

Surrey Transport Plan

Guildford Borough Draft Local Transport Strategy & Forward Programme – Part A



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Surrey Transport Plan

Guildford Borough Draft Local Transport Strategy and Forward Programme

November 2014

Contents

1	Introduction.....	1
2	Objectives and delivery priorities.....	4
3	The transport networks in Guildford borough	7
4	Guildford transport trends and issues	16
5	Future growth and its impact.....	23
6	Related work streams and projects	24
7	Places in Guildford.....	35
8	Forward Programme, Funding and Delivery.....	49
9	Glossary	53
10	References	57
	Forward Programme.....	Annex

Executive Summary

The Surrey Transport Plan is the third Local Transport Plan (LTP)¹ for the county. It is a statutory plan (required by the Local Transport Act 2008 and Transport Act 2000), which replaced the second LTP on 1 April 2011. Like the previous Plans, the Surrey Transport Plan is partly an aspirational document. The Guildford Borough Local Transport Strategy and Forward Programme forms part of the LTP3. Local Transport Strategies and Forward Programmes will be produced for all districts and boroughs within Surrey and will be 'live' documents, updated every two to three years whilst the Forward Programme (annex) will be updated yearly.

The purpose of the strategy in the longer term will be to support the development needs set out in the Borough's Local Plan as and when adopted and provide a programme of transport infrastructure required to deliver the agreed level of development. In the short, term the Local Transport Strategy provides an evidence base for funding bids, to mitigate against current transport related issues within the borough

The objectives of this strategy are to manage congestion within the borough and reduce car dependency and use, by introducing new and promoting existing sustainable travel initiatives for public transport, pedestrians and cyclists. These objectives are in accordance with Surrey County Council's Environment and Infrastructure priorities and the recommendations set out in Guildford Town and Approaches Movement Study ((GTAMS) (GBC,2014)).

In order to achieve these objectives, this **Part A** of the strategy focuses on the current issues and problems on the transport networks in Guildford. The strategy considers potential interventions. A Forward Programme has been produced (see separate annex) which lists the schemes identified to achieve the objectives set out in this strategy, this includes transport schemes from external delivery partners such as the Highways Agency (HA).

Following the adoption of the Guildford Borough Local Plan, the Local Transport Strategy and Forward Programme will be updated to reflect Infrastructure Delivery Schedule (IDS) which will accompany the Local Plan, therefore **Part B** will include mitigation measures to address current problems and the impacts of both future development growth from the Borough's Local Plan and the impacts of growth from developments external to the borough of Guildford, which may have an impact on the transport networks, currently serving Guildford.

As such, the Forward Programme contains an aspirational list of transport infrastructure schemes which would achieve the objectives of the Guildford Borough Local Transport Strategy, subject to funding and feasibility. The programme will seek

¹ Surrey County Council. (2014) *Surrey Transport Plan: Executive Summary* [Online] Available at: http://www.surreycc.gov.uk/data/assets/pdf_file/0010/842698/01-STP-Executive-summary-July-2014.pdf (Last accessed: 25/07/2014).

ITEM 11

to address the problems identified in the strategy and mitigate the impact of future growth on the transport network.

The strategy has been produced by the County Council and following the adoption of the Local Plan, it will be subject to online public consultation. The final version will take on board comments received during consultation and will be considered by the Guildford Local Committee and by Surrey County Council's Cabinet to be adopted as part of Surrey's Local Transport Plan (LPT3), sometime in 2016.

1 Introduction

- 1.1 The Guildford Borough Local Transport Strategy and Forward Programme is part of the [Surrey Transport Plan \(LTP3\)](#)² and supports the existing and the intended emerging [Guildford Local Plan](#)³. LTP3 is the county's third Local Transport Plan and is a statutory document. The Surrey Transport Plan sets out the strategy to help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey, in order to promote economic vibrancy, protect and enhance the environment, improve the quality of life, and reduce carbon emissions.
- 1.2 Local transport strategies have been developed to take account of and provide a plan for addressing transport problems and opportunities in a geographical area. A local transport strategy (LTS) has been produced for each district and borough in the county.
- 1.3 This LTS will be updated to respond to needs of the emerging Local Plan and is currently a key document to inform responses to Central Government and the Enterprise M3 Local Enterprise Partnership (LEP) in terms of potential funding bids, to address current transport related problems. The emerging local transport strategies were used to report to and inform the LEP Strategic Economic Plan which considers the need for highway and transport interventions to tackle current problems to achieve growth in terms of jobs, employment floorspace and housing created. Finally, the LTS is a mechanism to respond to and inform the Community Infrastructure Levy (CIL) requirements.
- 1.4 This LTS is a 'live document' that it is intended to be updated every two to three years. This LTS consists of two main parts:
- The main document, which provides a commentary on the characteristics, problems and opportunities in the area.
 - An annex consisting of forward programme detailing highway and transport intervention to address the problems identified.
- 1.5 The LTS sets out the short, medium and long-term approach by which Surrey County Council (SCC) will seek to encourage sustainable travel patterns and manage congestion in Guildford Borough.
- 1.6 The schemes outlined in the forward programme are intended to provide a cohesive package of measures to address all common modes of transport and to work towards providing an effective travel choice for all users.

² Available at: <http://www.surreycc.gov.uk/roads-and-transport/surrey-transport-plan-ltp3>

³ To be adopted in autumn 2015.

1.7 The forward programme identifies a number of transport infrastructure schemes which could be implemented over the next 15 year period, subject to feasibility and funding. The status of the schemes has been defined as

- local schemes (less than £250,000),
- intermediate schemes (between £250,000 and less than £2m), and
- major schemes (£2m and above)

1.8 The forward programme identifies more strategic transport schemes or scheme packages. It therefore includes schemes from the Local Committee capital programme which will identify those generally smaller scale schemes considered to be of immediate local priority.

1.9 The forward programme presents schemes, many of which may be approached through different funding and implementation avenues, and will help the County Council and Borough Council to agree strategic infrastructure delivery priorities and guide future investment from a range of funding sources including:

- Major schemes funding via the EM3 Local Transport Body.
- Potential funding via the Enterprise M3 Local Enterprise Partnership (LEP).
- Local Committee funding including the Integrated Transport Block.
- Developer contributions including S106 and S278.

Structure of document

1.10 The Guildford Borough Transport Strategy & Forward Programme is structured as follows:

Chapter 2	Chapter 3	Chapter 4	Chapter 5	Chapter 6	Chapter 7	Chapter 8
• Objectives and delivery priorities	• Guildford transport network	• Guildford transport trends	• Future growth and its impact • Part B	• Related workstreams and projects	• Places in Guildford	• Forward programme, funding and delivery

1.11 Chapter 2 'Objectives and delivery priorities' outlines the agreed objectives for the strategy, based on any issues on the transport network

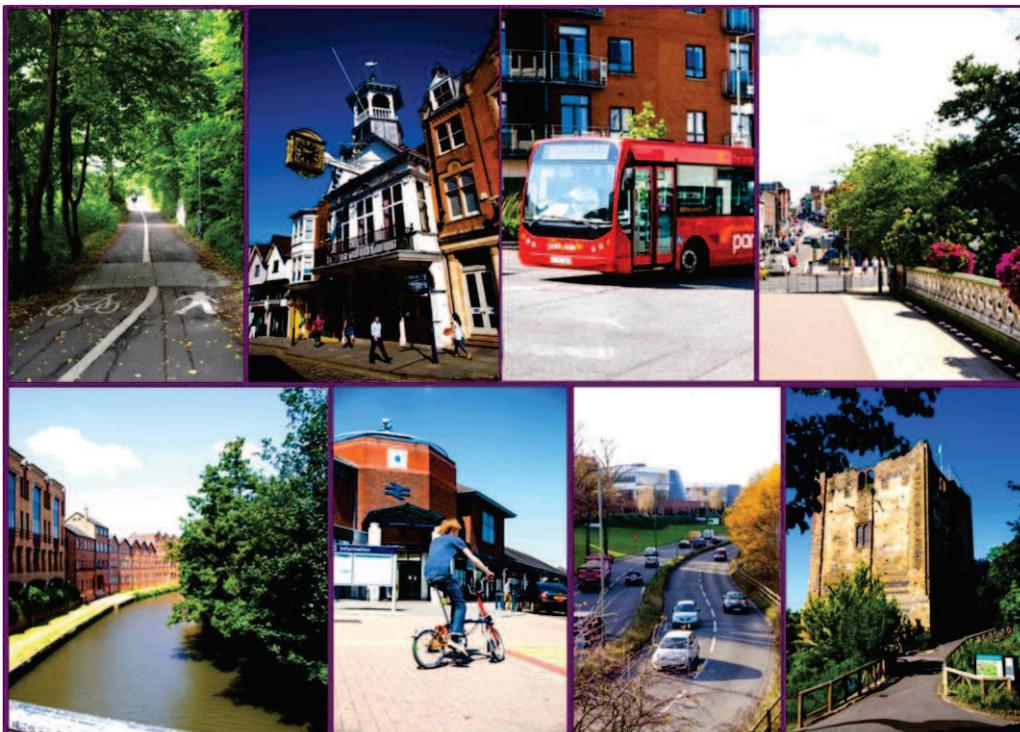
1.12 Chapter 3 'The Guildford transport network' describes the key highways, public transport, walking and cycling infrastructure in the Borough and describes overall issues experienced on the transport network.

1.13 Chapter 4 'Guildford transport trends' outlines the key trends on the Guildford transport network.

1.14 Chapter 5 'Future growth and its impact' outlines planned growth in the Borough. Following the adoption of the Local Plan, this Chapter will be

updated to reflect the Local Plan Infrastructure Delivery Schedule (IDS), this **Part B** will include mitigation measures to address the impacts of both future growth from the Borough's Local Plan and the impacts of growth from developments external to the borough of Guildford, which may have an impact on the transport networks, currently serving Guildford.

- 1.15 Chapter 6 'Related workstreams and projects' places this transport strategy in a wider context.
- 1.16 Chapter 7 'Places in Guildford' gives descriptions of the local transport networks in the boroughs main settlements.
- 1.17 Chapter 8 'Forward programme, funding and delivery' outlines the main funding sources which it is anticipated may be used to deliver the schemes included in the annex, in line with the objectives.
- 1.18 To provide balance in the programme, schemes that are valued at less than £100,000 have not been included (given their smaller scale and likely quicker turnaround) but schemes above £100,000 have been included as these are likely to require funding from different sources and hence will generally be beyond the scope of Local Committee funding.



2 Objectives and delivery priorities

- 2.1 This chapter sets out the objectives based on the visions and objectives of key documents which have influenced the stated objectives. The objectives of this strategy have been developed using the Local Transport Plan (LTP3), SCC's Environment and Infrastructure Directorate priorities and the currently adopted Guildford Borough Local Plan 2003. These documents, and their visions and objectives, have been summarised below.

Vision and objectives of the Local Transport Plan LTP3

Vision

To help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey; in order to promote economic vibrancy, protect and enhance the environment and improve the quality of life.

Objectives

Effective transport: To facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements.

Reliable transport: To improve the journey time reliability of travel in Surrey.

Safe transport: To improve road safety and the security of the travelling public in Surrey.

Sustainable transport: To provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices.

Surrey County Council's Environment & Infrastructure Directorate Vision and Priorities (2014/15)⁴

Vision: A leading economy and an attractive environment, with better roads and transport networks.

⁴ This document mainly addresses the objectives 1, 2, 4.

1. Maintain and improve highway and transport infrastructure to support economic growth

- Repair road defects within appropriate timescales.
- Deliver the county council priority to renew 100 km of the county's roads.
- Work with the Local Enterprise Partnerships (LEPs) to secure funding to enhance highways and transport infrastructure.
- Invest up to £10m to tackle damage to roads from severe weather and flooding.

2. Optimise the use of highway and transport infrastructure to support health, wellbeing and economic development

- Deliver the Travel SMART programme.
- Deliver the Surrey cycling strategy with Local Committees.
- Complete the passenger transport review.
- Develop business cases for major transport schemes to secure required funding.

3. Maintain and improve the county's attractive environment

- Ensure at least 90% of municipal waste is diverted from landfill through recycling, reuse and recovery.
- Work with partners to secure maximum value from waste.
- Ensure the Eco Park will be constructed by 2016.
- Work in partnership to deliver the Countryside Management Transformation Programme.
- Work in partnership to reduce energy costs and carbon impact for the council and schools and to deliver affordable warmth to vulnerable residents.

