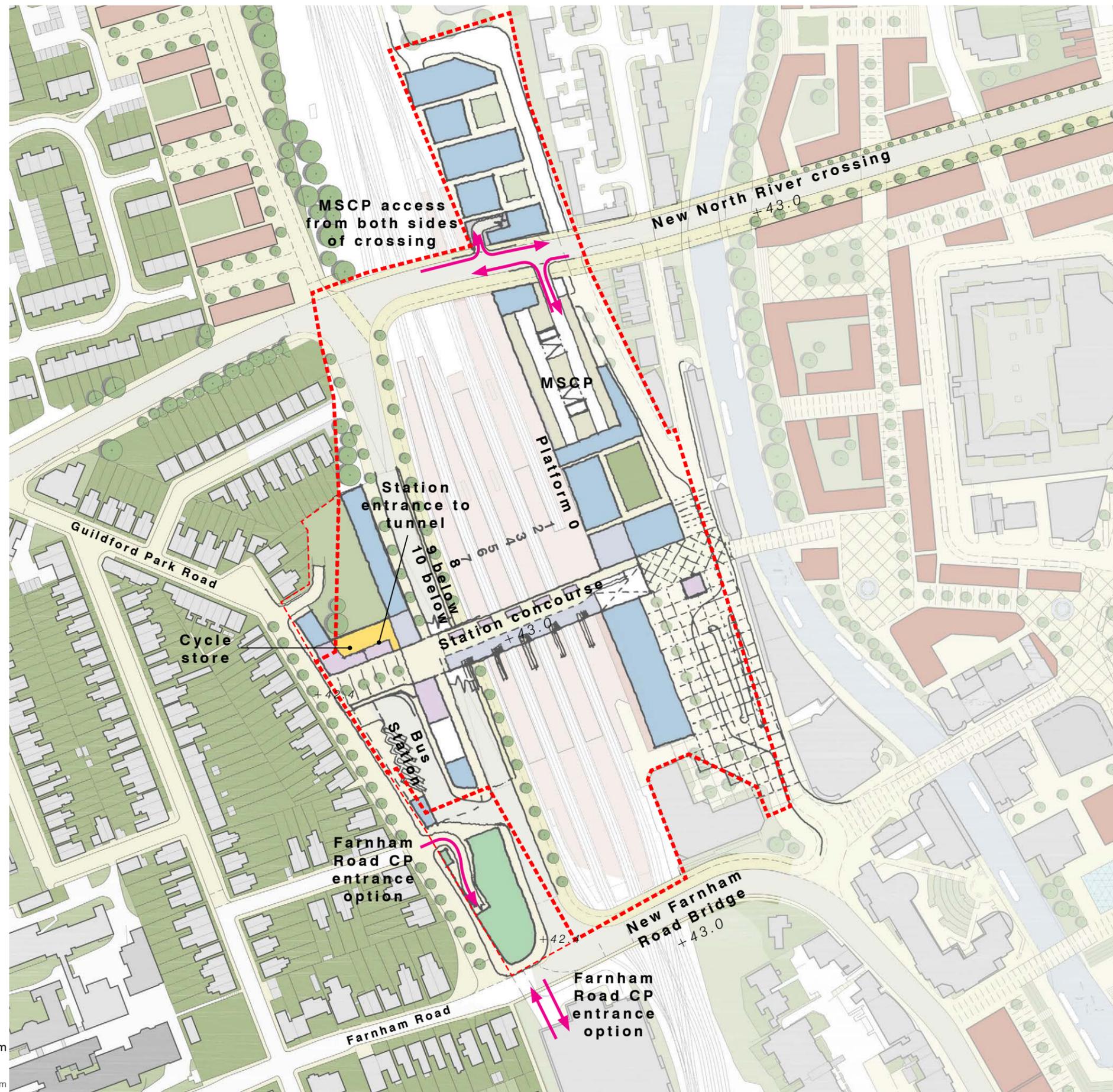
THE STATION AREA OPTION B

FIRST FLOOR

Station East Second Floor
 Station West Ground Floor

Access to the MSCP from the proposed new river crossing in both directions

Options for access to Farnham Road car park

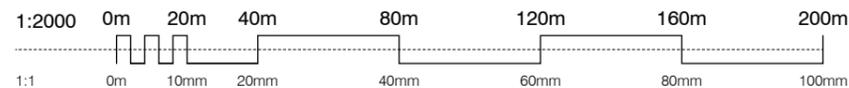


--- Network Rail ownership

-.- Private ownership

Uses

- Residential
- Retail/Food & Beverage
- Office
