



GUILDFORD
BOROUGH

Guildford Borough Transport Strategy 2016



Guildford Borough Council
June 2016

Contents

Foreword.....	1
1 Overview.....	2
Where does Guildford borough sit?	2
Our transport networks: the good.....	2
Our transport networks: ...the bad and the ugly.....	3
Past underinvestment and our infrastructure deficit	3
What is the Council doing? Who are our partners?.....	4
Component strategies	4
2 Our surface access to airports strategy.....	5
3 Our rail strategy	7
4 Our Strategic Road Network strategy.....	9
5 Our Local Road Network strategies.....	11
Our local roads and parking strategy	13
Our bus transit strategy	15
Our active modes strategy.....	17
6 Our transport and air quality strategy	19
7 Our road safety strategy.....	20
8 Programme and funding.....	21
9 Monitoring and reporting	25
10 Next steps.....	26

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Foreword

I am pleased to introduce this second 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 second issue also reflects the evolution of our transport proposals including through the Council's committee processes considering our draft Local Plan in the period since April 2016. It is consistent with the Council's Proposed Submission Local Plan: strategy and sites (June 2016).

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 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.

This strategy 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.

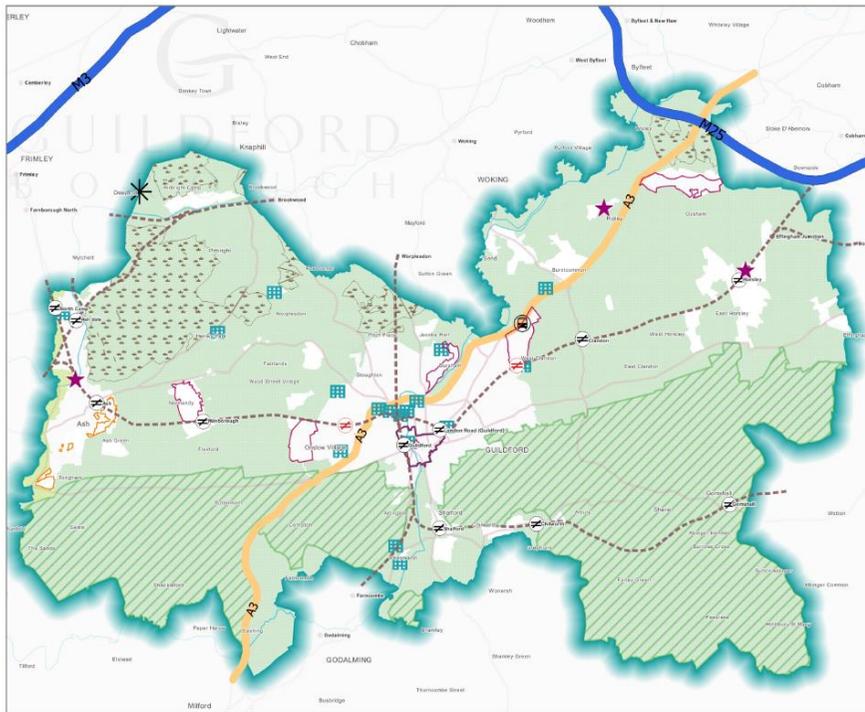
*Councillor Matt Furniss
Deputy Leader of Guildford Borough Council
Lead Councillor for Infrastructure & Governance*



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 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, set against the significant opportunities for mitigating these impacts through capacity improvement, traffic management or environmental improvement schemes as appropriate.
- 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.
- A lack of 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 now working very closely with the key transport infrastructure and service providers to accelerate the development and delivery of appropriate improvements:
 - Surrey County Council – responsible for maintenance and improvement of adopted local roads, including footways, which collectively comprise the Local Road Network, and also the Rights of Way network
 - 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
 - South West Trains and Great Western Railway – 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 regular lead councillor and senior officer-level groups to coordinate transport strategy and investment activities

with Surrey County Council, Highways England, Network Rail and the Enterprise M3 Local Enterprise Partnership.

- 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.
- We have committed capital funding to a number of schemes including the improvement of the A25/A320 Stoke Crossroads, the improvement of River Wey towpath and the provision of a new, wider Walnut Bridge, and have provisional capital funding in place for further schemes in the coming years.
- We have further invested in our transport planning capability in both our Planning Policy Team and through the establishment of a dedicated Major Projects Team, which is now co-ordinating and delivering a range of transport studies and schemes on behalf of the Council and our partners Surrey County Council.

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 is to make a decision in 2016 as to whether a new runway will be provided at Heathrow Airport or Gatwick Airport. The Airports Commission has recommended to the Government that a proposal for a new northwest runway at Heathrow Airport, combined with a significant package of measures to address its environmental and community impacts, presented the strongest case and offers the greatest strategic and economic benefits.

Our strategy for surface access to Heathrow and Gatwick airports is consistent with expansion at either Heathrow Airport or Gatwick Airport, or both airports.

Our surface access to airports strategy



- Borough located close to both Heathrow and Gatwick airports, and also to London
- Guildford connected directly to both airports via the Strategic Road Network
- Guildford, North Camp and Ash stations enjoy direct rail connection to Gatwick Airport via the North Downs Line, with other all other stations connected with a change

- Strategic Road Network connections compromised by significant peak period traffic congestion
- Lack of direct rail connection to Heathrow Airport
- Limited frequency of direct rail services to Gatwick Airport

- Road Investment Strategy schemes to improve:
 - M3 Junctions 2-4A Smart Motorway
 - A3 Guildford with widening scheme
 - M25 Junction 10/A3 Wisley interchange
 - M25 Junctions 10-16 upgrading scheme
- GWR increased service frequency on North Downs Line via Guildford to Gatwick Airport from May 2017 and further upgrade from December 2018