4. Enable and facilitate the sustainable development of key 'places' in Surrey

- Work with District and Boroughs to support investment in key places in Surrey.
- Support the county council priority to deliver the necessary additional school places through a robust and timely planning process.

Guildford Borough Local Plan 2003⁵

The policies aim to strike the right balance between protecting the Borough's environment whilst ensuring that essential development to support the local economy and meet local residents' needs takes place.

⁵ Adopted

2.2 Based on these visions and objectives the **Guildford Borough Local Transport Strategy** has the following objectives and strategic delivery priorities:

Objective 1: Road congestion

Manage congestion at congestion hotspots within the Borough through:

- Introducing “soft”⁶ and in some cases supported by “hard”⁷ transport planning measures to reduce the vehicle movements and establish green transport corridors.
- Operating existing capacity more efficiently introducing arterial and incident management to improve journey time reliability.

Objective 2: Public transport

Promote movement by public transport between towns and villages and major destinations both within and outside the Borough by:

- Establishing and promoting public integration to enhance access of businesses and residents and reduce isolation.
- Improving quality and reliability of public transport services.
- Upgrading the public transport infrastructure to increase its attractiveness and manage overcrowding on peak periods.

Objective 3: Pedestrians and cyclists

Promote movement on foot and by bicycle within Guildford’s towns and villages and to their neighbouring communities by:

- Improving pedestrian and cyclist accessibility to reduce traffic which causes local air pollution and vehicular emissions.
- Preserving and enhancing the public realm.
- Introducing a comprehensive wayfinding system to enhance navigation.
- Improving the network infrastructure, safety and legibility for pedestrians and cyclists in all settlements.
- Encourage greater levels of walking and cycling by using smarter choices and social marketing techniques.
- Improving the quality of travel information for all modes of transport to ensure residents and visitors make the most appropriate travel choices for their journey.

⁶ Soft transport planning measures include travel plans, better information, new ways of organising activities and new patterns of car use.

⁷ Hard transport planning measures include increase of road capacity, arterial and freeway improvements, parking restrictions.

3 The transport networks in Guildford borough

- 3.1 The following Chapter provides a description of the current transport networks within the borough of Guildford. It describes the boroughs context within the South East of England and Surrey; it then goes into further detail, focusing in on the modes of transport and the infrastructure available across the borough of Guildford.

Surrey and its transport network

- 3.2 The county of Surrey is located within the South East region of England and contains 11 districts. Surrey has a population of 1.144 million and, with an area of some 1,670 square kilometers, is one of the most densely populated counties in England. Much of the county is rural and is protected by the Green Belt. Surrey, however, also contains large urban areas, mostly concentrated in the north of the county, where it adjoins the London conurbation. Due to Surrey's location next to London, and the proximity of both Heathrow and Gatwick Airports, there is considerable demand for movement within, to, from, and through the county.
- 3.3 Surrey's road network has developed over many years to suit the prevailing movement demands. The strategic network, comprising motorways and trunk roads, has evolved principally to serve London, with several nationally important routes passing through the county, including the M3, M23, M25 and the A3.
- 3.4 The local bus network is an integral part of the transport system in Surrey, providing valuable transport provision to communities and supporting the economy. Some of the more urbanised areas of Surrey are relatively well connected by bus services.
- 3.5 There are currently 84 railway stations in Surrey and the county is served by an extensive rail network. Movements to and from central London are well catered for via the South West Mainline and Portsmouth Direct Line. There is limited provision for orbital movement across the rest of Surrey, though the North Downs Line connecting Gatwick and Reading via Redhill and Guildford, the line from Redhill to Tonbridge, the Ascot-Aldershot line and the Virginia Water to Weybridge route offer opportunities to move from one part of Surrey to another without having to interchange closer towards London.

- 3.6 Guildford Borough is located in south-west Surrey. It is a popular location with people commuting into London, settled approximately 40 miles from it. Guildford town is a regional hub and a major economic centre for the whole of Surrey and the second biggest town in Surrey (Surrey-i, 2011).

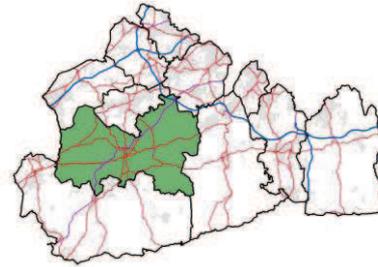


Figure 1 Guildford Borough within context of Surrey

Other principal settlements within the Borough are Ash and Tongham, East Horsley, Pirbright, Shalford, Chilworth, Effingham, Send, Ripley, Fairlands, Wood Street Village, West Horsley, Peaslake and Send Marsh/Burntcommon (GBC, 2014).

Motorways and Primary Route Network (PRN)

- 3.7 One of the major roads in Guildford Borough is the A3 London-Portsmouth trunk road which is managed by the Highways Agency and runs from north-east to south-west through the centre of the Borough. This major trunk road is a vitally important strategic corridor as it passes through the heart of the county and is the principal highway connection between London and Portsmouth.
- 3.8 The A31 runs east-west along the Hog's Back and links Guildford Borough with Waverley and the county of Hampshire. It is the main link between Guildford and Farnham including Ash via the A331. The A322 provides access to the M3 junction 3 at Lightwater via Worplesdon and onto Bagshot and the A323 connects Guildford with Aldershot via Ash. The A324 connects Normandy with Worplesdon and joins the A322 at Brookwood.
- 3.9 The A25 runs through the south east of the Borough connecting Guildford town with Mole Valley District, Reigate and Banstead Borough, Tandridge District and the county of Kent. It is the main link between Guildford and the settlements of Shere, Gomshall, Dorking, Reigate, Redhill, Godstone and Oxted. The A246 runs parallel to the A25 and connects Guildford with Leatherhead via Clandon and East Horsley. The A247 connects Woking to the south-east area of Guildford borough and joins the A25/A246 at Clandon crossroads.
- 3.10 The A320 is the principal road between the town of Guildford and Woking.
- 3.11 Other main roads in Guildford Borough are the A3100 Old Portsmouth Road between Guildford and Milford, passing through Godalming and the A281 Shalford Road between Guildford and Horsham, passing through Shalford and forming the main highway links at the south of the Borough. The A248 connects the A281 at Shalford to the A25 at Albury.

The level of congestion

This figure illustrates the level of congestion for each road in the morning peak period. Higher traffic congestion is experienced across the A3 (1), the A31 Hog's Back (2), in and around Ash (3) and Guildford town centre (4).

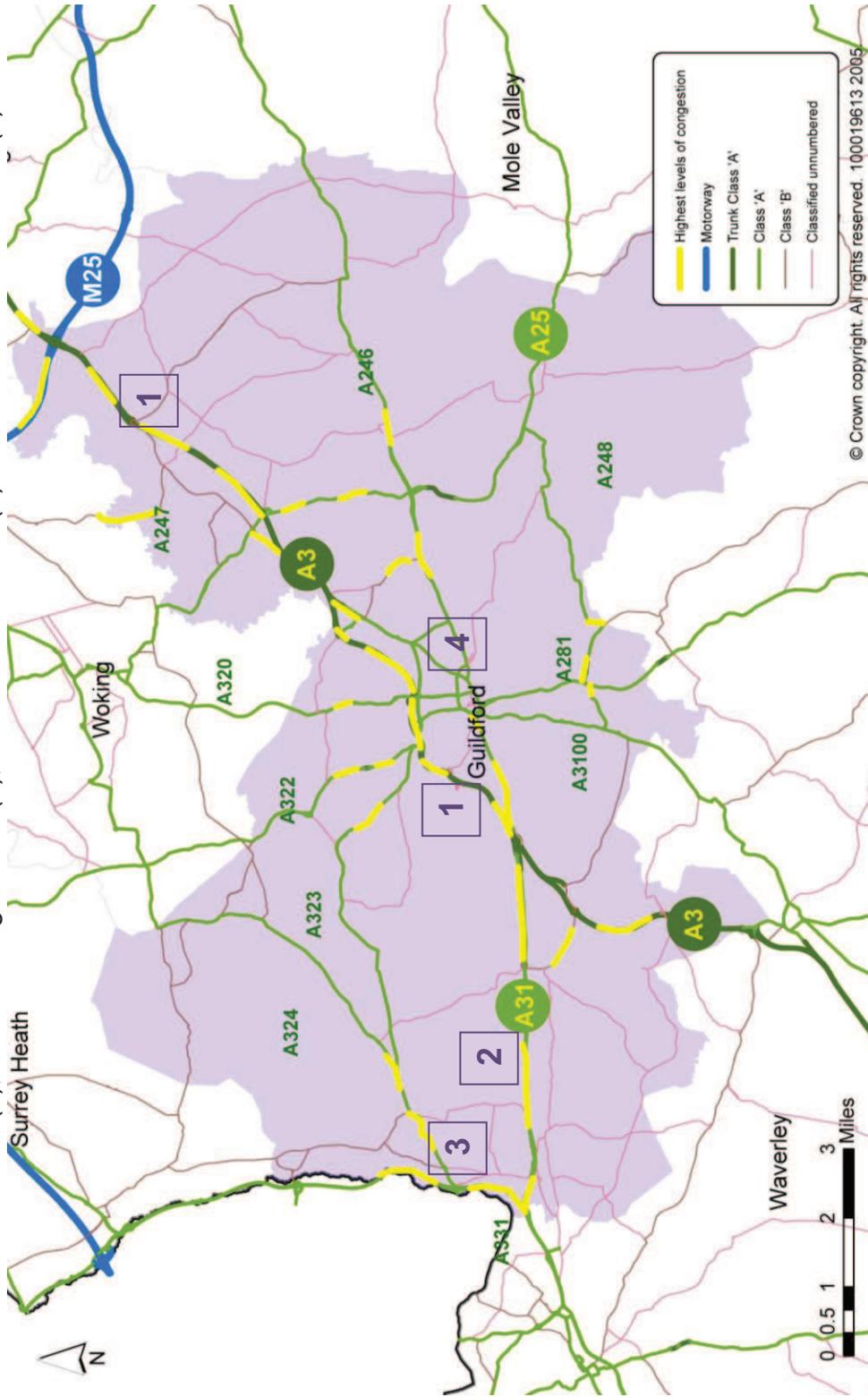


Figure 2 The highest level of congestion in Guildford Borough (SCC, 2013).

3.12 There are a number of transport problems on the Borough's transport networks including:

- Guildford suffers from peak period congestion which remains a critical barrier to economic growth and promoting Guildford as a destination.
- The A3 as it runs through Guildford Borough is considered to have one of the worst levels of congestion in the county operating at more than 90% capacity during peak periods.
- The A3 bisects the town of Guildford creating severance and causes severe congestion on the limited crossing points, which leads to an adverse impact on the local highway network.
- During peak times there are incidents of queuing at the junction of the A3/A31.
- Incidents on the M25 South West Quadrant and the A3 corridor to the North of Guildford cause rat-running in the villages around Ripley.
- Congestion on the local network adjoining the research park, Royal Surrey County Hospital and University of Surrey is exacerbated by congestion and delays on the 3.
- High traffic flows and delays between A31 & Egerton Road to Guildford Business Park.
- Potential development plans to expand the University of Surrey may exacerbate current peak period congestion and delays on this section of the A3.

Bus network

3.13 Bus provision in Guildford is focused primarily on the town centre of Guildford and its surrounding employment centers at the western periphery such the University of Surrey, Surrey Research Park, Royal Surrey County Hospital, Park Barn and at the eastern periphery such as Burp ham. Other most common bus routes are those to Aldershot, Cranleigh and Woking.



3.14 A replacement of facilities presently provided at Guildford bus station remains under consideration as part of the project to bring forward a development proposals for the North Street Regeneration Area.

3.15 Surrey County Council is currently developing a [Local Transport Review](#) (LTR), which subject to public consultation until early 2015. In Surrey 29 million passenger journeys are made on bus services each year, an average of 80,000 trips every day. Surrey provides approximately 200 bus services throughout the county, which are run by 22 different operators. Whilst some services are run commercially, i.e. are not funded by SCC, over half of all passenger transport services receive support funding from SCC.