- Station
- Cycle Store
- Car Park



THE STATION AREA OPTION B

TYPICAL UPPER FLOOR

20% more commercial area within NR ownership

Car parking within NR ownership equal to Solum scheme
Wider development of station area

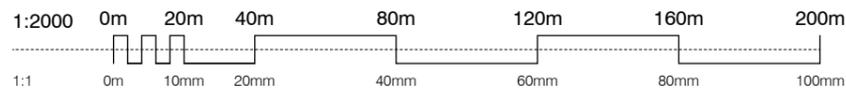
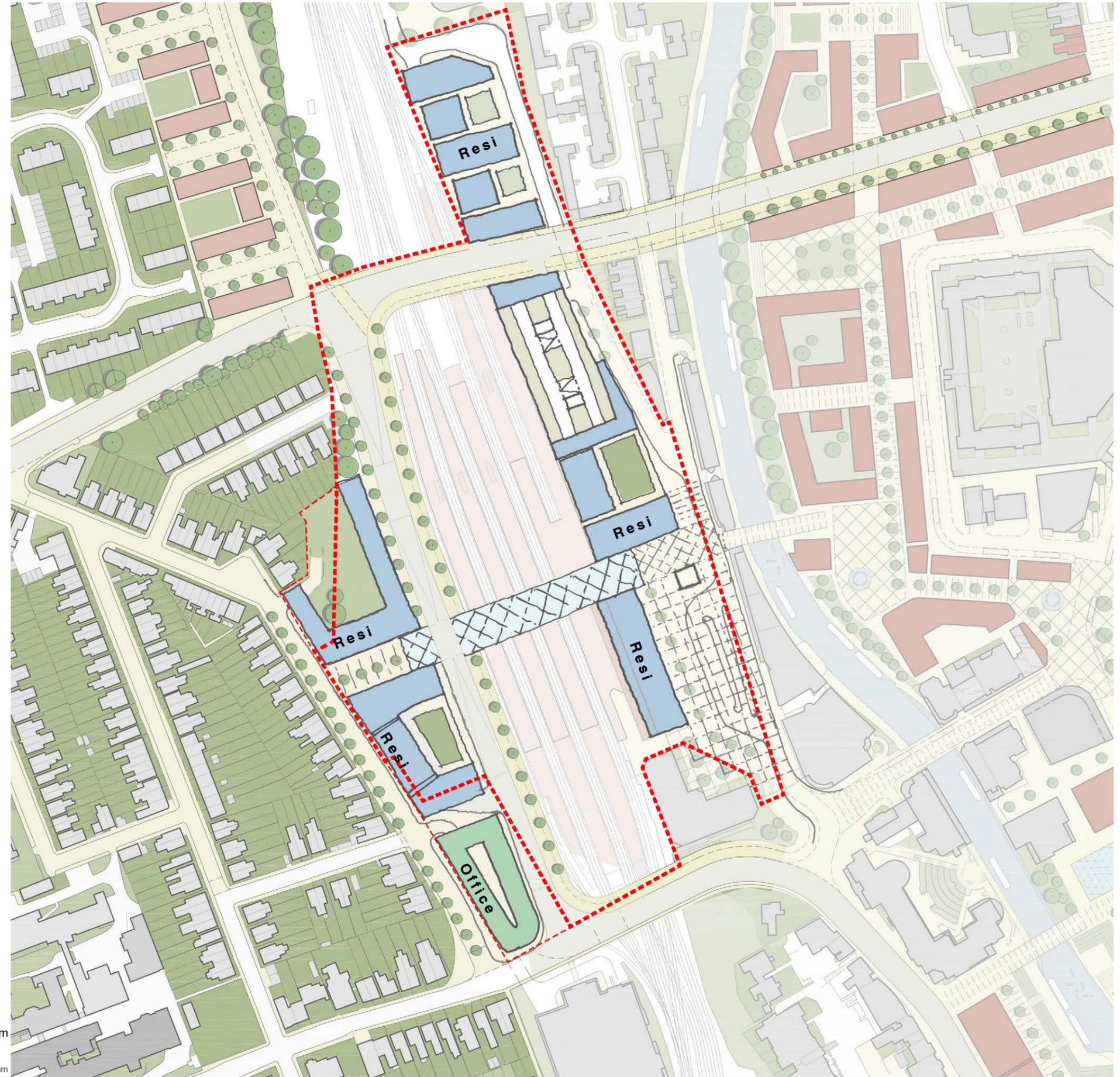
- 620 Apartments
- 68,000 sqft Office
- 35,000 sqft Retail
- 1,300 parking spaces including resi bays

