

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (GUILDFORD)

DATE: 30 SEPTEMBER 2015



LEAD OFFICER: PAUL FISHWICK, Programme Manager (LTS and Major schemes), Transport Policy

SUBJECT: GUILDFORD TOWN CENTRE TRANSPORT PACKAGE

DIVISIONS: GULDFORD WEST, GUILDFORD SOUTH WEST, GULDFORD SOUTH EAST

SUMMARY OF ISSUES:

This paper is to brief members on the current position with the Guildford Town Centre Transport Package and seek approval to carry out a public consultation from 5 October for 6 weeks.

RECOMMENDATIONS:

The Local Committee (Guildford) is asked to agree:

- 1.1 To note the high level project content.
- 1.2 To note the planned consultation period and programme towards submission of the Business Case to the Enterprise M3 Local Enterprise Partnership (currently planned for 31 January 2016).
- 1.3 That the Area Highways Manager in consultation with the Guildford Transportation Task Group and Project Manager (Transport Policy) view and agree the consultation material.
- 1.4 The feedback from the consultation is reported to a later meeting of this committee (currently planned for 9 December 2015).

REASONS FOR RECOMMENDATIONS:

To ensure that the Local Committee are kept informed of the progress made so far with the Guildford Town Centre Transport Package scheme and the future programme towards submission of the Business case to the Enterprise M3 Local Enterprise Partnership, including the proposed public consultation for 6 weeks from 5 October 2015, including three staffed exhibitions.

1. INTRODUCTION AND BACKGROUND:

- 1.1 In July 2014, the Government announced Local Growth Deals for each of the 39 Local Enterprise Partnerships (LEP) areas across England, for the 2015-2021 periods, based on their respective Strategic Economic Plans (SEPs). The Growth Deals set out the level of funding from the Local Growth Fund (LGF) that will be invested in each area in 2015/16 (along with follow-on funding for the next few years, allocated subject to a successful business case, given that some projects will take several years to complete), as well as for some projects that have been identified as provisional investment priorities for future years.
- 1.2 Each LEP requires developers to provide match funding/"local contribution" for each scheme when the business case is submitted. For Enterprise M3, which covers the western side of the county including Guildford, this has been set at 25% of the estimated scheme costs.
- 1.3 Guildford did have two major schemes namely Guildford Gyrotory Package and Guildford Sustainable Transport Package, but these have been merged into one, now known as Guildford Town Centre Transport Package, which has been agreed with the EM3 LEP.
- 1.4 The Local Growth Fund announcement in July 2014 included an award of funding of £6.55 million of grant funding for the Guildford Majors. Together with Local Contribution, providing a total of £8.91 million.
- 1.5 A package of schemes has been investigated at either pre-feasibility or feasibility level to determine the content for the project and further feasibility work will need to follow along with associated modelling and benefits for the business case.
- 1.6 The developed 'short list' of schemes that could be delivered will also need to complement any regeneration proposals that emerge from the Town Centre Masterplan being developed by Guildford Borough Council.

2. ANALYSIS:

Guildford Town Centre Transport Package

- 2.1 The Guildford Town Centre Transport Package identifies strong connections between Guildford railway station and the town centre, along the A25 corridor to the north of the town centre and to Guildford College and beyond, and is complementary to the developing Guildford Town Centre and Hinterland Masterplan¹ and the developing Guildford Local Cycling Strategy²

¹ Guildford Town Centre and Hinterland Masterplan fifth draft report (August 2015).

² Guildford Local Cycling Strategy (Local Committee report 30 September 2015)

Proposed package schemes

2.2 Officers from both Surrey County Council and Guildford Borough Council have agreed a 'short-list' of schemes through the Joint Infrastructure Team to be the subject of consultation and these are as follows:

- Walnut Tree Close closure (Experimental Closure for up to 18 months – reducing traffic flow on Walnut Tree Close outside Guildford station)
- Walnut Bridge replacement (new bridge for pedestrian and cycle use, allowing improved connectivity over the River Wey)
- Guildford College Link (pedestrian and cycle route, between new Walnut Bridge and Guildford College connecting to existing network at Stoke Park)
- Millbrook Road car park junction (introduction of traffic lights, enabling right-turn exit from car park for southbound traffic and reduce traffic entering the Gyratory).
- A25 Cycle Corridor (completion of pedestrian and cycle improvements between Boxgrove Roundabout and Surrey Way).
- A25/A320 Stoke Cross Roads improvement
- Walking/cycling/bus corridor London Road (London Road (Guildford) station to Boxgrove Roundabout)
- Walking/cycling/bus corridor (London Road (Guildford) station to Boxgrove junction on Epsom Road)
- Walking/cycling/bus corridor London Road (Boxgrove roundabout to Ganghill)
- Consideration of bus improvements in the above locations.

2.3 The above schemes are currently at a 'high level' and these are being developed further.

2.4 Before the Business Case is submitted it would be beneficial for the project to be the subject of a consultation.

3. OPTIONS:

3.1 Officers from the County Council and Borough Council will consider options following the public consultation and the development of the project prior to the Business Case submission and report these to the Local Committee at the 9 December.