3.16 Surrey's current budgeted spend on transport revision is £19.39 million (2014/15), of which £8.95 million is spent on local bus contracts, and £8.68 million on concessionary fares. The purpose of the LTR is to integrate services, find and optimise efficiencies and make revenue savings while maintaining the services that residents rely on most, services that get people to work, hospitals, schools and shops. Proposals for reviewing the passenger transport services are as follows:

- Renegotiate bus operator contracts – Renegotiate existing payments, inflation uplift and length of contracts
- Review all bus routes in Surrey - Optimise the efficiency of local bus services, support areas of economic growth and prioritise financial support for key services.
- Make use of developer contributions - Make wider use of developer contributions to support bus service improvements.
- Market research - To undertake a joint market study with Surrey University to increase patronage and profitability.
- Community alternative - Work with Parish Councils to develop a community-based alternative to more rural bus services.

3.17 Where services are not deemed viable, SCC will look to deliver alternate methods of transport to maintain accessibility where this is necessary. [Community transport](#) such as Dial-a-Ride, community bus schemes, demand

responsive bus services and voluntary car schemes can be a viable alternative to bus services, especially in rural areas.

3.18 The county council is holding a public consultation on the Local Transport Review until January 2015 to engage with businesses and the public. This can be found [here](#) or by contacting localtransportreview@surreycc.gov.uk.

Rail provision

3.19 There are twelve railway stations in the borough:

- Guildford
- London Road (Guildford)
- Clandon
- Horsley
- Effingham Junction
- Shalford
- Chilworth
- Gomshall
- Wanborough
- Ash
- North Camp
- Ash Vale



3.20 Guildford railway station is an important railway junction and interchange station for the area. The 2012/13 station data show that Guildford is the busiest railway station in Surrey with a substantial **7.96 million** entries and exits per annum.

3.21 The Borough is served by six rail lines that provide frequent and fast services;

- The **Portsmouth Direct Line** (part of the SWML) which links Guildford and London Waterloo with 4tph, Portsmouth Harbour with a fast service of 2tph and Portsmouth and Southsea with 1tph. The maximum speed of this line is 105mph. There is limited scope for major capacity improvements on the line in the short term. The existing line is running at its full length and the capacity at London Waterloo is very low. To face these future challenges, additional services and train lengthening will be examined to increase capacity:
- The **New Guildford Line** (part of the SWML) which links London Waterloo and Guildford via Cobham and Epsom with 2tph for each route. There is limited scope for major capacity improvements on the line in the short term.

- The **North Downs Line** which links Guildford and Reading with 2tph and Redhill with 2tph including Gatwick airport with 1tph. The maximum speed of this line is 75mph and part of it is not electrified. Shalford Junction to Reigate is the only part in Surrey and one of the two remaining parts of the line (Wokingham-Aldershot) that have not been electrified yet. The complete electrification of the North Downs Line will provide faster and more reliable journey times for the passengers. This upgrade is also in line with the provision of “green” transport, producing less noise pollution to the communities adjacent to the line and less environmental pollution. Also, it will support the provision of 2tph between Gatwick airport and Reading with station upgrades and improvements.
- The **Ascot to Guildford Line** which links Guildford and Ascot with 2tph.
- The **Alton Line** which links London Waterloo and Alton with 2tph via Ash Vale.
- The **Mole Valley Line – Bookham branch** which links Guildford with Effingham junction.

3.22 At peak hours, trains are running over capacity on services carrying commuters to and from London Waterloo (operating at 110% of capacity at Clapham Junction and Vauxhall stations (SCC, 2013)) and with little spare capacity to and from Gatwick airport.

3.23 There are no direct links to London Heathrow and passengers need to change for the Rail-Air bus at Woking. In contrast, there is a direct link to Gatwick airport from Guildford station.

3.24 Guildford has a direct rail service from many railway stations in Surrey, although passengers travelling to Spelthorne, Runnymede and Tandridge experience connectivity problems, increasing their journey times as in most cases they have to travel via London.

3.25 It is expected that the capacity demand on the South West Main Line (SWML) will be increased by 137% (about 1% per year) and capacity will be reached on the North Downs Line by 2031. (Surrey Rail Strategy)

Walking and cycling infrastructure

- 3.26 Surrey County Council is working to develop the Guildford gyratory Package scheme to improve pedestrian access, increase walking and cycling provision between the railway station and Guildford town centre.
- 3.27 Surrey County Council is also working to improve the walking and cycling infrastructure through the implementation of the Travel SMART project⁸. Improvements are proposed to routes linking the Guildford railway station, town centre, University of Surrey and Surrey Research Park.
- 3.28 There is the opportunity to improve routes between Westborough/Park Barn and local places of employment; and the wooden bridge over the A3.
- 3.29 Working with its partners, Surrey County Council seeks to restrain the demand for car travel to work. To achieve that, it attempts to rebalance the area's transport system in favour of more sustainable modes of transport.
- 3.30 Guildford Borough Council commissioned a Guildford Town and Approaches Movement Study (GTAMS) which recommended the need to improve and expand walking and cycling infrastructure. Please see Chapter 4 for more information.
- 3.31 Surrey County Council is also working to improve cycling infrastructure through Surrey's Cycling Strategy which was published in March 2014; please see Chapter 4 for more information.

Access to airports

- 3.32 Gatwick airport is directly accessible by train from Guildford, Shalford, Chilworth and Gomshall railway stations. It is approximately 40 minutes driving distance from Guildford town via the A25 or the A3 (M25-M23) route.
- 
- 3.33 London Heathrow airport is not directly accessible by train from any Guildford ward and thus passengers need to change for the Rail-Air bus at Woking railway station. Bus users can access the airport via the A3 (M25) route.
- 3.34 Please see Chapter 4 for a description of Surrey Future's workstream 'surface access to airports' which considers how access to airports can be improved, both under existing conditions and in response to the potential extra capacity at London Heathrow and/or London Gatwick.

⁸ See "Travel SMART". Available at: <http://www.travelsmartsurrey.info/>

Challenges for the transport network

3.35 The main transport challenges facing Guildford Borough which the Forward Programme seeks to address have been identified as:

- Manage existing and forecast road congestion especially on main routes, key junctions and town and village centres.
- Consider ways of reducing congestion and possible measures to deliver reductions focusing on reducing traffic growth and encouraging more sustainable transport choices particularly for journeys to work/schools.
- Improve the connectivity of the Borough to neighbouring areas by focusing on reducing road congestion on the key strategic routes such as the A3, A31 and A25.
- Deliver improvements to the cycle and walking networks across the Borough.
- Manage traffic speeds and flows, especially in rural communities, urban centres and residential roads.
- Manage and improve existing transport access by passenger transport to main employment areas.
- Improve transport access to local areas, services and facilities, especially for people in rural areas without the use of a car.
- Encourage behavioural change to sustainable travel to reduce the transport network's climate change impacts.
- Promote and increase road safety as a priority, focusing on speed enforcement and engineering improvements on high risk routes.
- Tackle the level of cycling casualties through training and awareness, infrastructure improvement and enforcement.

4 Guildford transport trends and issues

4.1 This chapter describes the travel patterns within Guildford and the many trends which affect transport in the borough. It is split into four sections:

- demographic and socio economic trends
- environmental issues
- safety
- economic circumstance.

4.2 By looking at these four areas this chapter will give an understanding of the factors affecting travel behaviour in Guildford.

Demographic and socio-economic trends

4.3 One of the most influential demographic factors upon the demand for travel is population; specifically the impacts of population growth and the desire for people to live in smaller sized households.

4.4 Surrey's population density varies considerably across the county. Dense urban areas are located in the north within the M25 and in the large towns of Guildford, Woking, Reigate/Redhill and Farnham south of the M25. These dense urban areas are separated by low density rural areas. 83% of the population lives in urban areas which cover just 34% of the county.

4.5 Between 2008 and 2013, Surrey's population grew by 3.7%. This trend is projected to continue over the next 20 years at a rate of about 3.6% per year. Along with increases in population, the number of households has also increased over time, by 11.3% since 1991 and 21.6% since 1981. The number of households in Surrey in 2011 was 455,791. If trends in personal travel demand remain constant, then the growth in population together with the desire to live in smaller households will result in an increase in future travel demand.

4.6 The 2011 Census shows the population of Guildford is 141,009. Approximately half of the borough's population lives in the town of Guildford.

4.7 Figure shows journey purpose (by number of trips made for all modes) in the South East region in 2011/12. This demonstrates the complex nature of travel patterns although focus is often placed on those that have peak weekday flows during the morning and evening peak periods such as commuting and education.

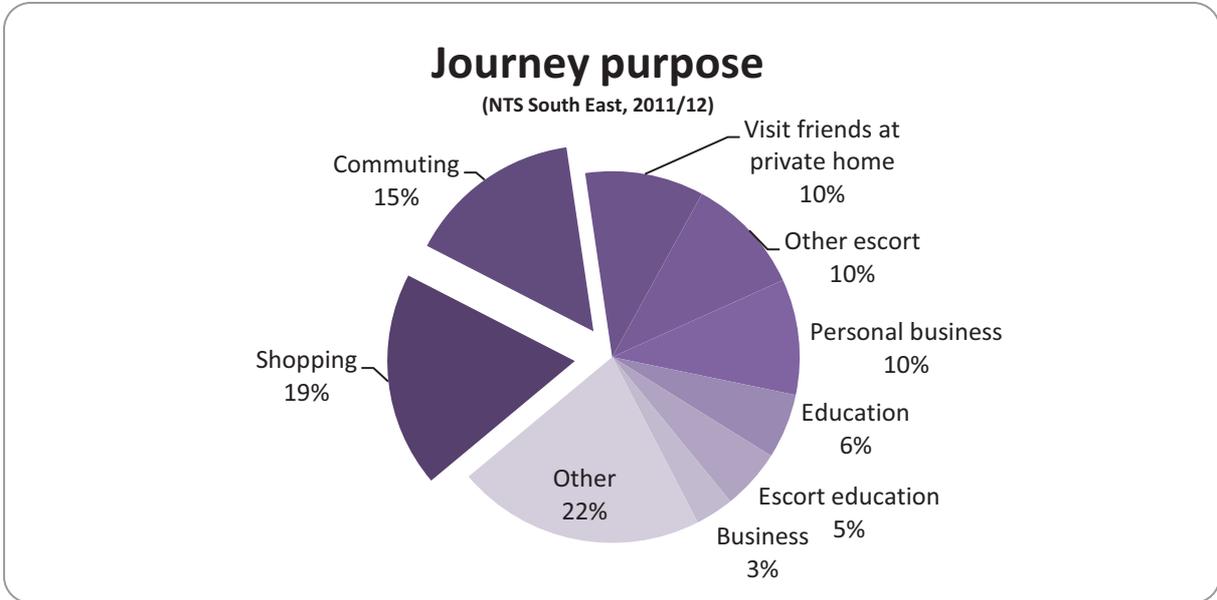


Figure 3 Journey purpose (NTS South East, 2011/12).

4.8 Borough-specific data regarding travel to work patterns is available from the Census 2011. This data provides modal split data for 'travel to work' by Guildford Borough residents (Figure 4).