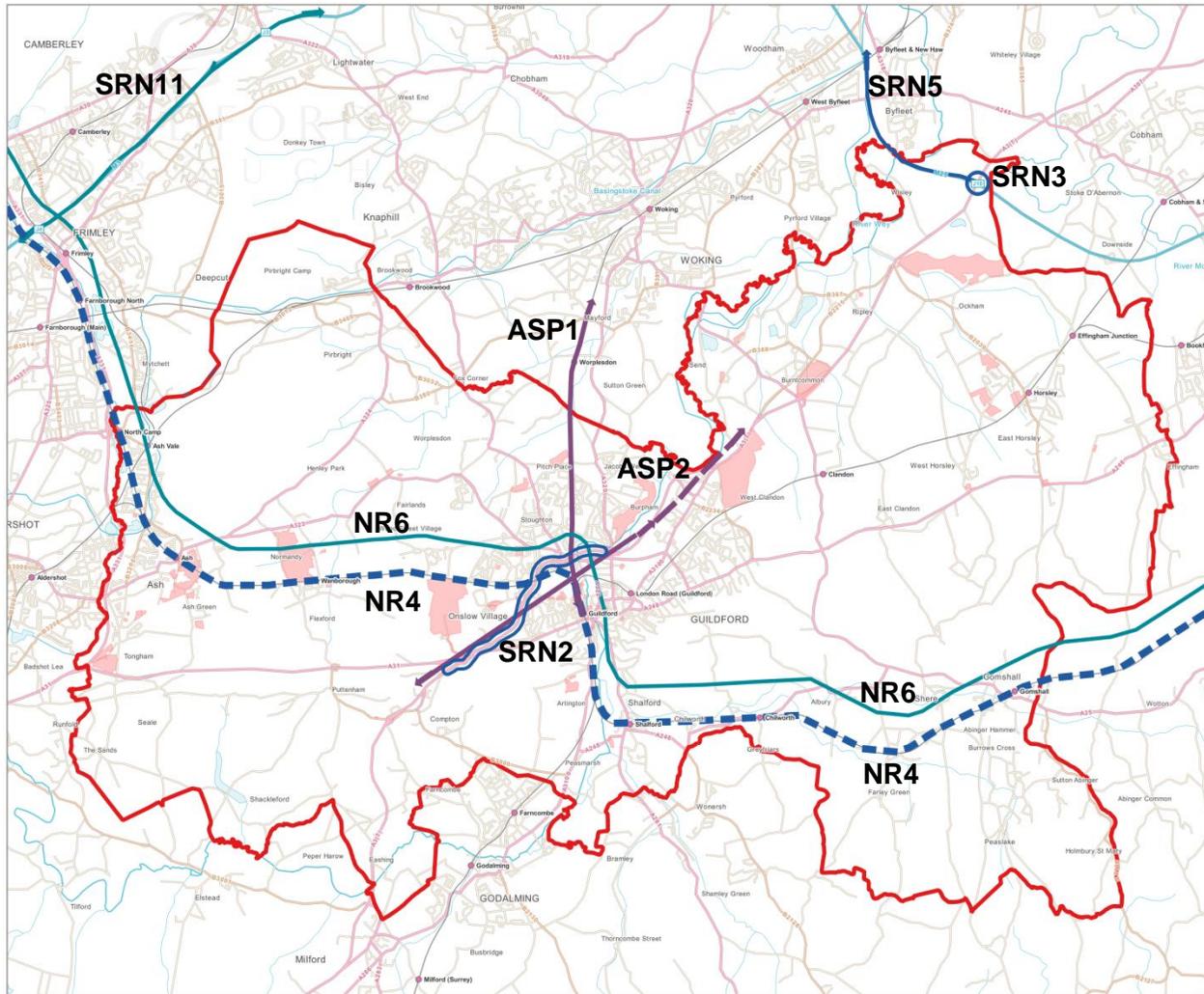
- North Downs Line electrification and increased service frequency to Gatwick Airport including additional fast services

Strategy outcomes

- ☑ Increased rail patronage to airports
- ☑ Increased rail modal share to airports
- ☑ More reliable journey times to airports by rail and road

- A3 Guildford tunnel
- Direct rail connection from Guildford station to Heathrow Airport via new southern rail access

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
ASP1	Southern rail access to Heathrow airport
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)
SRN11	M3 Junctions 2-4A Smart Motorway 'Road Investment Strategy' scheme (E1)
ASP2	A3 Guildford tunnel

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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 West Trains 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. 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 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 presently commissioning a feasibility study to Network Rail’s GRIP 2 standards to demonstrate the case for the Guildford West (Park Barn) station and Network Rail considers that, subject to further assessment and approval, the delivery of a new station at Guildford East (Merrow) is feasible and viable.

Our rail strategy



- Rail services on Portsmouth Direct Line, New Guildford Line and North Downs Line to important regional destinations including London Waterloo, Portsmouth, Reading and Gatwick Airport
- 12 rail stations in the borough plus closely located stations including at Worplesdon
- 11.1 million entries and exits in 2014/15 including 8.1 million at Guildford rail station

Strategy outcomes

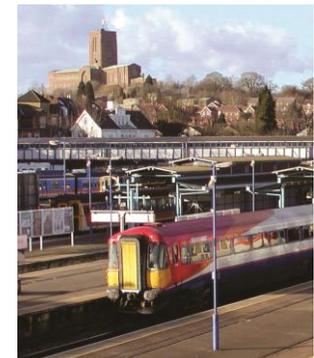
- Increased rail patronage
- Increased rail modal share
- More people accessing rail stations by bus, cycle and on foot

- Growing rail overcrowding on services in Guildford borough
- Restricted opportunities for users to access rail stations by walking, cycling and bus