4. CONSULTATIONS:

4.1 As part of the business case submission the county council will need to demonstrate that it has political support from the Local Committee as well as public and business support.

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- 4.2 The draft timetable between now and the 31 January 2016 (date of the planned business case submission), is to develop the Guildford Town Centre Transport package further ready for consultation, carry out a 6-week consultation, analysis of the feedback, report to the Local Committee on the 9 December 2015 and develop the Business Case with the consultation feedback in mind.
- 4.3 The consultation will include obtaining views of local bus operators and consider improvements that could be included within the package of measures.
- 4.4 This paper is asking the Local Committee for delegated authority for the Transportation Task Group to agree the final consultation materials.
- 4.5 Members are asked to approve the project to be the subject of a public consultation for 6 weeks from 5 October. It is planned to carry out this consultation at the same time as the emerging Guildford Town Centre and Hinterland Masterplan and the Guildford Local Cycling Strategy.
- 4.6 The consultation will be carried out on-line, with hard copy flyers given out at Guildford railway station and flyers as well as questionnaires available at Guildford Borough Council offices, Guildford Library, at the exhibition and other locations within the town centre.
- 4.7 Three staffed exhibitions are planned between 1000 and 1730 hour on Friday 16th and 23rd October and 6th November at Guildford Library, 77 North Street, Guildford GU1 4AL.
- 4.8 Recent consultations have provided around a 90% of response via the on-line method.
- 4.9 As with similar recent consultations it is planned to advertise repeatedly via social media channels, including Facebook and Twitter using the county council's Surrey Matters platforms. Advertising banners on the Surrey homepage at regular intervals that will direct users to the web pages, and the project will also be advertised on the Borough Council web site.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The detailed business case for the scheme will include a value for money section.
- 5.2 The estimated cost for this project is £8.91 million with 25% being local contribution, coming from Guildford Borough Council and Surrey County Council.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 It is the objective of Surrey Highways to treat all users of the public highway equally and with understanding. An Equalities Impact Assessment (EqIA's) will be carried out for each Major scheme / Sustainable Transport Package.

7. LOCALISM:

7.1 The headline benefits arising from the Guildford Town Centre Transport Package are as follows:

- encourage modal shift (to walking, cycling, rail and bus),
- reduce congestion,
- improve journey time reliability
- reduced journey times
- increase sustainable accessibility to economic centres, higher educational establishments and the railway station.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	Set out below
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	Set out below.

8.1 Sustainability and Public Health implications

8.2 Increased walking and cycling, where it replaces motorised forms of transport such as the car, will improve air quality and reduce carbon emission levels, which is a key objective of the Surrey LTP. Passenger transport and modal shift from the car to buses/rail are a further key objective of the Surrey LTP.

8.3 Transport is responsible for one third of carbon emission in Surrey. Surrey's Local Transport Plan has a target to reduce carbon emissions from (non-motorway) transport by 10% (absolute emissions) by 2020, increasing to 25% reduction by 2035 from 2007 baseline of 2,114k tonnes.

8.4 Increased walking and cycling has a positive impact on the health of a person. The NHS identifies cycling as an activity which provides significant health benefits. The emerging Surrey Health and Well-being Strategy has identified obesity as one of the priority public health challenges.

8.5 The whole project including the improved walking and cycling facilities will be marketed to residents and businesses and cycle training is available through Surrey County Council to those less confident of cycling to encourage take up and to maximise the benefits of the new infrastructure.

8.6 It could be that increased levels of walking and cycling (as well as public transport) to and around the town centre will have a positive effect on the

local retail economy as some recent studies suggesting that pedestrians and cyclists actually spend more on a trip into a town than a motorist.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The Local Committee is asked to note the progress made so far with the project.
- 9.2 A 6-week consultation is planned to take place from 5 October 2015, with three staffed exhibitions.
- 9.3 The Local Committee is being asked to agree to the Area Highways Manager in consultation with the Transportation Task Group to view and agree to the consultation material.
- 9.4 The Business case for this project will need to be completed by 31 January 2016 and include letters of support from local groups such as businesses and transport operators.

10. WHAT HAPPENS NEXT:

- 10.1 Subject to the approval of the Local Committee, a 6-week consultation will take place during October and November with the feedback presented to the 9 December Local Committee.
- 10.2 Officers will continue to develop the Guildford Town Centre Transport Package and develop the Business Case ready for submission by the end of January 2016.

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Consulted

Surrey County Council officers; Lyndon Mendes, David Stempfer, William Bryans, David Ligertwood, Marc Woodall, John Hilder,
Guildford Borough Council officers; Donald Yell, Barry Fagg, Mike Harris, Martin Knowles

Annexes None

Background papers;

- Guildford Town Centre and Hinterland Masterplan fifth draft report (August 2015).
- Guildford Local Cycling Strategy (Local Committee report 30 September 2015).
- <http://orr.gov.uk/statistics/published-stats/station-usage-estimates>
- Informal Local Committee 30 June 2015
- Transportation Task Group 1 September 2015