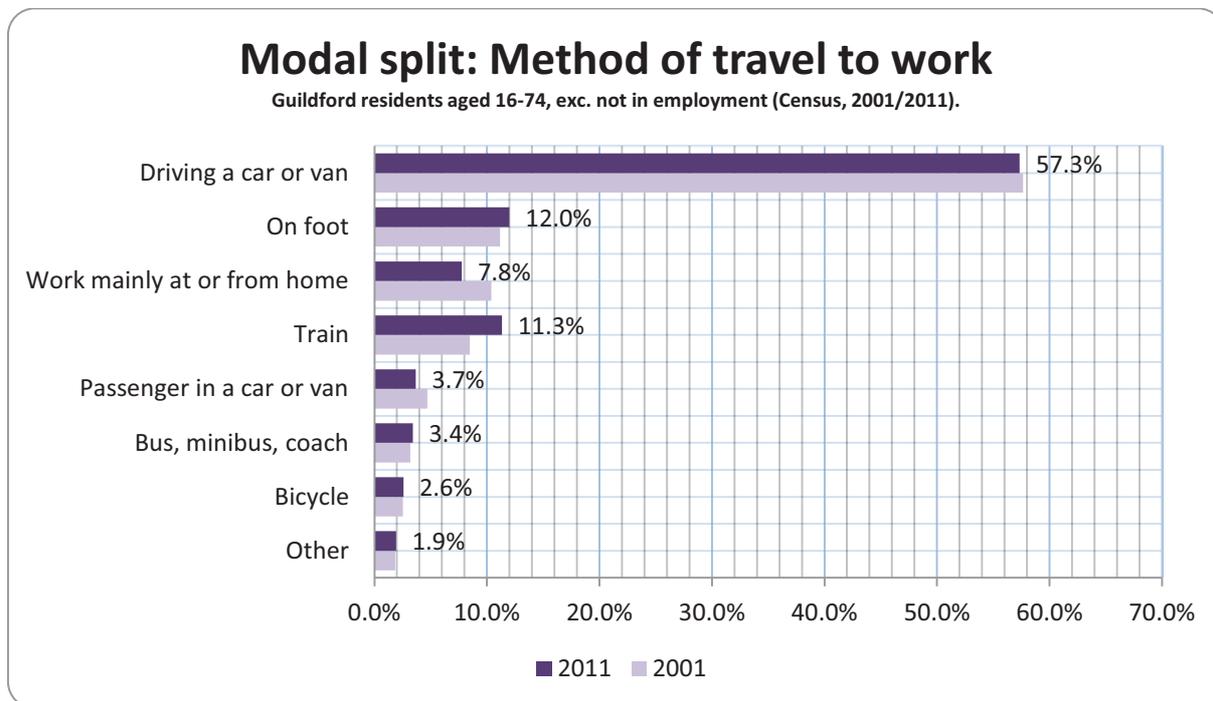


Figure 4 Modal split: Method of travel to work (ONS, 2011b).

4.9 Car remains the predominant mode of travel with 57.3%⁹ of residents (age 16-74) travelling to work as a driver of a car or van as shown in Figure 4.

4.10 Car ownership per household is higher in Guildford (86.1%), higher than the average in the South East (81.4%), with 46.1% of household owning two or more cars (39.7% for South East) (ONS, 2011c).

4.11 Journeys less than 5km are considered to be most receptive to change given their shorter distance. The modal split for journeys travelled to work by Guildford residents that are less than 5km in distance has been sourced from the 2011 Census and is summarised in Table 1.

Table 1 Modal split by distance travelled to work (ONS, 2011a).

Mode	< 2km (%)	< 5km (%)	2km -5km (%)
Car (driver or passenger)	35.6	48.7	64.1
Foot	47.2	28.7	7.0
Bicycle	6.2	5.7	5.0
Bus	2.8	6.5	11.0

Origin and destination data (ONS, 2011a) reveals the following:

⁹ This is as a percentage of those residents in employment.

- Just over a half of the Borough’s working population live and work in Guildford (53.96%).
- In terms of origin most travel from Waverley (8,612 people), Surrey Heath (3,804 people), Woking (2,629 people) and Rushmoor (2,281 people) to work in Guildford borough.
- Most people who reside in Guildford borough travel to Waverley (8,539), to Woking (7,316), to Rushmoor (7,134) and to Southwark in Central London (4,548) to work.

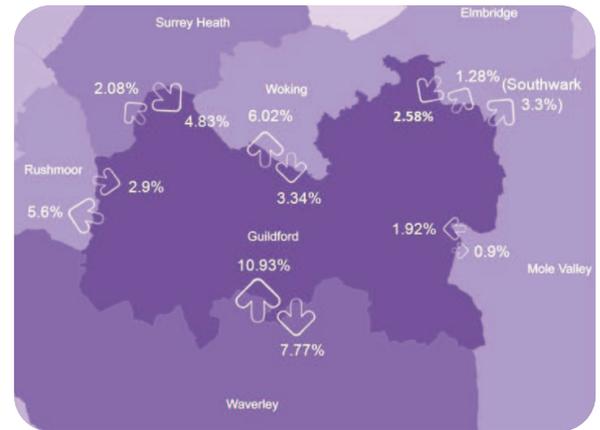


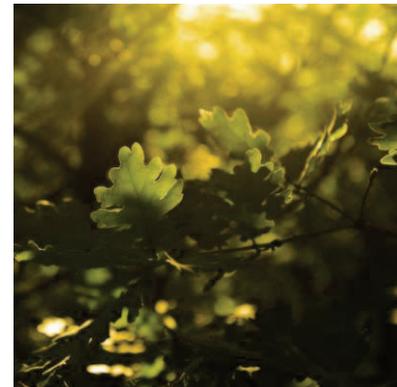
Figure 5 Guildford inward and outward commuting flows 2011 (ONS, 2011a).

4.12 The travel patterns of Borough residents and commuters travelling into the Borough present the opportunity to encourage sustainable transport, especially for journeys less than 5 km in length, many of which could be cycled, walked or made by public transport.

Environmental issues

Climate Change

4.13 In recent years there has been increasing concern at the increase in extreme weather events and the changes in climate that the county will face. The most recent government predictions have made it clear that over the next few decades Surrey will certainly be affected in many different ways. These changes will bring both threats and opportunities.



4.14 Increased intensity of rainfall will bring threats of flooding and subsidence, adversely affecting transport infrastructure including roads, bridges and the rail network, as will hotter and drier summers. At the same time a warmer climate will provide increased opportunities for tourism destinations and new crops for farmers. Consequently public services and infrastructure will need to change in response to a changing climate, which will be challenging.

4.15 Transport is a major contributor to global climate change. Carbon dioxide emissions from transport in the UK grew by 98% between 1971 and 2001 and transport’s share of total emissions is predicted to increase from 24% in 2006 to 30% in 2022 according to the Committee on Climate Change. Acting on

transport's role in mitigating against this is an increasing local and national priority.

- 4.16 Between 2005 and 2007 there was a 3% absolute reduction in CO₂ emissions from transport in Surrey and a 5% per capita reduction. Research from 2008 shows an estimate of 2,029 kilo tonnes for total transport CO₂ emissions and 1.84 tonnes CO₂ per capita. This equates to a 7.8% reduction since 2005 in absolute figures and 10% per capita reduction.
- 4.17 Further information is available in the Climate Change strategy detail of which can be found in Chapter 6 of this document.
- 4.18 Air pollution in the UK harms human health and the environment. Air pollution can have a long-term effect on people's health associated in particular with premature mortality due to heart and lung effects. 143,200 Surrey residents (13.5%) have a long-term illness or health problems. People in Surrey have high life expectancy and this is improving over time. In the short term, high pollution episodes can trigger increased admissions to hospital and contribute to the premature death of those people that are more vulnerable to daily changes in levels of air pollutants.
- 4.19 Road traffic is known to be a key issue in relation to air quality. Stop start driving conditions and slower vehicle speeds resulting from congestion can lead to higher roadside pollutant concentrations, but to date no Air Quality Management Areas (AQMAs) have been identified in Guildford ,
- 4.20 Further information is available in the Air Quality Strategy details of which can be found in Chapter 6 of this document.

Safety

- 4.21 Guildford borough had the most casualties within the county in 2007¹⁰, 16% of the 6,113 casualties in Surrey. However, it should be noted that this high number of casualties includes motorway and trunk road sections of the borough.

Electric Vehicles and Supporting Infrastructure

- 4.22 'Electric vehicles, or EVs, are cars or vans where the petrol or diesel engine is replaced or supplemented by battery powered electric motors'. ¹¹
- 4.23 Surrey County Council is currently producing an Electric Vehicle Strategy, which is expected to be published mid 2015. More information on the strategy and SCC current guidance can be found in chapter 6.

¹⁰ Surrey County Council. (2008). *Safety engineering team*.

¹¹ Source: Travel Smart – [Electric Vehicle Charging Points](#)

- 4.24 Surrey County Council has set an ambition to reduce our carbon footprint. One identified cost effective method of reducing our carbon footprint is through encouraging the use of electric vehicles.¹²
- 4.25 To encourage the use and increase the viability of electric vehicles, supporting infrastructure is required e.g. EV charge points.
- 4.26 The County Council will seek the provision of electric vehicle charging points with all new developments, as part of the authority's Parking Guidance¹³.
- 4.27 The Surrey Climate Change Strategy, which forms part of the Surrey Transport Plan, identifies 'Infrastructure to support use of hybrid/electric vehicles' as a key measure to help address climate change.

Economic Circumstance

Existing transport infrastructure capacity

- 4.28 Surrey has an extremely busy transport network, but does not suffer congestion to the degree that some metropolitan conurbations do. However, due to this busy nature, congestion does occur during the peak periods and at local hotspots, and rapidly arises when either incidents occur or traffic flow is disrupted. Congestion arises when the level of traffic flow on a road exceeds, or approaches, the available capacity.
- 4.29 Congestion is a significant issue and it can affect any route causing problems for drivers, pedestrians and public transport users. For Surrey as a whole, including motorways and trunk roads, the cost of congestion is estimated to amount to about £550 million per annum.
- 4.30 The Congestion Strategy sets out the overall approach to tackling congestion in Surrey further information on this is available in chapter 6 of this document.
- 4.31 Capacity issues and overcrowding on trains in Surrey have been identified in the Surrey Rail Strategy, particularly on routes into Waterloo and on the Brighton Main Line and North Downs Line. Further information is also available in Chapter 6 of this document.
- 4.32 Parking is seen to influence congestion in three main ways; firstly at a strategic level the availability of parking has a direct influence on modal choice, secondly, in places where there is a high demand for parking, congestion can be exacerbated by queuing at car park entrances and circulating traffic seeking on-street spaces, thirdly, both legal and illegal on-street parking leads to a

¹² Source: [Surrey Transport Plan - Climate Change Strategy](#)

¹³ Vehicular and Cycle Parking Guidance:

http://www.surreycc.gov.uk/__data/assets/pdf_file/0005/266423/Vehicular-and-Cycle-Parking-Guidance-Jan-2012.pdf

reduction in the amount of road space available for through traffic, creates bottlenecks, reduces traffic flow and increases journey times.

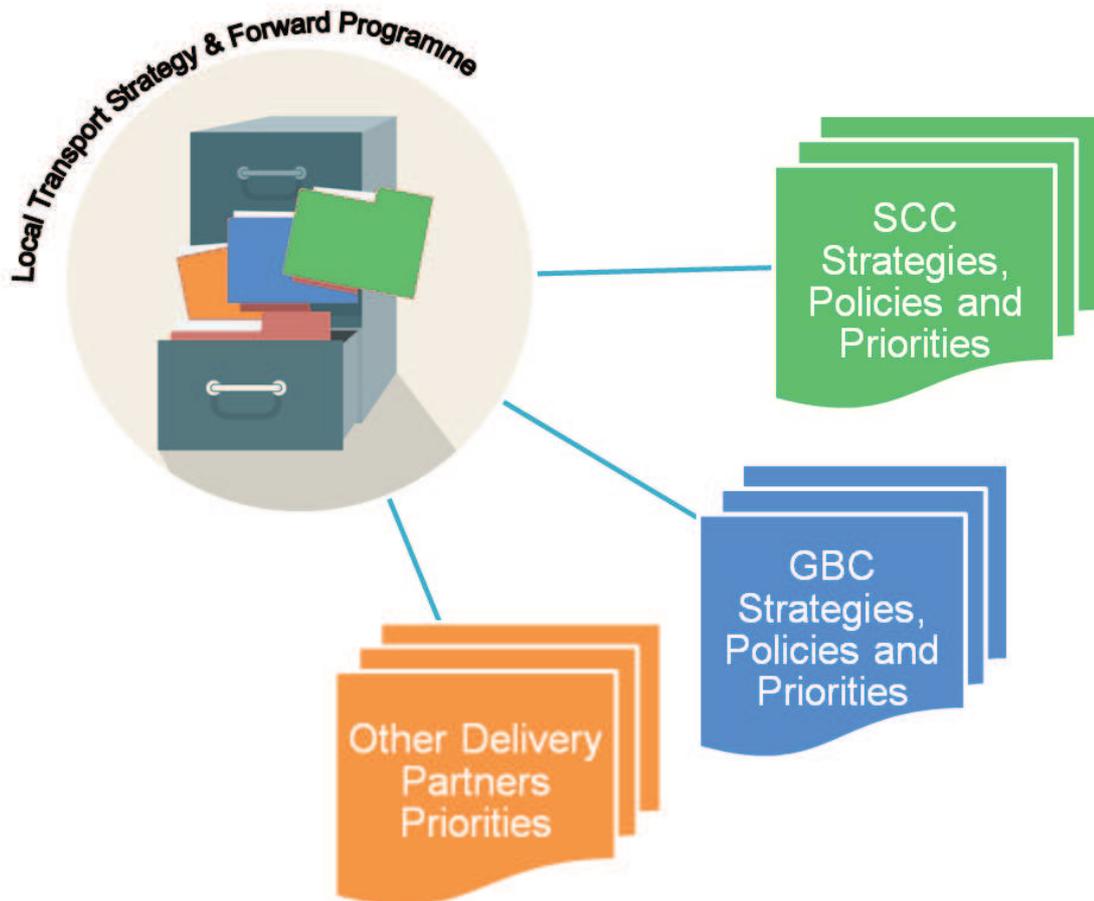
4.33 Further information is available in the Parking strategy (see Section 6 for further details of the Parking Strategy).