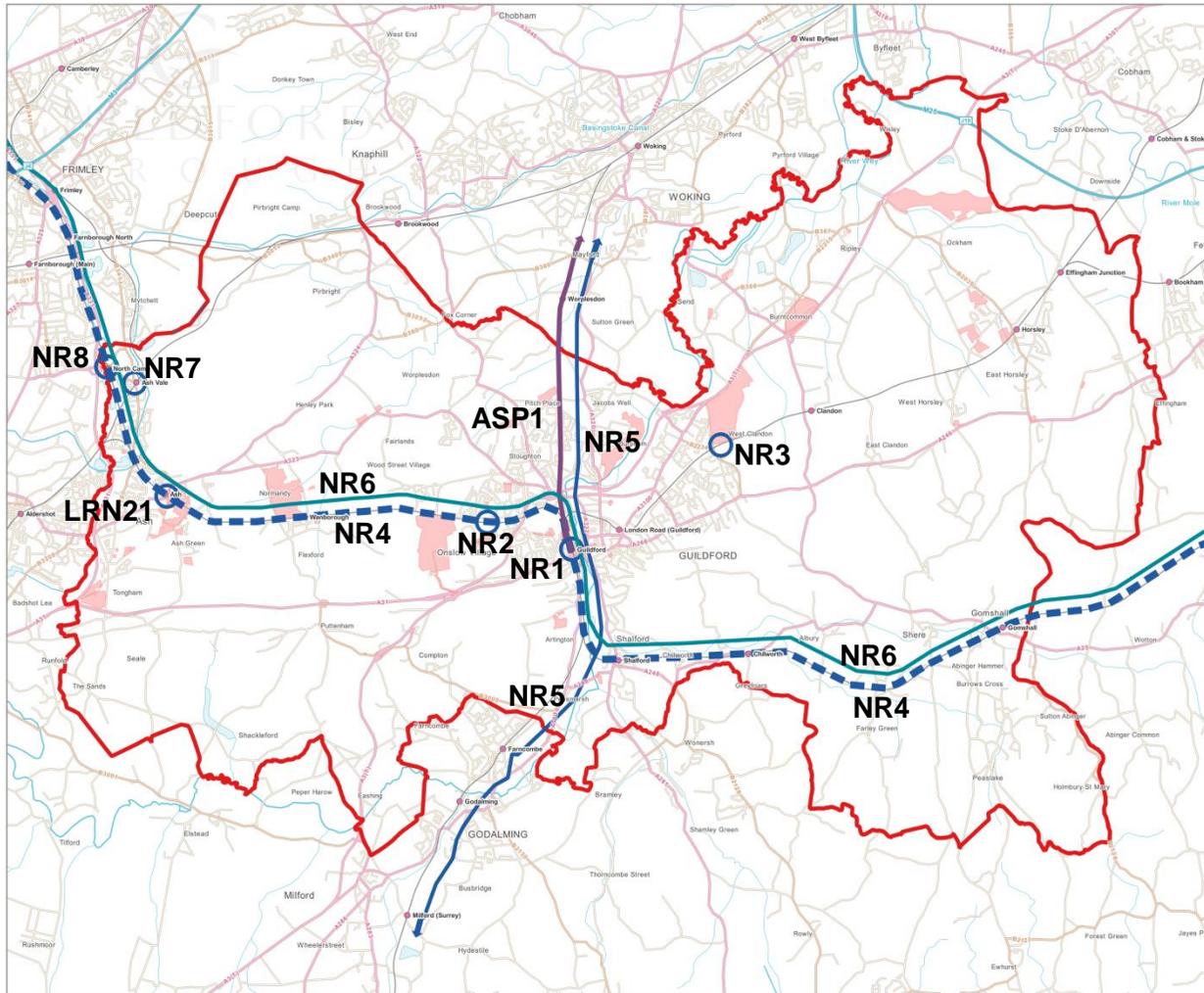
- Great Western Railway increased service frequency on North Downs Line from May 2017 with introduction of a second fast service in each hour via Guildford rail station between Reading and Gatwick Airport

- Additional platforms, layout changes, bus interchange hub, cycle hub and new improved footbridge at Guildford rail station
- Increased service frequency from 8 to up to 13-15 and from 2 to 3 trains per hour on Portsmouth Direct Line and North Downs Line
- New rail station at Guildford West (Park Barn)
- New rail station at Guildford East (Merrow)
- Bus interchange at Effingham Junction or Horsley rail station
- Environmental improvements at Ash Vale rail station
- Additional car and cycle parking at North Camp rail station

- Direct rail connection from Guildford station to Heathrow Airport via new southern rail access



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
ASP1	Southern rail access to Heathrow airport
LRN21	New road bridge and footbridge scheme to enable level crossing closure on A323 Guildford Road adjacent to Ash railway station

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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.

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. In announcing the Road Investment Strategy, the Government described the improvement as

involving the widening of the carriageways. The A3 Guildford scheme is now being planned by Highways England for delivery from 2023 at the earliest.

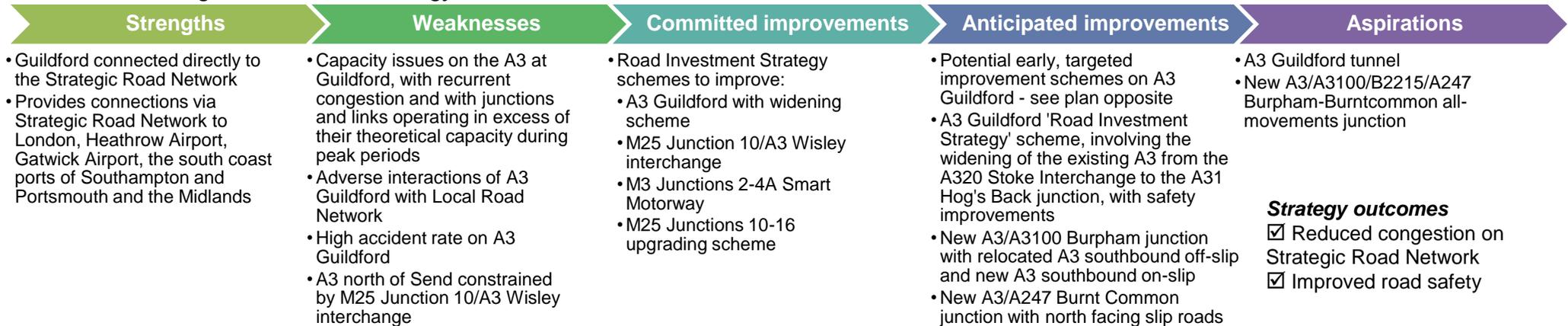
Whilst we support this scheme, the Council considers that an alternative option of an A3 Guildford tunnel, with the existing road detrunked and retained for local traffic movements, would be preferable. Whilst more expensive, we believe that it would be much less disruptive to construct, realise significant social, economic and environmental benefits in Guildford, and accommodate future regional demands on this key road corridor for the foreseeable future. We strongly support Highways England's investigation of this alternative option.

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. These will be important to Guildford – and the wider region – in providing some congestion relief before Government and Highways England decide whether to widen or tunnel the A3 Guildford.