----- Network Rail ownership

----- Private ownership

Uses

-  Residential
-  Retail/Food & Beverage
-  Office
-  Station
-  Cycle Store
-  Car Park



THE STATION AREA OPTION B AREAS AND TYPICAL SECTION

Areas taken from 'A1.1 Schedule of Areas & Accommodation' in Guildford Station Redevelopment Design & Access Statement prepared by Rolfe Judd forming part of the Station Redevelopment planning application (reference 14/P/02/02168)

Note: The residential area quoted in the above is '14,354m².' This is assumed to be a typo and that the residential area should read 45,354m²

Station Total Area Option B													
GEA/m ²													
Level	0	1	2	3	4	5	6	7	8	9	10	Total/m ²	Total/ft ²
MSCP NE GEA	3,770	3,770	2,112	2,112	2,112	2,112	2,112	0	0	0	0	18,100	194,827
MSCP W GEA	9,528	9,528	0	0	0	0	0	0	0	0	0	19,056	205,117
Resi CP GEA	1,716	0	0	0	0	0	0	0	0	0	0	1,716	18,471
Residential GEA	1,562	3,759	6,709	9,864	9,864	9,360	9,360	7,983	3,213	917	0	62,591	673,724
Office GEA	0	0	972	1,399	1,399	1,399	1,399	1,399	0	0	0	7,967	85,756
Retail GEA	2,413	0	865	0	0	0	0	0	0	0	0	3,278	35,284
Station GEA	1,074	0	1,886	0	0	0	0	0	0	0	0	2,960	31,861
Bus Station GEA	0	0	1,450	0	0	0	0	0	0	0	0	1,450	15,608
Total GEA	20,063	17,057	13,994	13,375	13,375	12,871	12,871	9,382	3,213	917	0	117,118	1,260,646
In NR Ownership	17,067	14,061	12,925	12,250	12,250	11,746	11,746	8,257	3,213	917	0	104,432	1,124,096
Total resi, retail & office	3,975	3,759	8,546	11,263	11,263	10,759	10,759	9,382	3,213	917	0	73,836	794,764

Solum Development	
Total GEA/m ²	Total GEA/m ²
15,500	166,840
2,122	22,841
45,490	489,650
2,104	22,647
3,642	39,202
923	9,935
69,781	751,116
69,781	751,116
51,236	551,499

Approximate Number of Dwellings												Apartments	1100ft ² per dwelling*	612
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Number of dwellings	438
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Approximate number of parking spaces

MSCP NE GEA	700 (incl resi)
MSCP W GEA	600 (incl resi)

* subject to refuse, cycle, parking, MEP provisions

MSCP Bays (incl resi)	644
MSCP Motorcycle Bays	75