5 Future growth and its impact

- 5.1 This chapter has been left intentionally blank.
- 5.2 Following the adoption of the Guildford Borough Local Plan, this Chapter will be updated to reflect Infrastructure Delivery Schedule (IDS), this Part B will include mitigation measures to address the impacts of both future growth from the Borough's Local Plan and the impacts of growth from developments external to the borough of Guildford, which may have an impact on the transport networks, currently serving Guildford.

6 Related work streams and projects

6.1 This chapter details the many related work streams being carried out by the county council, borough council and other external stakeholders. The diagram below shows how transport elements of SCC and GBC strategies fit together to influence the Local Transport Strategy. This in the future may help to provide a mechanism for jointly prioritising and delivering transport schemes to meet the aims and priorities of both the borough and county council.



Surrey County Council work streams

Surrey Transport Plan Strategies

- 6.2 The strategies are key components of the Surrey Transport Plan, setting out aims and objectives and identifying spending priorities for each area. The strategies will be used to inform the development of programmes for the delivery of schemes on the ground.
- 6.3 SCC has a flexible web-based approach to the development and review of strategies. The following components have been produced:
- Air Quality
 - Climate Change

- Congestion
- Cycling
- Freight
- Parking
- Passenger Transport (Local Bus and Information)
- Travel Planning
- Rail

6.4 Below is a summary of the Surrey Transport Plan strategies.

Surrey Air Quality Strategy

6.5 The [Surrey Air Quality Strategy](#) was published in 2011. The strategy forms part of the Surrey Transport Plan (LTP3) and covers the effect of the road network on air quality. Road traffic is a major contributor to air pollution in Surrey. The aim of the Air Quality Strategy is to improve air quality on and around the county network.

Surrey Climate Change Strategy

6.6 The [Surrey Climate Change Strategy](#) was published in 2011. The strategy forms part of the Surrey Transport Plan (LTP3) and covers the carbon emissions arising from the transport network within Surrey. The aim of the strategy is to reduce carbon dioxide emissions from transport in Surrey and manage climate risks posed to transport infrastructure and transport services.

6.7 The objectives associated with the strategy aims are to; reduce the overall distance travelled by reducing the need to travel, increase the proportion of travel by sustainable modes (walking and cycling), maintain public transport patronage and increase vehicle occupancy, switch to lower carbon vehicles, encourage efficient driving and manage traffic flows, reduce energy use of highway infrastructure and transport services and manage the risks posed to transport by forecasted effects of climate change.

Surrey Future Congestion Programme and the Congestion Strategy

6.8 The [Surrey Future Congestion Programme](#) sets out the [Surrey Future](#) initiative's strategic programme for managing traffic congestion on Surrey's road network to support economic competitiveness and growth. It has been prepared to provide a shared and agreed vision for managing congestion on Surrey's road network, building on the Congestion Strategy in the Surrey Transport Plan (LTP3).

- 6.9 The Congestion Programme summarises the main transport challenges in Guildford Borough as major congestion on approaches to town centres, in the town centres themselves, poor access to public transport in some areas, and limited provision for parking at railway stations.
- 6.10 The Congestion Programme highlights the huge economic impact of congestion on the economy; congestion on Surrey’s road network has been calculated to cost the UK economy £550 million every year¹⁴. Strategic congestion hotspots are identified and a programme of interventions is proposed for 2015-2019¹⁵. The Congestion Programme concludes that improvement may be needed in the following areas:

- Guildford town centre.
- A3 as it runs through the town of Guildford.
- A3 between Ripley junction and junction 10 Wisley interchange (A3/M25).
- A31 between Farnham and Guildford.

These schemes are detailed in the Annex accompanying this strategy.

- 6.11 A package regarding wider network benefits across the county is also included in the Congestion Programme. This scheme is currently being drawn up in the Enterprise M3 LEP area of the county (the west, the east is covered by the Coast to Capital LEP), focusing on addressing congestion on key strategic routes.

Surrey Cycling Strategy

- 6.12 The [Surrey Cycling Strategy 2014-2026](#) was published in March 2014. The strategy forms part of the Surrey Transport Plan (LTP3) and covers cycling as a means of transport, leisure and as a sport, setting out our aim for cycling in Surrey for the period to 2026. One aim of the Cycling Strategy is to

What is Surrey Future?

Surrey Future brings together Surrey’s local authorities and business leaders to agree the investment priorities to support the county’s economy.

Surrey Future builds on existing and emerging local plans to manage planned growth sustainably, attract new businesses to the county and retain existing ones.

The partnership supports the aims of the local enterprise partnerships covering Surrey: Enterprise M3 and Coast to Capital.

More information at:
<http://www.surreycc.gov.uk/surreyfuture>

“...a true Olympic legacy would see every child in Surrey learning to ride a bike and being able to cycle safely to school. It would mean that many more of our residents’ cycle for transport and leisure, reducing congestion and reliance on cars and reaping the considerable health and economic benefits this brings. And it would mean that people without access to a car can travel safely and affordably around the county....”

Surrey Cycling Strategy Consultation.

¹⁴ Congestion Programme Consultation Draft March 2013, Executive Summary

¹⁵ Congestion Programme Consultation Draft March 2013, Table 1

develop Local Cycling Plans for each district and borough as appropriate. These will be incorporated into future versions of each of the district/borough Local Transport Strategy and Forward programmes. In addition to the infrastructure schemes identified throughout this strategy and within the forward programme (Annex), the county council will also implement smarter travel initiatives, such as **TravelSMART** which includes improved provision of information, travel planning and marketing methods designed to encourage more sustainable travel behaviour. The county council will work in partnership with the borough council to submit funding bids to the Local Enterprise Partnership Enterprise M3 to deliver such scheme.

Surrey Freight Strategy

- 6.13 Surrey's [Freight Strategy](#) is one of the strategies in the Surrey Transport Plan. Due to the location of Surrey; bordering London, bordering counties with a European link like Kent and being in close proximity to Gatwick and Heathrow airports a large number Heavy Goods Vehicles pass through the county's roads. The relative affluence of the county also means that there is a demand from the residents for goods to be delivered also increasing the amount of HGVs within the county.
- 6.14 The aim of the freight strategy is to assist the effective transportation of goods whilst minimising the impact of HGVs on the environment and residents. To meet this aim the objective laid out are to; provide up-to-date information to the freight industry to enable more efficient, reliable safe and sustainable deliveries, reduce the negative impacts of HGVs on congestion, air quality and road safety (in urban areas) reduce incidences of HGVs being diverted along unsuitable lower category roads when not being used for access.

Surrey Parking Strategy

- 6.15 The [parking strategy](#) has been developed by the county council. As a county Surrey has an above average level of car ownership coupled with severe congestion in several areas. This can be influenced by parking provisions and regulations.
- 6.16 Guidance for the integration of Electric Vehicle charging points has been established for new developments. Guidance for the new charging points can be found [here](#).
- 6.17 SCC is currently developing an Electric Vehicle Strategy which is expected to be published in 2015. This strategy will outline how SCC and the eleven districts and boroughs will improve on electric vehicle infrastructure to promote and increase the use of more energy efficient modes of transport such as electrically powered private motor vehicles. It is expected that guidance on the integration of infrastructure for electric vehicles will change to reflect advances in technologies for fast and rapid charging points.

Surrey Passenger Transport Strategy

- 6.18 The Surrey Passenger Transport Strategy is made up of two parts: Part 1 is the [Local Bus Strategy](#) and Part 2 is the [Passenger Information Strategy](#).
- 6.19 Surrey's Local Bus Strategy was published in April 2011. The strategy forms part of the Surrey Transport Plan (LTP3) and covers local buses as a means of transport setting out the aims for bus travel in Surrey for the period to 2026. The main aim the Strategy is to deliver and maintain an effective, safe and sustainable bus network in Surrey. The objectives for reaching these aims centre on improving accessibility, reliability and punctuality of local bus services.
- 6.20 Surrey's Passenger Information Strategy aims to promote shift towards sustainable modes of travel, promote equality of opportunity by publicising passenger transport options improve passenger transport information and improve confidence in passenger transport reliability.
- 6.21 Delivery of these objectives will be achieved through the following strands of work:
- Development of passenger infrastructure and information, with consideration given to more responsibility being taken on by bus operators (overseen by the county council to ensure standards are met)
 - Continued development of the SCC website, including up to date bus timetables and electronic real time passenger information for bus and train users
 - Support for Traveline, to ensure that this valuable journey planning resource is supplied with timely and accurate data

Surrey Travel Planning Strategy

- 6.22 The [Travel Planning Strategy](#) has the aim of providing travel planning measures to schools and workplaces within Surrey to help them to make informed travel choices. The objectives of the strategy in relation to schools focus on providing the appropriate resources, training and support to ensure that individuals gain independence and self reliance skills. In relation to workplaces the objectives of the strategy focus on providing advice, tools and information to organisations to set up plans.
- 6.23 School travel planning aims to make it safer and easier for children to walk, cycle or use public transport to travel to school hence; reducing the amount of car dependency, improving traffic congestion and air quality around schools and it can contribute to the long-term health of the child.
- 6.24 Workplace travel planning aims to encourage staff, visitors, service users and customers to use alternatives to single vehicle occupancy. These travel plans could include measures such as; improving pedestrian and cycling facilities,

public transport subsidies, car-pooling and working from home.

Surrey Rail Strategy

- 6.25 Surrey Future has also produced the [Surrey Rail Strategy](#). The objective for the strategy is to ensure that the county has the rail infrastructure needed for sustainable economic growth and identify proposals that partners in Surrey can plan and deliver. These proposals have been identified in consultation with the rail industry, business, boroughs and districts and other partners.
- 6.26 Proposals include enhancing capacity on the **South West Main Line** and **North Downs Line**. Access to Guildford was considered in detail in the strategy, including new station at **Park Barn** and **Merrow** and an improved connection between Guildford and Alton. Access to and from stations was also included under the scope of the strategy.

Surface Access to Airports

- 6.27 Surrey Future is proactively engaging with the Airports Commission (also known as the Davies Commission) on future airport capacity. The Congestion Programme and Rail Strategy highlight surface access to airports as an issue. A further study has been commissioned ([Surrey Rail Strategy: Surface Access to Airports Study](#)) to consider transport infrastructure improvements needed to address both existing surface access issues and potential improvements needed in the event of additional runway capacity at Heathrow and/or Gatwick. The study highlights the overall key issues and challenges for surface access to Heathrow and Gatwick Airports from Surrey and identifies development objectives for surface access in Surrey.

Transport Strategy for Surrey's Schools Place Programme

- 6.28 SCC's [schools place programme](#) aims to meet the future need for additional school places across the county. More than 12,000 primary places are required between 2014 and 2018, while an additional 5,000 secondary places are being planned by 2018. Further expansions will be required beyond 2018. It is essential to plan for this growth in school places in terms of transport in order to mitigate the impacts. The transport strategy aims to maximise the choices available to children as to how they travel and to minimise the impact of school growth on local residents and businesses. It therefore focuses on five areas: travel planning; walking and cycling to school; school design and access; public transport; and parking on and off school sites.
- 6.29 The Transport Strategy for Surrey's Schools Place Programme is currently in draft; it is intended to be adopted by the county council under the Surrey Transport Plan in 2015.

Maintenance

- 6.30 SCC has identified the worst 10% of its road network and is currently delivering an innovative 5 year maintenance programme, [Operation Horizon](#), which will

ensure the Surrey network is fit for purpose.