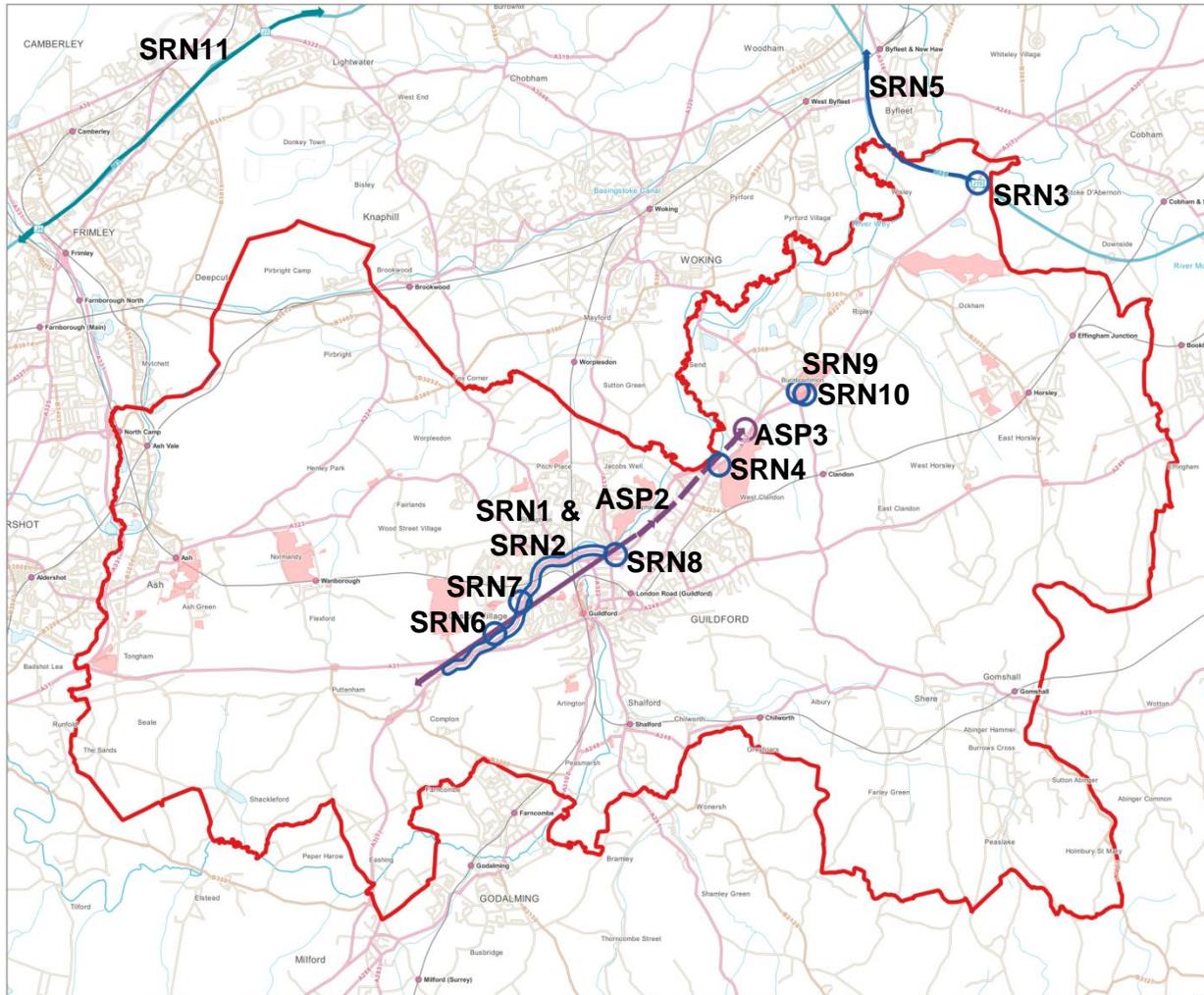
Our Proposed Submission Local Plan will ensure that development at the Gosden Hill Farm site will safeguard the ability to create an all-movements A3 junction to the east of Guildford, until such time as Highways England determine whether or not this is required for their A3 Guildford scheme.

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.

Our Strategic Road Network strategy



Our Strategic Road Network strategy



Legend

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

Schemes

SRN1	A3 Guildford average speed camera/road safety scheme
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	New 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)
SRN6	Beechcroft Drive new access/road safety scheme
SRN7	A3 northbound off-slip lane widening to Tesco roundabout
SRN8	A3 southbound off-slip lane widening to A320 Stoke Interchange improvement scheme
SRN9	A3 northbound on-slip at A247 Clandon Road
SRN10	A3 southbound off-slip at A247 Clandon Road
SRN11	M3 Junctions 2-4A Smart Motorway 'Road Investment Strategy' scheme (E1)
ASP2	A3 Guildford tunnel
ASP3	New A3/A3100/B2215/A247 Burpham-Burtoncommon 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)

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5 Our Local Road Network strategies

Surrey County Council is responsible for the maintenance and improvement of adopted local roads, 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. Surrey County Council is also responsible for the improvement of 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. 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 Proposed 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 “drive to, not through” parking policy. The “drive to, not through” parking policy 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. There was broad support for the recent visioning and masterplanning exercises undertaken by Allies & Morrison for the Council. Accordingly, we have committed to undertake further work to consider transport concepts for the town centre, including the two scenarios proposed by Allies & Morrison in the masterplanning exercise, as well as how road safety can be improved.

In the meantime, we will shortly bring forward a Guildford Town Centre Regeneration Plan, consistent with our Proposed Submission Local Plan, which will set out in detail the Council’s present ambitions for the town centre over the next decade.



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 access road from the A31 Farnham Road to the Egerton Road area, via the Blackwell Farm development, will provide some relief to the A31/A3 junction, in advance of the delivery of Highways England's A3 Guildford scheme.

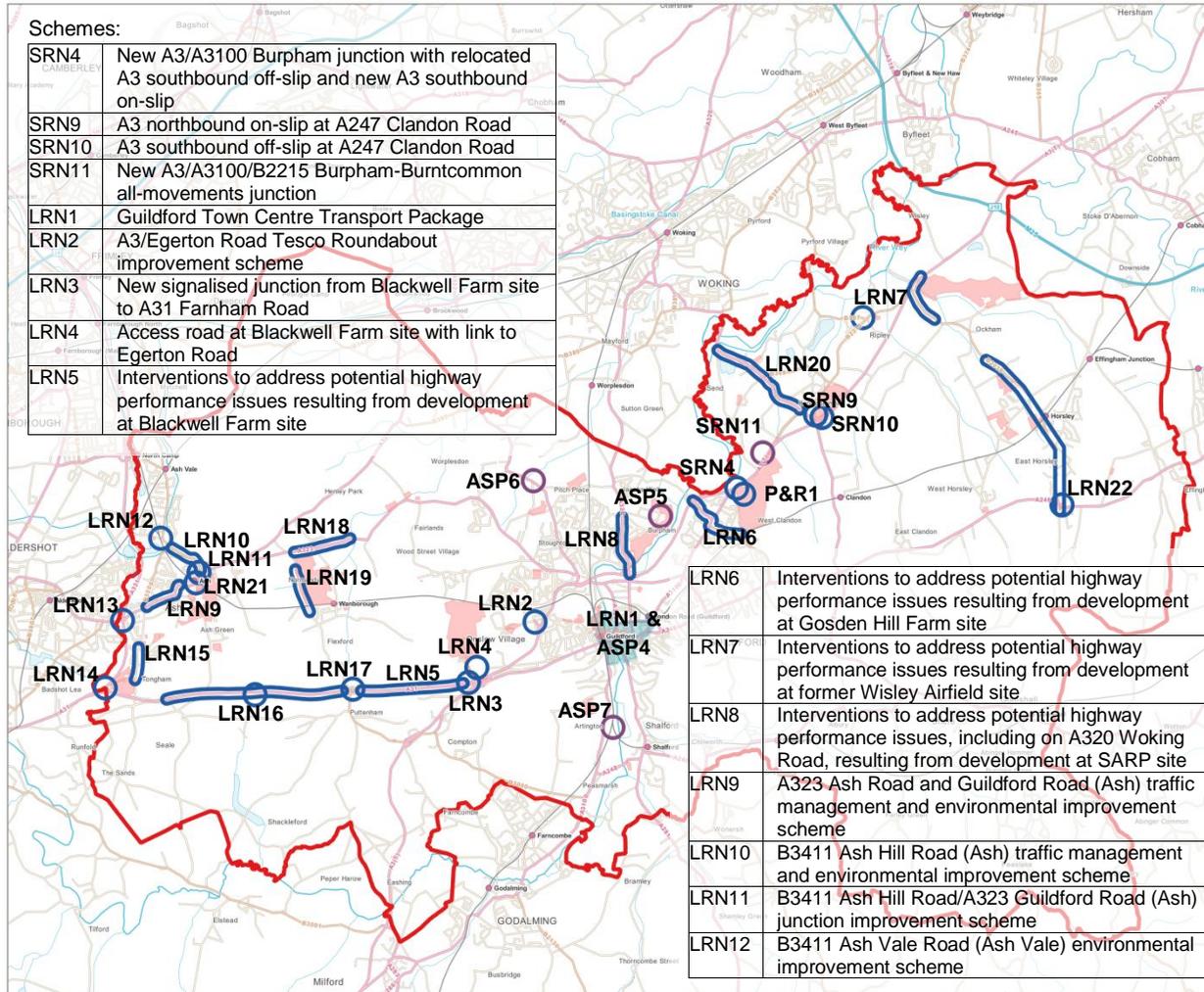
As planning applications are considered for the sites identified in our Proposed Submission Local Plan, additional transport schemes to address site access and other localised issues will additionally be secured.

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 2-car Car Club in Guildford 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 	<ul style="list-style-type: none"> Guildford Town Centre Transport Package, including vehicle-targeted schemes: <ul style="list-style-type: none"> A25/A320 Stoke Crossroads improvement scheme Revised access to Millbrook car park in line with 'drive to, not through' parking policy Experimental closure of Walnut Tree Close Expansion to Car Club to 7 vehicles, of which 3 will be electric vehicles 	<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) A323 Guildford Road (Normandy) Westwood Lane (Normandy) A247 Send Barns Lane (Send) Ash rail station level crossing closure and new bridge scheme New Park and Ride site at Gosden Hill Farm, providing 500-700 car parking spaces as required in order to operate without public subsidy, with the potential to increase to 1,000 spaces 	<ul style="list-style-type: none"> Guildford Town Centre Transport Transformation Package, including vehicle-targeted schemes: <ul style="list-style-type: none"> Reconfigure the highway network in Guildford town centre, including existing gyratory system Realise 'drive to, not through' parking policy 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
				
<p>Strategy outcomes</p> <p><input checked="" type="checkbox"/> Reduced congestion on key junctions and links of Local Road Network <input checked="" type="checkbox"/> Improved road safety</p>				

Our local roads and parking strategy



Legend

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

Schemes (continued):

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
LRN18	A323 Guildford Road (Normandy) traffic management and environmental improvement scheme
LRN19	Westwood Lane (Normandy) traffic management and environmental 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	Comprehensive network of 30 publicly accessible electric vehicle charging points in the borough (not mapped)
ASP4	Guildford Town Centre Transport Transformation Package
ASP5	Clay Lane Link Road: Slyfield Industrial Estate to Clay Lane
P&R1	Gosden Hill Farm Park and Ride
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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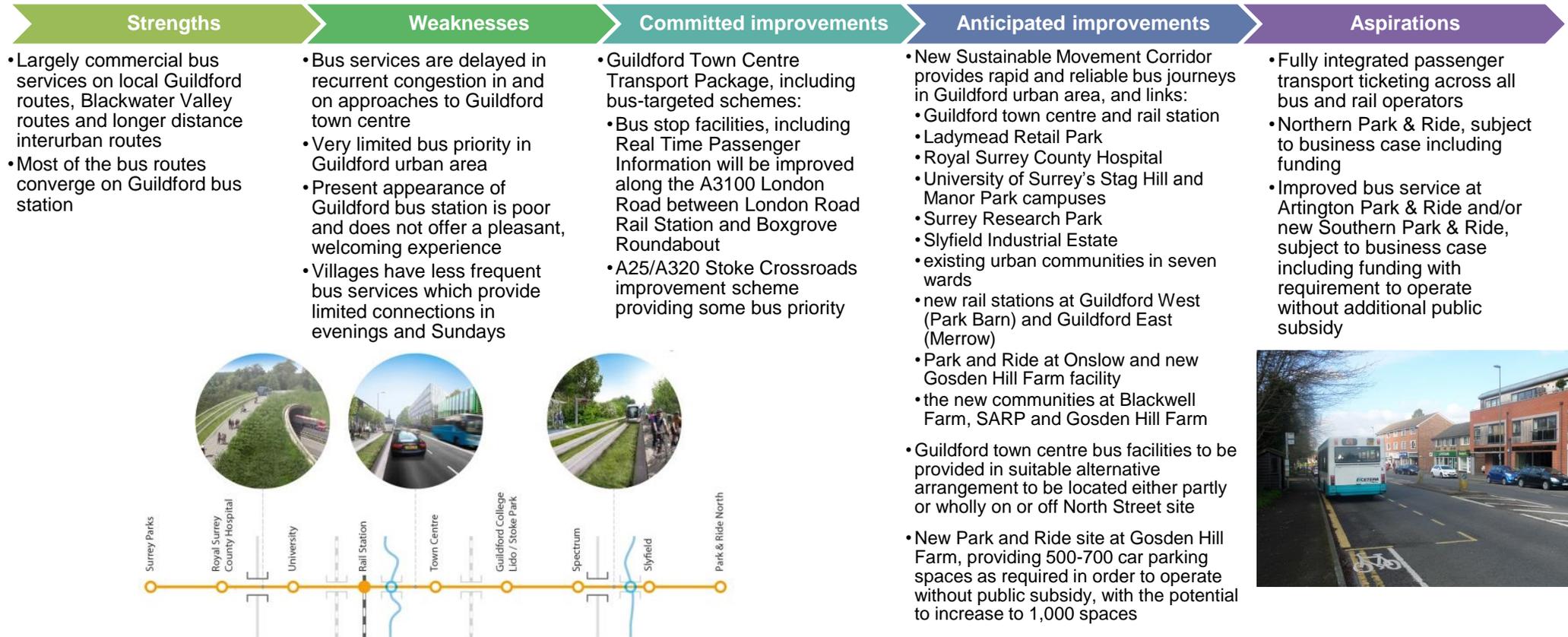


Our bus transit strategy

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 from the west of the town by 2020, providing rapid and reliable bus journeys in Guildford urban area.