- 6.31 In February 2013, SCC Cabinet approved the ambitious maintenance programme. Operation Horizon will deliver a programme with total investment of nearly £120m to replace the worst 500km (10%) of Surrey roads. The five year Horizon project (year one) commenced in April 2013.
- 6.32 For Guildford in particular, the [new programme](#) will result in £10m being invested in the local road network and will enable 52km of road to be reconstructed.

Road Safety

- 6.33 One of the aims of the Surrey Transport Plan is to improve road safety and the security of the travelling public in Surrey. In order to achieve this objective, SCC works with Surrey Police through the [Drive SMART](#) partnership with the aim to reduce road casualties, tackle anti-social driving and make the county's roads safer for everyone. The partnership produced a [strategy](#) in 2011 which includes a number of measures or interventions by which Drive SMART seeks to address road safety issues in Surrey. These include road safety engineering, police enforcement, driver rehabilitation courses, school speed watch and school crossing patrols, as well as school and workplace travel planning.
- 6.34 The county council adopted a [Road Safety Outside Schools policy](#) in June 2014, which recognises that safety of children outside schools is one of the most frequently expressed road safety concerns, identifying the high level of vehicle, pedestrian and cyclist activity outside schools at drop-off and pick-up times as a cause of congestion and provides guidance on how the county council will respond to concerns. The guidance is intended to help the council remove barriers to safe walking and cycling to school, promoting active travel and helping address congestion and is linked to the schools place programme strategy

Public Health

- 6.35 SCC is responsible for a number of [public health](#) functions. The Public Health service works across a number of key areas of health improvement and protection for the population of Surrey. Public health provides expert advice and evidence and has been consulted in the preparation of this strategy. Transport related aspects of health which have been considered in Guildford are:-

- Air Quality: Most air pollution in Surrey is caused by motorised transport. Air pollution has an impact on health in many ways. Long term exposure to particulate air pollution affects mortality from cardiovascular and respiratory conditions, including lung cancer.
- Road Safety: In 2012, 49.2 residents in Surrey per 100,000 population (crude rate) were killed or seriously injured on the roads. Unintentional

injury is the leading cause of death for 0 -14 year old children in Surrey, almost half of these are due to transport injury.

- **Physical Activity:** Increasing opportunities for walking and cycling as a means of transport is one way to increase overall levels of physical activity and therefore increasing opportunities to elicit the health benefits associated to being physically active.
- **Obesity:** Active travel has a significant impact on physical activity, which in turn impacts on the prevalence of obesity and overweight. Over a quarter of Surrey’s children are overweight or obese by the time they are 10-11 years old. More than 1 in 5 adults are obese.
- **Community Cohesion:** Transport has the ability to divide and isolate communities, as well as bring them together. Increasing the number of people of all ages who are out on the streets, through active travel makes public spaces seem more welcoming and providing opportunities for social interaction and provides an opportunity for everyone to participate in and enjoy the outdoor environment .
- **Noise pollution:** can adversely affect mental health, the cardiovascular system and school performance in children.

External work streams

M25 to Solent route strategy

6.36 The Highways Agency (HA) is responsible for planning the long term future and development of the strategic road network (SRN).

6.37 The Highways Agency (HA) is currently examining problems and potential interventions nationally across the entire SRN and developing strategies on a route basis. These route strategies are intended to help identify investment plans to accommodate changes in funding on the strategic road network as announced by the Government in the June 2013 paper ‘[Investing in Britain’s Future](#)’. The M25 to Solent route connects London with Southampton and Portsmouth, running within the counties of Surrey and Hampshire.

6.38 The A3-A3(M) section is 46 miles long and runs, north to south, near the conurbations of Guildford, Haslemere, Liphook, Petersfield, Waterlooville and Havant. It intersects with two other roads of the SRN: M25 (the London Orbital) and A27 (Eastbourne to Portsmouth).

What is the M25 to Solent Route Strategy?

The M25 to Solent Route Strategy is a Route-based strategy (RBS) which represents a fresh approach to identifying investment needs on the strategic road network. Through adopting the RBS approach, we aim to identify network needs relating to operations, maintenance and where appropriate, improvements to proactively facilitate economic growth.

More information at: <http://assets.highways.gov.uk/our-road-network/route-strategies/M25%20to%20Solent.pdf>

6.39 The ten least reliable sections of the M25 to Solent route are provided in the Guildford area. This part of the A3

shows the lowest journey time reliability and peak hour speed.

Table 2 Ten least reliable journey-time locations on the route (1 April-31 March 2013)

Rank	Location	On-time reliability measure	National Rank
1	A3 between A320 and A322	55.1%	24
2	A3 between A322 and A320	60.5%	89
3	A3 between A272 and A272	66.7%	371
4	A3 between A3100 and A320	67.4%	437
5	A3 between A322 and A31	67.9%	483
6	A3 between A3100 and A3100	69.1%	601
7	A3(M) between J2 and J1	69.2%	605
8	M3 between J11 and J10	69.5%	642
9	A3 between A272 and A272	69.6%	657
10	A2(M) between J3 and J4	69.7%	676

- 6.40 The A3 around Guildford (in particular through Guildford and at the Hogs Back) and Wisley currently experiences delay and congestion with high journey time unreliability. Ccareful consideration including demand management will need to be taken to take account of any development once the Local Plan is adopted.
- 6.41 The A3 has challenging characteristics, in particular in and around Guildford. At this location the A3 serves as a key strategic highway connection whilst also being used as a local arterial road for Guildford. This results in a strong interaction between the A3 and local road traffic, in particular there is significant interaction between the A3 and the parallel A25 between Stoke Road and Wooden Bridge interchanges, so that congestion along the route can adversely affect the operation of the other route (as reported in Report for the Highways Agency, Parsons Brinckerhoff, March 2009). Challenges are also presented by a number of properties and minor roads having direct access onto the A3 to the south of Guildford, where no acceleration or deceleration tapers are provided.



Figure 6 Network performance 2012/13 – Delay (Left), Safety on the network (Right)

Network Rail Wessex Route Study

- 6.42 Network Rail’s Summary Route Plan for the Wessex Route document sets out the relevant outputs, activity and expenditure at route level to achieve the specified outputs for Network Rail’s fifth Control Period (CP5). The plan also forecasts the long-term activity and expenditure required to manage and maintain a sustainable network.
- 6.43 The Wessex Rail Operating Centres (ROC) will reduce annual operating costs and deliver an improved, efficient railway.

Guildford Town and Approaches Movement Study (GTAMS)

- 6.44 The aim of GTAMS was to develop a recommended long term movement strategy to 2050 for the town of Guildford. This will inform the development of a new Local Plan for the borough for the period to 2031.

What is GTAMS?

GTAMS is a long term movement strategy to 2050 for the town of Guildford. The report includes recommendations for transport and movement within the town centre and wider context of the Borough.

More information at: www.guildford.gov.uk/transport

- 6.45 The study opened with the development of a headline vision for sustainable mobility in Guildford in 2050 and supporting objectives. The vision statement is:

- 6.46 “The transport system in 2050 will sustain Guildford as a centre of excellence; with an attractive and thriving town centre; an innovative world-class high-tech employment sector; a high-quality resilient environment; an engaged, healthy and prosperous community; and excellent connections, locally, regionally, and internationally via airports and high speed rail links.”



- 6.47 The appraisal of interventions and packages found that all of the sustainable transport intervention scenarios performed significantly better than other scenarios. Rail interventions serving more regional travel needs and new park and ride facilities also scored well. The appraisal resulted in a set of preferred interventions that support the 2050 vision for sustainable mobility in Guildford.

Guildford Town Centre Vision 2014

- 6.48 The emerging Guildford town centre vision 2014 report has identified nine

themes for the vision for Guildford town centre. In each case these are several key projects which relate directly to ideas that have been suggested by local people through the consultation.

7 Places in Guildford

- 7.1 This chapter outlines the different areas across Guildford, presenting the key transport network at each location and identifying a number of problems which currently exist in these areas. Interventions are stated where these are known, planned or aspired to. Potential interventions listed under each area are based on the problems identified and/or any development coming forward in the area; the issues and problems serve to guide future interventions for each area, acting as an evidence base.
- 7.2 The main urban area in the Borough is Guildford town, where about half of the Borough’s population resides. Other notable settlements in Guildford Borough are Ash and Tongham, Clandon and Horsley.
- 7.3 The remainder of this section describes the main elements of Guildford town as the core of the Borough with the settlements grouped into three geographical clusters as follows:
1. **Central** - Burp ham, Christchurch, Friary and St. Nicholas, Holy Trinity Merrow, Onslow, Stoke, Stoughton and Westborough wards.
 2. **West** - Ash Vale, Ash Wharf, Ash South, Tongham, Normandy, Pirbright, Worplesdon wards, The Pilgrims and Shalford wards
 3. **East** - Clandon and Horsley, Effingham, Send and Lovelace, Tillingbourne wards



Figure 7 Guildford wards divided into three main clusters

Guildford borough - Central

Population: 70,407¹⁶

7.4 Guildford borough is a historic market town, the largest settlement and the main employment/retail centre in Guildford Borough. It is a unique town within Surrey as it is both a “destination” town and a “commuter” hotspot attracting large amount of journeys for retail and employment as well as users that they are simply travelling through Guildford to reach A3.

7.5 Guildford town is one of the key employment areas in the Borough.

According to a recent study, it was the

most competitive non-metropolitan centre in the UK (CIC, 2010). It is a key growth centre, home of key employment sites such as the Guildford town centre, Surrey Research Park, University of Surrey, Guildford College, Slyfield Industrial Estate, Guildford Business Park and Merrow Business Park and key community facilities such as the Royal Surrey County Hospital, Surrey Sports Park, Guildford Cathedral and Guildford Spectrum leisure complex. These centers are located at a short distance from major transport routes and hubs such as the A3 and Guildford railway station. Growth of business, cultural and leisure activities is anticipated in each of these sectors while good quality buildings remain in short supply.

7.6 The A3 is strategically located next to the town centre which is accessible through a one-way gyratory system. The aforementioned gyratory straddles the River Wey with two crossings; Bridge Street at the north and Friary Bridge at the south. Four A roads converge at the one-way gyratory system. These are the A3100 and the A281 from the southerly direction, the A31 from the westerly direction and the A322 from a northerly direction.

7.7 Guildford railway station is the busiest station in Surrey with 7.96 million passengers in 2012/13 (ORR, 2013) and an important railway junction for the area. The main railway line runs through the town centre where there are frequent trains providing direct service to Woking and fast journeys to and from London Waterloo. There is an indirect link to and from Heathrow airport via Woking (Woking Railair 701 coach service) and a direct link to and from Gatwick airport via the North Downs Line. Guildford is also directly linked with Reading, Redhill and Portsmouth Harbour. There are developer aspirations for



Figure 8 Guildford High Street

¹⁶ Includes Burpham, Christchurch, Friary and St. Nicholas, Holy Trinity Merrow, Onslow, Stoke, Stoughton and WestBorough wards (ONS, 2011).

major redevelopments at Guildford railway station.

- 7.8 Guildford town centre has 5,234 public off-street spaces during the weekday, rising to 5,631 spaces at weekends.
- 7.9 There are a number of Park and Ride sites serving the town centre including Artington, Merrow, Spectrum and Onslow with regular bus services.
- 7.10 The existing bus service covers local Guildford routes and longer distance interurban routes. These interurban routes serve Dorking, Cranleigh, Leatherhead, Staines, Kingston, Haslemere, Farnham, Aldershot, Bagshot and Camberley.
- 7.11 There are over 90 cycle parking stands around the town centre and over 120 stands at Guildford rail station and South West Train’s Brompton bike hire scheme, a cycle hire rental scheme at railway stations. NCR 223 connects Woking town centre via Sutton Green to Guildford town centre.



Figure 9 The locations of the existing park and ride facilities (SCC, 2014).