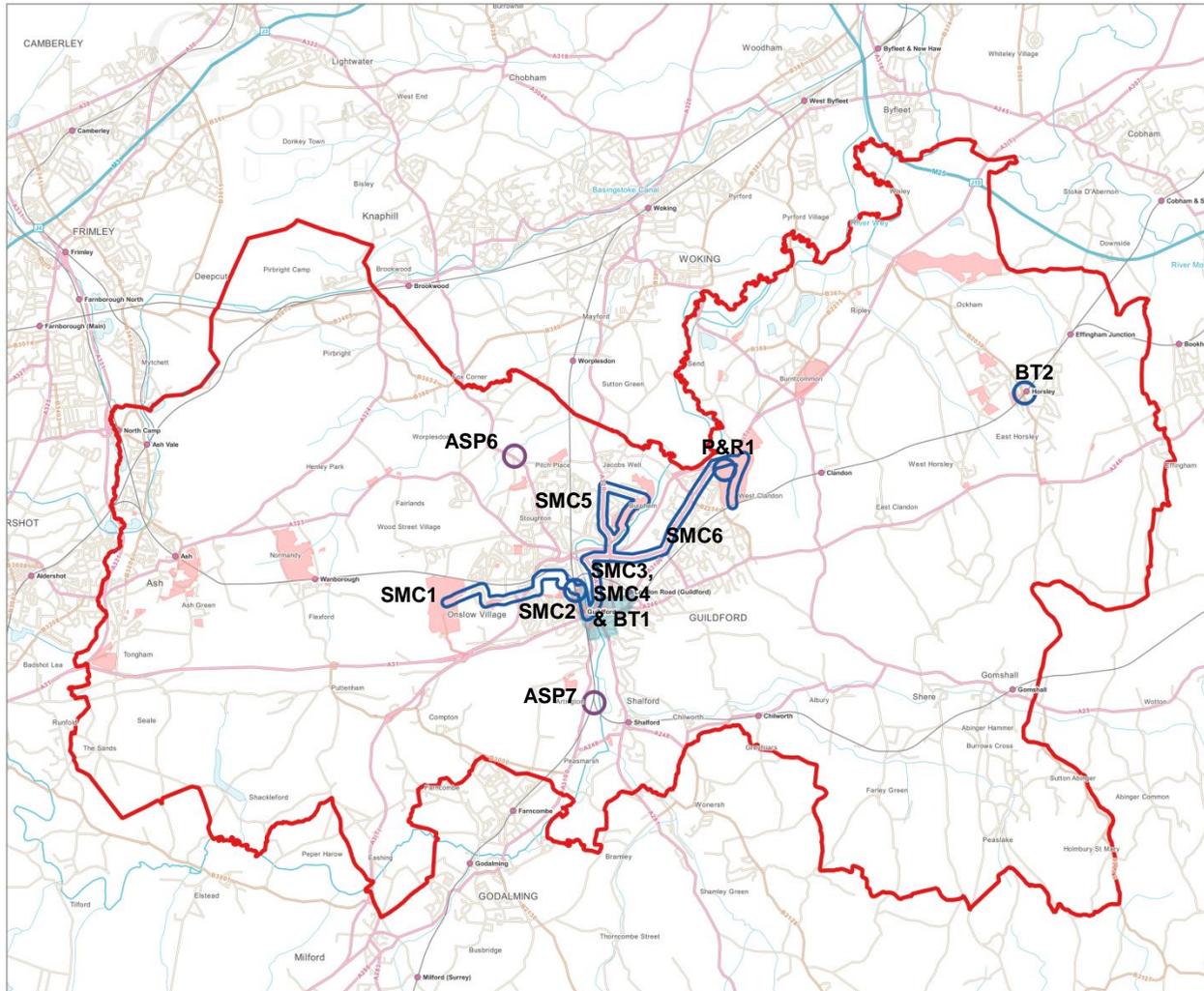
Our bus transit strategy



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
ASP6	Northern Park and Ride
ASP7	Improved bus service at Artington Park and Ride and/or new Southern 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 (not mapped)
BT4	Significant bus network serving the Land to the south of Normandy and to the north of Flexford site (not mapped)

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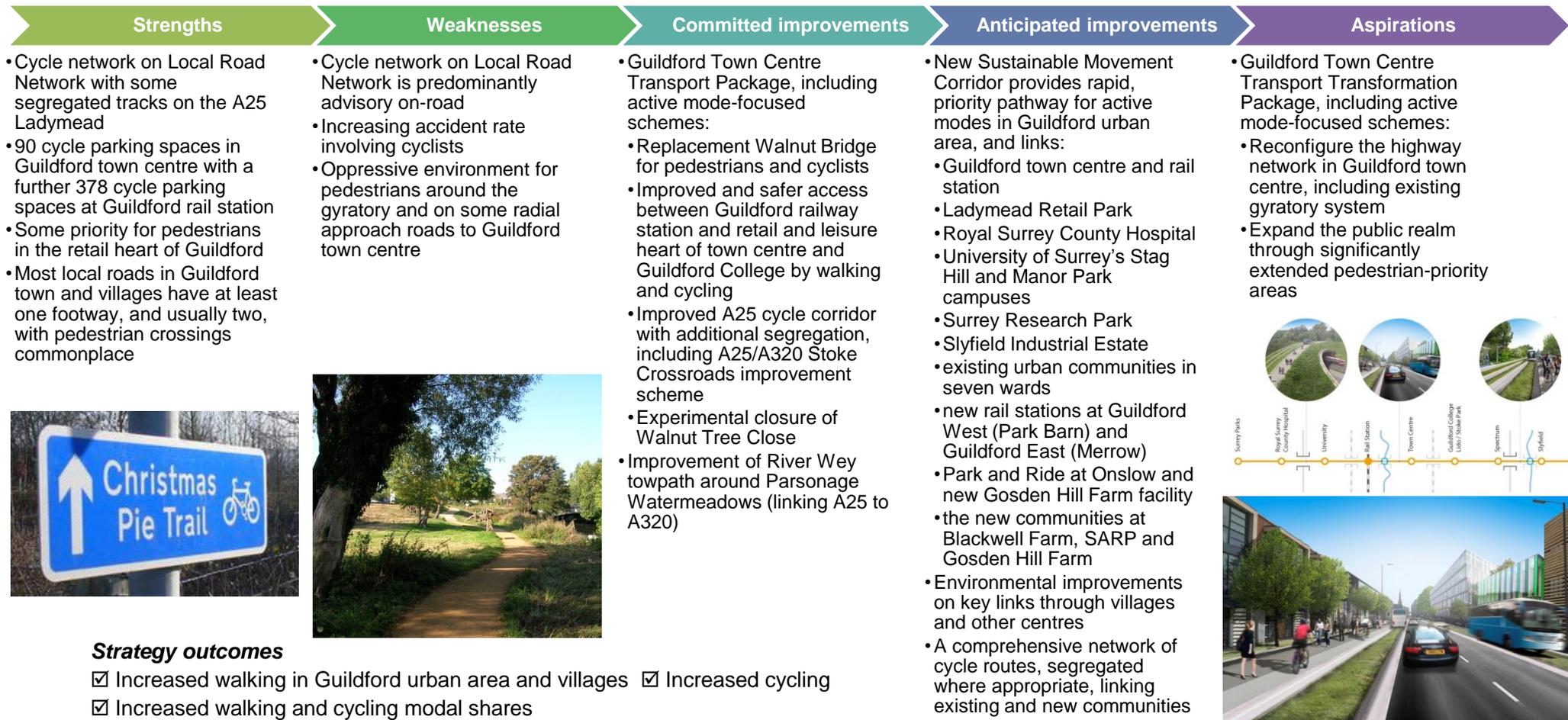


Our active modes strategy

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.

We will improve the River Wey towpath around Parsonage Watermeadows in 2016. This scheme has been funded by the Enterprise M3 Local Enterprise Partnership and Guildford Borough Council, working in partnership with the National Trust.

Our active modes strategy

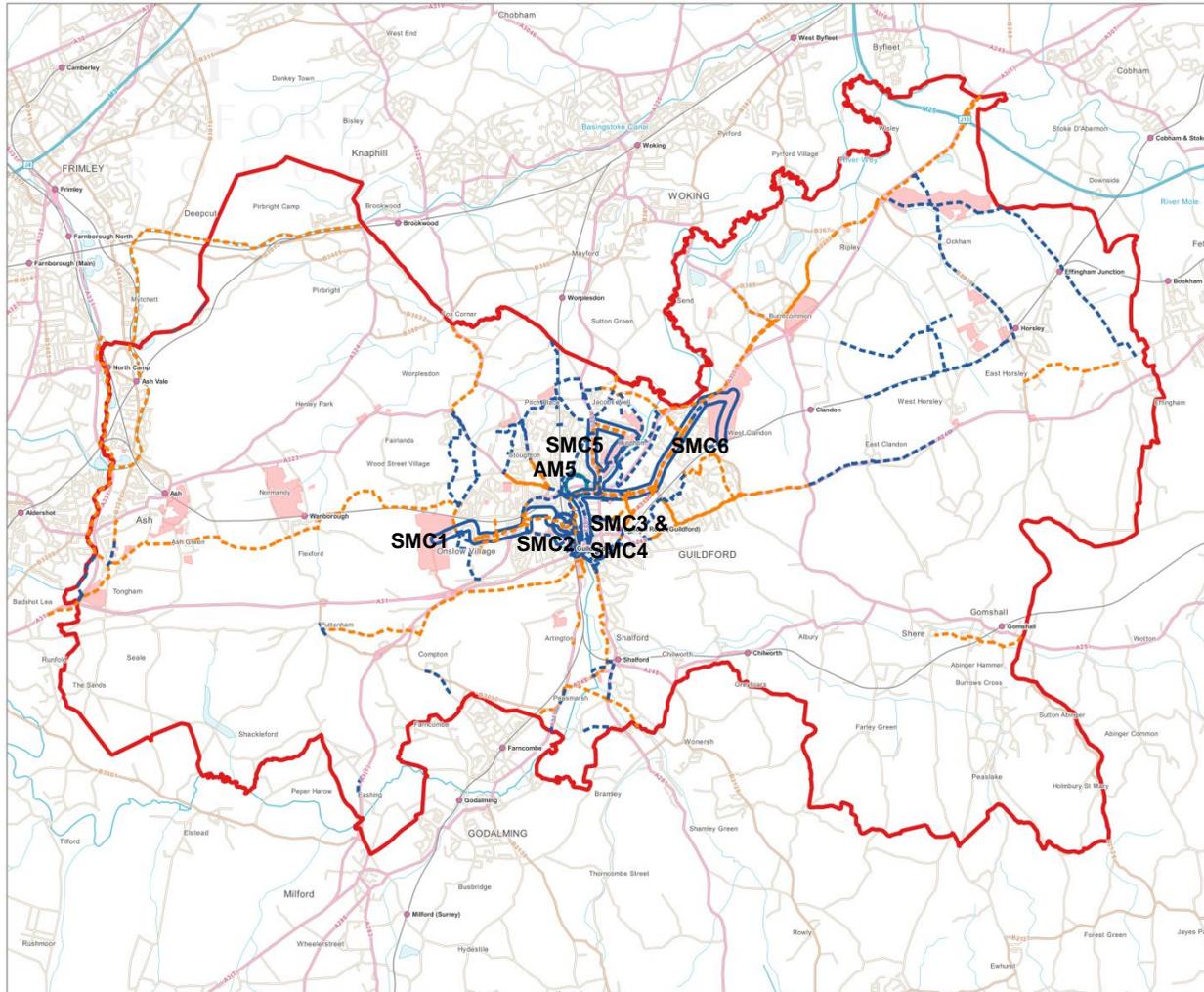


Strategy outcomes

- ☑ 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
- Aspirational improvements

Schemes

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)
AM4	Off site cycle network from the Land to the south of Normandy and to north of Flexford site to key destinations, to a level that would be attractive and safe for the average cyclist (including that mapped in vicinity of site – see Legend above)
AM5	Improvement of River Wey towpath around Parsonage Watermeadows (linking A25 to A320)
LRN1	Guildford Town Centre Transport Package (not mapped)
LRN22	Guildford Town Centre Transport Transformation 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

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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 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