7.12 Current problems and issues with interventions to consider are:

Guildford Borough - Central

	Current problems	Potential interventions
Road congestion	<ul style="list-style-type: none"> - Heavy congestion on the A3 during peak time particularly from the A3/A31 junction to Dennis' roundabout. - Inadequate entry/exit movements to and from the A3 trunk road at its junctions. - Heavy congestion in all principal routes linked by the gyratory system during peak time. - Slyfield industrial estate experiences high levels of congestion including parking and junction capacity issues. - General widespread traffic congestion increases rapidly in peak times. - The borough's proximity to London and the two major international airports. - Relatively low cost of car travel/parking, compared to public transport fares. - Town centre parking distribution, access arrangements, availability and cost. - Lack of up-to-date information to assist travellers' decision making. - School run traffic. 	<ul style="list-style-type: none"> - Encourage use of alternative means of transport. - Reassess vehicular capacity and highway space. - Upgrade UTC systems. - Improvements in Slyfield Area Regeneration Project (SARP)/Clay Lane link road. - Promote mechanisms for commuters to use the existing park and ride facilities. - Provision for new and expanded park and ride facilities.. - Rethink parking in the town centre and extend on-street parking controls. - Improvements on the A25 Ladymead to reduce noise. The road has been prioritised into the noise action planning. - Infrastructure provision to facilitate electric vehicles (EVs).

<p>Public transport</p>	<ul style="list-style-type: none"> - Bus and rail reliability. - Access to international gateways, particularly to Heathrow and Gatwick airports, as well as High Speed 1 and 2. - Bus attractiveness and functionality of the bus station. - High volume of passengers using the Guildford railway station. - Low bus priority compared to vehicular movements. - Insufficient customer information systems. - Poor perception of public transport. - Insufficient accessibility among the railway station, bus station and the key employment sites. 	<ul style="list-style-type: none"> - Improve reliability, efficiency and accessibility to international gateways and key employment areas to maintain Surrey’s global competitiveness. - Bus priority and corridor improvements such as segregation, signalling priority and bus gates at pinch-points. - Encourage modal shift in favour of rail and bus. - Encourage public transport integration. - Provision customer information systems. - Provision for wider advertising of sustainable travel initiatives. - Provide hybrid electric buses through the Green Bus Fund. - Provision for a new bus station or on road bus bays to maximise attractiveness and access of public transport. - Proceed with the regeneration of the Guildford railway station including a new station and comprehensive mixed use redevelopment.
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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Pedestrians and cyclists</p>	<ul style="list-style-type: none"> - High accident rate especially on the gyratory system, particularly involving pedestrians as the gyratory prioritises the movement of motor vehicles over pedestrians and cyclists. - People are discouraged to walk and cycle because vehicles are dominating in the gyratory system. Pedestrian traffic flows are really high and people are presently funnelled along the narrow northern footway of Bridge Street. - Extensive guard railing, several subways, discontinuous and narrow footways are indirect obstacles to movement. - The existing pedestrian network is generally unattractive and disconnected causing severance to the pedestrians. - Inadequate and inconsistent way finding system causes difficulties for pedestrians trying to navigate around the town. - Cyclist accident problem and weak link in the cycling network at the Boxgrove roundabout junction of A25 and A3100. 	<ul style="list-style-type: none"> - Enhance and improve safety of the existing pedestrian network and identify future extensions to link the key employment sites. - Improve the pedestrian and cycle movements especially in Bridge Street, over the A3 and A25. - Enhance alternative routes around the gyratory to improve access considering closure of Walnut Tree Close and widening of the Bedford Road footbridge to facilitate cycle movement and improve pedestrian movement especially for the mobility impaired from the railway station and University of Surrey to the town centre. - Make Guildford a pedestrian friendly town and increase the provision for pedestrian people. Improve public realm in and around high street. - Provide more cycle facilities in key points such the town centre. Redesign of the pedestrian crossing facilities and junction of Chertsey Street with North Street and High Street. - Promote the way-finder map project. - Conversion of Yorkies Bridge into a shared bridge catering for bus services linking the university to the town centre¹⁷. - Promote the Guildford's LSTF programme to improve sustainable travel in Guildford.
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¹⁷ Guildford Borough Council. (2013) *Guildford Borough infrastructure baseline*. p.22.

Guildford Borough – West

Ash Vale, Ash Wharf, Ash South, Tongham and Normandy wards

Population: 22,461¹⁸

- 7.13 Ash Vale, Ash, Normandy and Tongham are the main settlements located at the West of the Borough and in a short distance from Aldershot.
- 7.14 Ash is the one of the four district centers of the Borough with at least 30 commercial units. Ash Vale has a small military community and a popular towpath next to the canal. Ash, Normandy and Tongham remain quite rural in character including Normandy Common and Pond..
- 7.15 Most of the settlements are adjacent to the A331 and are located at a short distance from the A31 providing strong links to Aldershot, Farnborough and Guildford.
- 7.16 There are a number of railway stations with some of them located at the settlements of Ash vale, North Camp and Ash railway stations and some others located within a short walking distance such as the Aldershot, Farnborough Main/North and Wanborough railway stations. Brookwood railway station and an hourly bus service are the main transport links from Pirbright to the nearby towns. North Downs Line is accessible from the Ash railway station.
- 7.17 There are cycle routes which run throughout Ash and Tongham wards to the west of the borough with one main route into Guildford town centre, namely the Christmas Pie Trail. This is an off road trail for pedestrians and cyclists that connects the south of Ash and Tongham to the north west of Guildford via Ash Green, Flexford and Wood Street Village. National Cycle Route (NCR) 22 connects Guildford and Rowledge, south of Farnham following mainly quiet roads and bridleways to the south of the Hog's Back.



Figure 3 Ash railway station level crossing.

¹⁸ Ash South and Tongham: 7,674; Ash Vale: 5,686; Ash Wharf: 6,120; Normandy: 2,981 (ONS, 2011).

Pirbright and Worplesdon wards

Population: 12,220¹⁹

7.18 Worplesdon is a small village situated at the North-North West side of Guildford. It is a reasonably large civil parish including settlements such as Fairlands, Jacobs Well and Woodstreet village which are small settlements located around North Guildford.



Figure 4 Perry Hill, Worplesdon

7.19 There are a number of shops and businesses across Worplesdon and its surrounding settlements which provide a variety of services for the local residents. Merrist Wood College which is located in the area.

7.20 The A322 and the A320 are the principal roads through Worplesdon and Jacobs Well respectively. All the settlements are located in a short vehicular distance from the A3, Guildford and Woking.

7.21 Worplesdon railway station is located between Worplesdon and Jacobs Well providing a frequent and fast service to London Waterloo. However, it lies in the Borough of Woking.

The Pilgrims and Shalford wards

Population: 8,268²⁰

7.22 The main settlements on the South and South-West side of the Borough are Shalford, Compton, Seale, Puttenham and Shackleford.



Figure 5 The River Wey, Shalford

7.23 Watts Gallery is a local visitor attraction and within a short walking distance from Compton. Crooksbury and Puttenham Commons are sites of special scientific interest which lie to the south of Hog's Back with visitors accessing them from Puttenham.

7.24 Shalford lies on the A248 - A281 crossroads and within a walking distance to Guildford, Farncombe and Chilworth which is about 2 miles on the east and build along the A248. Compton is next to the A3 and buses are running from and to Godalming and Guildford. On the westbound of the A31 there are two more settlements; Puttenham and Seale whilst Shackleford is south of Puttenham and next to the A3.

7.25 There is an hourly train service running from Shalford railway station connecting it with Guildford and Chilworth via the North Downs Line. The

¹⁹ Pirbright: 3,691; Worplesdon: 8,529 (ONS, 2011)

²⁰ Pilgrims: 2,613; Shalford: 5,655 (ONS, 2011).

railway station in Chilworth is relatively smaller with only 19,308 ARPU²¹ for 2011/12 (ORR, 2012). There are no railway stations to the south-west of Guildford Borough and the whole area south to Hog's Back is accessed by Farnham and Godalming railway stations.

- 7.26 The Downs Link is a 37-mile footpath and bridleway, available to cyclists, linking the North Downs Way at St Martha's Hill with the South Downs Way in West Sussex. There is a cycle track beside the A281 Millbrook which connects with the Downs Link south of the town.

²¹ Annual Rail Passenger Usage

7.27 Current problems and issues with interventions to consider are:

Guildford Borough - West

	Current problems	Potential interventions
Road congestion	<ul style="list-style-type: none"> - High private car dependency. - Traffic congestion on the A31 Hog's Back and the A331 Blackwater Valley Route cause rat-running on roads in Ash and Tongham particularly on Oxenden Road and Manor Road causing congestion at peak times. - Significant congestion on Greyhound roundabout at peak times. - The presence of the level crossing on both sides of the A323 causes significant congestion by the Ash railway station. Traffic volumes can reach Church Street when the crossing is closed for more than 10 minutes causing disruption to a major route between Guildford and Aldershot. - Continuing accident problem at the junction of A322 Worplesdon Road and A323 Aldershot Road. 	<ul style="list-style-type: none"> - "Hard" and/or "soft" transport planning measures such as travel planning, better information, promotion of walking and cycling. - Improvements on the A31 (Hog's Back)/A331 (Blackwater Valley Route) interchange to reduce congestion. - Suggestion for safeguarding on both sides of the level crossing on the A323. Provision for upgrading the Ash Station. Train downtime improvements to reduce delays on the A323. - Improvements at junction of the A320 Woking road and Jacobs Well road in order to reduce accidents.
Public	<ul style="list-style-type: none"> - Limited buses in the evenings and on Sundays causing connection issues and possibly isolation. 	<ul style="list-style-type: none"> - Reassess bus services in the evening and on Sundays.
Pedestrians and cyclists	<ul style="list-style-type: none"> - Pedestrian and cyclist safety. - Cycling routes are poorly catered in Pirbright and Normandy. 	<ul style="list-style-type: none"> - Improve flexibility and accessibility such as traffic separation to create safer conditions. - Speed management measures. - Provision for comprehensive networks of pedestrian and cycle routes.

Guildford Borough - East

Clandon, Effingham, East and West Horley wards

Population: 11,460²²

7.28 The largest settlements at the eastern boundary of Guildford Borough are Clandon, Effingham, East and West Horsley.

7.29 There is a small range of shops and businesses in every settlement. Clandon is home of Clandon Park House and Hatchlands Park, both owned by the National Trust attracting tens of thousands people every year.

7.30 The settlements are enclosed by the A3, M25 and A246 providing easy access to main employment areas of Guildford and Leatherhead.

7.31 The aforementioned settlements have similar public transport characteristics. They have excellent rail links between Guildford and London Waterloo providing some frequent services as they lie on the New Guildford Line and can be accessed from three railway stations; Clandon, Horsley and Effingham Junction.



Figure 6 Effingham railway station.

Send and Lovelace wards

Population: 6,869²³

7.32 Send and Ripley are the main settlements in Send and Lovelace wards respectively. Other smaller settlements are Send Marsh and Ockham.

7.33 There are a few shops and businesses along the A247 (known as Send road). The biggest attraction in the area is the Royal Horticultural Society (RHS) Garden Wisley.



Figure 7 Wisley garden.

7.34 Both settlements are easily accessible from the A3 Ripley By-Pass and because of their close proximity to the A3, they provide excellent vehicular access to the M25, Heathrow and Gatwick airports.

²² Clandon and Horsley: 8,749; Effingham: 2,711 (ONS, 2011).

²³ Send: 4,245; Lovelace: 2,624 (ONS, 2011)

- 7.35 The closest railway stations are at Clandon and Woking although bus services are connecting Send and Ripley with Guildford and Woking.
- 7.36 One existing route runs from the north-eastern ward of Lovelace through Send and into the Guildford town centre.

Tillingbourne ward

Population: 5,498²⁴

- 7.37 The ward of Tillingbourne is at the south-east of Guildford Borough. The main settlement is Gomshall which neighbors with Shere and Albury. Other notable settlements are Peaslake which is in the centre of Surrey Hills and Holmbury St. Mary which is in the centre of Hurtwood.



Figure 8 Station Road, Tillingbourne.

- 7.38 Most of the area is part of the Green Belt. Surrey Hills is a popular destination for walkers, cyclists and horse riders.
- 7.39 Albury, Shere and Gomshall are located next to the A25 providing good vehicular links to Dorking and Guildford. Most of the rest of the ward including Peaslake and Holmbury St. Mary is countryside covered by an extensive rural network with shared routes and lack of footpaths.
- 7.40 The main railway station of Tillingbourne ward is Gomshall on the North Downs Line with 50,642 ARPU²⁵ for 2011/12 (ORR, 2012) and low train frequency between Redhill and Reading.

²⁴ (ONS, 2011).