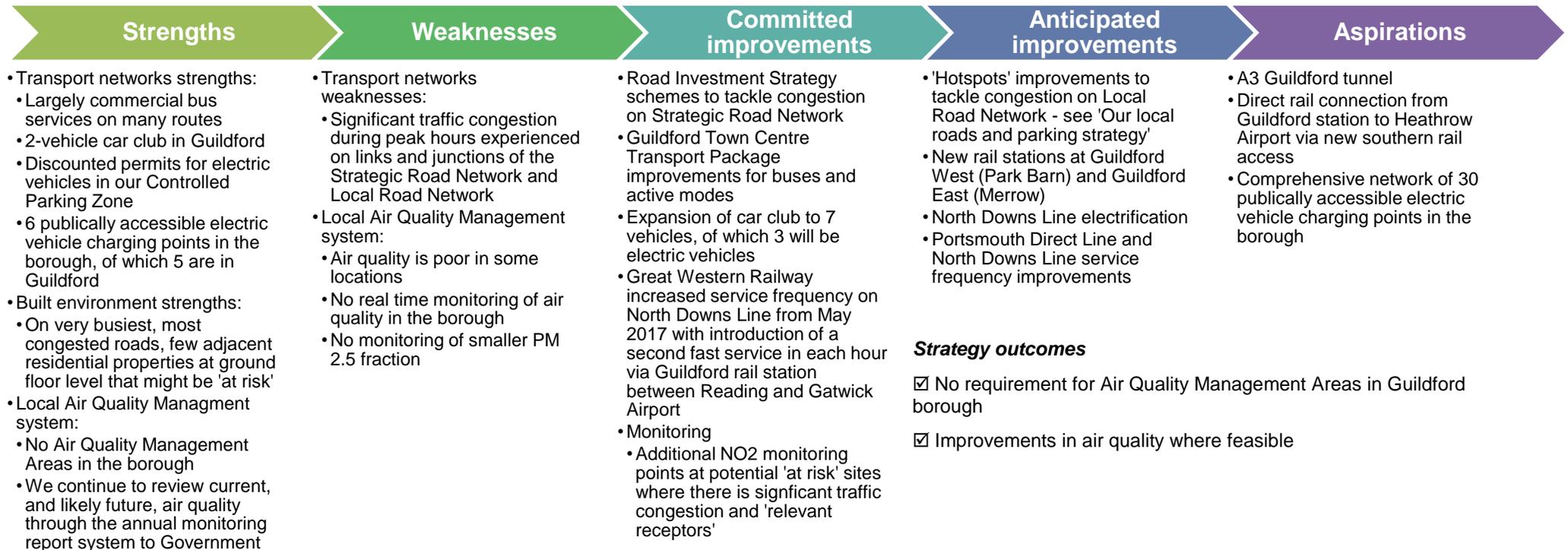
quality objectives at 'relevant receptors', which are typically where people live or spend prolonged periods of time, an Air Quality Management Area is designated and a plan is formulated to address the issues.

There has been no exceedance of the Government's national air quality objectives at relevant receptors in Guildford borough. Accordingly, there are no Air Quality Management Areas.

Guildford Borough Council is committed to maintaining this position, and to achieving 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.

Our transport and air quality strategy



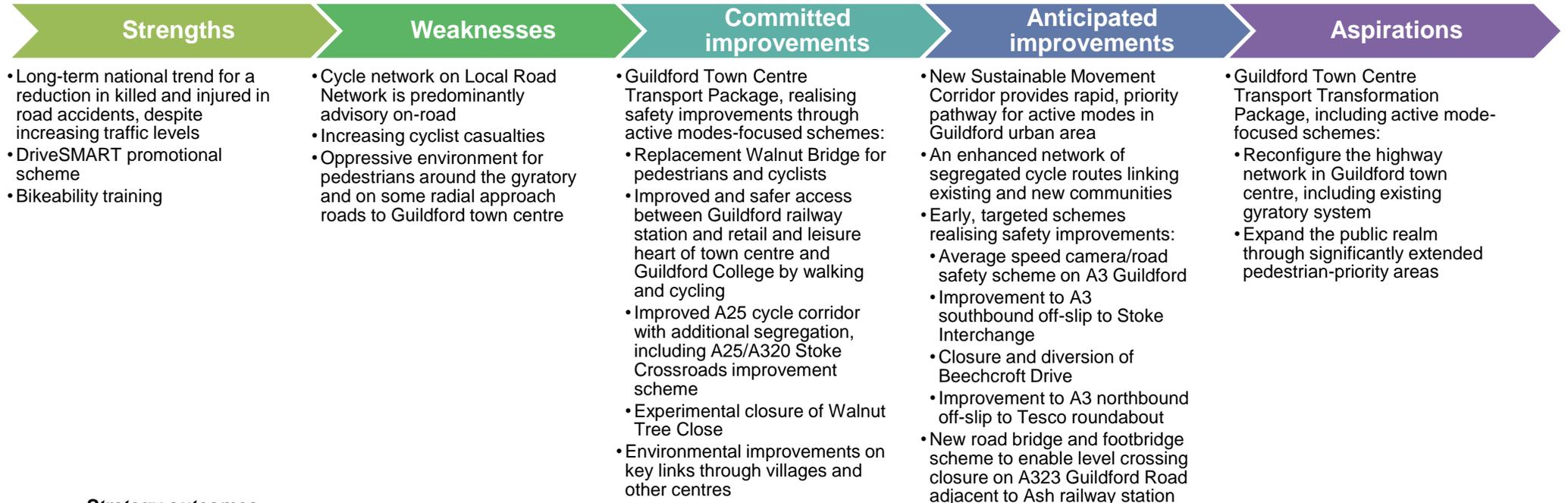
7 Our road safety strategy

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, eight people were killed and 121 were seriously injured on our roads in 2014, 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.

Our road safety strategy



Strategy outcomes

- Reduced Killed and Seriously Injured

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 2033 of the Proposed 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 are likely to be achieved
- 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
- Developer contributions
- Guildford Borough Council investments



9 Monitoring and reporting

We propose to report annually each Spring on the delivery of our transport strategy to the Council's Executive.

The indicator set addresses sustainable travel choices, traffic congestion on both local and strategic roads, road safety and air quality.

The annual report will set out progress with respect to schemes in the strategy and against an indicator set representing a number of the strategy outcomes.

Indicator set for strategy outcomes

Strategy outcome	Indicator name	Data source	Baseline	Trend consistent with 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
Increased rail modal share	Rail modal share for travel to work journey in Guildford borough	Census – every 10 years	2011: 13.1%	Increase
Increased bus modal share	Bus modal share for travel to work journey in Guildford borough	Census – every 10 years	2011: 3.9%	Increase
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
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
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: 25.9 mph	Increase in average vehicle speed
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
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	2015: 0 Air Quality Management Areas	Remains as zero

10 Next steps

The schemes set out in this transport strategy will, in combination, tackle the historic infrastructure deficit and mitigate the principal transport impacts of proposed planned growth in our borough during period to 2033 of the Proposed Submission Local Plan.

The views of the public and other stakeholders on transport and infrastructure matters will once again be sought through consultation on our Proposed Submission Local Plan: strategy and sites (June 2016).

We will then revise this transport strategy, and again as required as we move forward, so that it remains relevant as new challenges and opportunities present themselves.

This transport strategy and its successors will provide the bedrock for that new Local Plan. Essential schemes will be written into the Local Plan and, later, Surrey County Council's Local Transport Plan when this is next formally revised.

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

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