²⁵ Annual Rail Passenger Usage

7.41 Current problems and issues with interventions to consider are:

Guildford Borough – East

	Current challenges	Potential interventions
Road congestion	<ul style="list-style-type: none"> - Unreliable network with widespread congestion during peak time. - Poor road condition. - Queuing traffic on the A3 between Ripley Junction and Junction 10 Wisley Interchange causing congestion at peak times. - Lengthy queues and delays caused in Ripley being a conduit for most Woking traffic using roads such as B2215 and B367. - The A25 carries a significant volume of through traffic. - Significant congestion at junction A246 and the street in Effingham. 	<ul style="list-style-type: none"> -- Improvements on the maintenance and management of the local public transport network. - Upgrade key junctions to relief congestion.

Public transport	<ul style="list-style-type: none"> - Poor public transport leading to high reliance on private cars and causing environmental concerns. - Significant proportion of residents working outside of these wards and reduced accessibility can lead to social exclusion. - There are limited buses in the evenings and on Sundays causing connection issues. - Lack of parking space at Chilworth Railway Station. <p>Infrequent rail services</p>	<ul style="list-style-type: none"> - Improvements in public transport to cover all three wards and provide better access between the aforementioned railway stations and key services and facilities. - Tackle congestion using “soft” transport planning measures. - North Downs Line Electrification would provide opportunity to improve rail services and frequencies along this section
Pedestrians and cyclists	<ul style="list-style-type: none"> - Pedestrian and cyclist safety. 	<ul style="list-style-type: none"> - Improve flexibility, accessibility and vulnerability such as traffic separation to create safer conditions. - Speed management measures. - Provision for comprehensive networks of pedestrian and cycle routes.

8 Forward Programme, Funding and Delivery

- 8.1 This chapter outlines the scope and purpose of the Forward Programme. It also describes the potential funding and delivery mechanisms that will be used, should schemes from the programme be brought forward for implementation.
- 8.2 To allow provision of an effective, reliable, safe and sustainable transport network in support of economic growth and carbon reduction, a balanced programme of maintenance and integrated transport schemes is required. Additionally, the opportunity to secure alternative funding to the Surrey Transport Plan will be compromised, unless it provides a balanced strategy and programme that contains integrated transport schemes as well as maintenance schemes.

The Forward Programme (See Annex)

- 8.3 The Forward Programme has been designed to meet the objectives of the Local Transport Strategy by including schemes which tackle existing problems.
- 8.4 The programme identifies short, medium term, long term schemes and packages of measures which seek to deliver improvements in line with the above objectives in Section 2 and identified problems and issues. These are grouped at various spatial levels:
1. Borough wide - the principal road and rail networks.
 2. Key settlements – including major town centers such as Guildford, Ash and Tongham.
 3. Rural areas.
- 8.5 The value and status of scheme has been defined as:
- local schemes are at a cost of between £100,000 and up to £250,000
 - intermediate schemes are valued between £250,000 and £2 million
 - major schemes are valued at over £2 million.
- 8.6 These schemes included in the forward programme are largely schemes which require funding from different sources and hence will generally be beyond the scope of local committee capital funding below. A full schedule of all local improvement schemes can be found in the relevant Local Committee report for the area (usually published for the December of each year).
- 8.7 In general, the schemes are not intended to provide additional network capacity, but seek to manage the existing network and provide more sustainable transport choices. The overall mix and scale of schemes is considered necessary to support sustainable economic.
- 8.8 The Forward Programme includes the purposes of each scheme or package of measures, delivery stage, estimated costs, potential funding sources, estimated start dates, scheme status and how it meets the local and strategic objectives.

8.9 The delivery stages are defined as:

- Scheme identification – the need for a scheme is identified, initial drawings may have been produced.
- Identification and assessment of options – outline design of scheme options has been/is being produced.
- Preferred route and statutory process – preliminary design of preferred option.
- Detailed design – scheme is designed to allow and instruct construction.
- Construction – scheme is fully designed and works have begun on site.

8.10 The Forward Programme will be revised on a yearly basis by the Local Committee to take account of available funding and to ensure:

- There are no more effective alternative options available which address the impacts of growth and policy objectives.
- Delivery is on track with necessary feasibility and design work progressing for priority schemes.

Funding

8.11 The estimated cost of these more strategic infrastructure schemes identified in the forward programme is provided in the annex. The actual future costs will depend on the precise schemes brought forward and each scheme will require a detailed feasibility study.

8.12 The availability of funding will also depend on a number of factors. Nevertheless the cost of the schemes identified is reasonably in line with potential funding over the initial short- to medium-term of the strategy. Beyond this period scheme costs and possible funding sources become increasingly difficult to estimate.



8.13 Potential funding for schemes could be a combination of:

- Developer contributions through Section 106 agreements and the Community Infrastructure Levy (CIL).
- Capital funding by the county council (government grants such as the Local Transport Plan (LTP) allocations, Local Sustainable Transport Fund (LSTF) and major schemes funding available from 2015 from designated Local Enterprise Partnership Local Transport Bodies).
- County council capital funding allocated centrally for more

strategic schemes as well as the Guildford Borough Local Committee.

- Capital funding by the borough council.
- Capital funding from the Enterprise M3 Local Enterprise Partnership. A number of schemes have been submitted by the county council in partnership with the district council to the LEP for consideration in their strategic economic plan.

8.14 Funding for the schemes identified/proposed in the strategy is likely to come from a combination of the sources described above. More detailed information on funding can be found [here](#).

Delivery

8.15 The Local Committee will use its capital programme and local knowledge to drive more local scheme delivery in the short term within the context of local objectives. The Local Committee will also drive priorities in the medium and longer term and consider contributing to more strategic intermediate schemes through funding feasibility work or even contributing to the overall cost, perhaps spread over a number of years.

8.16 Major schemes will continue to be funded through bids to the local transport body and overseen by the Surrey Future partnership.



8.17 The delivery body will generally be the county council sometimes in partnership with others such as the borough council and private bus operators. The delivery body for the rail network and services will be Network Rail and relevant train operators. In some other cases, the delivery body is the developer when an entire highways scheme is secured through the S278 process.

8.18 Each scheme will require a detailed feasibility study and the actual costs will depend on the precise nature of the schemes brought forward. The availability of funding will also depend on a number of factors.

8.19 We recognise that schemes in forward programme may be subject to the Environmental Impact Assessment (EIA)²⁶ and the Habitats Regulations process²⁷. This will be dependent on scheme specifics. At the appropriate stage of scheme feasibility we would seek to:

- Obtain EIA screening opinion from relevant planning authority
- Clarify the planning position relevant to the scheme
- Consider archaeological impacts of the scheme by consulting English

²⁶ EU Directive (2011/92/EU); Town and Country Planning (EIA) Regulations 2011

²⁷ EU Habitats Directive (92/43/EEC)

Heritage and the county archaeologist

- Consider any flooding impact of the scheme by consulting the Environment Agency and the lead local flood authority
- Consider an ecology impacts of the scheme by consulting the county ecologist
- Consider any landscape impacts of the scheme, by consulting the county landscape architect.

9 Glossary

Term	Description
Air Quality Management Area (AQMA)	An identified area where current, and likely future, air quality is unlikely to meet the Government's national air quality objectives.
Bus operator	Bus services are run by private operators who have been awarded a contract by Surrey County Council.
Community Infrastructure Levy (CIL)	The Community Infrastructure Levy is a new levy that local authorities can charge on new developments in their area. The charges are set by the local Council based on the size and type of the new development. The money raised from the Community Infrastructure Levy can be used to support development by funding infrastructure that is needed to mitigate the impact of development.
Capital funding	Money spent on the purchase or improvement of fixed assets such as buildings, roads and equipment.
Coast to Capital (C2C) LEP	The Local Enterprise Partnership of which the easternmost Surrey Districts and Boroughs are part. More information at: http://www.coast2capital.org.uk/
Congestion Programme	The Surrey Future Congestion Programme sets out a strategic programme for managing traffic congestion on Surrey's road network to support economic competitiveness and growth produced in partnership by the Surrey Future Partnership comprising of Surrey's local authorities and business leaders.
Control Period 5 (CP5)	5 year periods by which Network Rail is regulated by the Office of Rail Regulation. CP4: 2009-2014; CP5: 2014-2019; CP6: 2019-2024 ²⁸ .
Cycling Strategy (2014-2026)	The Surrey Cycling Strategy is a component strategy of the Local Transport Plan
Scheme delivery stages (see Annex): 1. Scheme Identification 2. Identification and assessment of options 3. Preferred route and statutory process	The need for a scheme is identified; initial drawings may have been produced. Outline design of scheme options has been/is being produced. Preliminary design of preferred option.

²⁸ Ove Arup 'Surrey Rail Strategy Report' (September 2013)

Term	Description
4. Detailed design	Scheme is designed to allow and instruct construction.
5. Construction	Scheme is fully designed and works have begun on site.
Department for Transport (DfT)	Government department responsible for transport matters in England and those not devolved in Wales, and Northern Ireland.
Enterprise M3 LEP	The Local Enterprise Partnership of which the westernmost Surrey Districts and Boroughs are part (including Guildford). More information at: http://www.enterprisem3.org.uk/
Intermediate scheme	Infrastructure scheme estimated to cost between £250,000 and less than £2 million.
Local Enterprise Partnership (LEP)	A voluntary partnership between local authorities and businesses formed in 2011 by the Department for Business, Innovation and Skills to help determine local economic priorities and lead economic growth and job creation within its local area
Local Sustainable Transport Fund (LSTF)	A total of £560 million was originally made available through the Local Sustainable Transport Fund (LSTF) to enable the department to fund a number of high quality bids. Funding was topped up with a further £40 million to £600 million in 2012 to accommodate approval for a greater number of bids (with local contribution being provided by local authority partners). In total, the Department for Transport awarded funding to 96 packages to 77 authorities to deliver their schemes between 2011 and 2015.
Local Transport Body (LTB)	Local Transport Bodies are voluntary partnerships between Local Authorities (LAs), Local Enterprise Partnerships (LEPs) and other organisations if appropriate that are in charge of the devolved funding for local major transport schemes from the Department of Transport
Local Transport Plan (LTP3)	Under the Transport Acts 2000 and 2008, every local transport authority in the country has to publish a Local Transport Plan (more commonly known as the LTP). The LTP sets out an integrated transport strategy for the area and outlines proposals for the future.
Local scheme	Scheme cost is less than £250,000
Major scheme	Infrastructure scheme estimated to cost in excess of £2 million

Term	Description
Primary Route Network (PRN)	The primary route network (PRN) designates roads between places of traffic importance across the UK (known as primary destinations), with the aim of providing easily identifiable routes to access the whole of the country. The PRN consists of motorways, trunk roads and certain other A roads.
Quality Bus Corridor	A strategic bus route that is improved to encourage more people to use buses. This includes measures to make buses more reliable, and more convenient for users and non-users. These measures may include traffic signal priority for buses, high quality passenger facilities, electronic passenger information and strong marketing, together with safe pedestrian routes to the bus stops.
Real time passenger information (RTPI)	Real time passenger information is information that changes continuously as a result of events and is typically used during the course of a journey (primarily how close the service is running to time and when it is due at a stop, but also incidents that affect service operations, platform changes etc) and is displayed on Passenger Information Systems such as a display board.
Scheme delivery timescales (see Annex) Short term Medium term Long term	Timescale for start of construction 0-2 years from now, see Annex for given years Timescale for start of construction between 3 and 6 years from now, see Annex for given years Timescale for start of construction 6+ years from now, see Annex for given years
Section 106 (S106)	Planning obligations are created under Section 106 of the Town and Country Planning Act 1990. They are legally binding obligations that are attached to a piece of land and are registered as local land charges against that piece of land. Planning obligations enable the Council to secure contributions to services, infrastructure and amenities in order to support and facilitate a proposed development.
Strategic Road Network (SRN)	The SRN is connected to the local road network and is owned by the Secretary of State for Transport, and operated on their behalf by the Highways Agency (HA), which acts as the highway authority.

Term	Description
Surrey Future	A partnership overseeing how we can manage planned growth sustainably, both in Surrey and on our borders. More information at: http://www.surreycc.gov.uk/surreyfuture
Surrey Rail Strategy	Document prepared by Ove Arup & Partners on behalf of the Surrey Future partnership to consider rail issues and options which could be supported by the Council to produce benefits for Surrey.
Surrey Transport Plan	See 'Local Transport Plan (LTP3)'
Travel SMART	A Surrey initiative designed to provide local people with more travel choices that help cut carbon, costs and increase fitness. The initiative aims to support economic growth.

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