

# Agenda

## Guildford Vision Group May 2014 Away Day

|              |                     |
|--------------|---------------------|
| 9.00         | Introduction        |
| 9.15         | Aims and objectives |
| <b>10.30</b> | <b>Coffee Break</b> |
| 10.45        |                     |
| <b>12.45</b> | <b>LUNCH</b>        |
| 13.45        |                     |
| <b>15.00</b> | <b>Tea Break</b>    |
| 15.15        |                     |
| <b>16.00</b> | <b>Wrap Up</b>      |

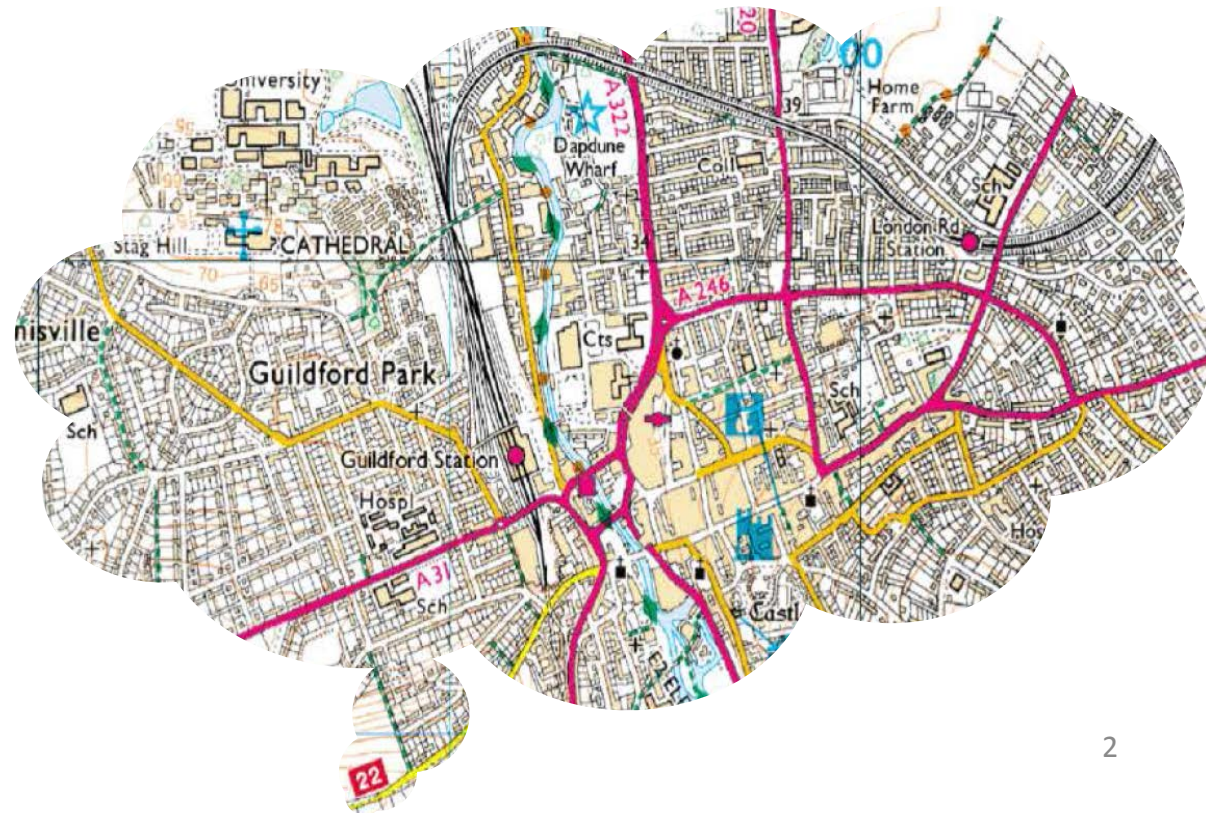


# 1. Problems and Considerations for GVG – May 2014

1. Guildford **Town Centre**

2. Guildford **Local Plan**

3. Consequences

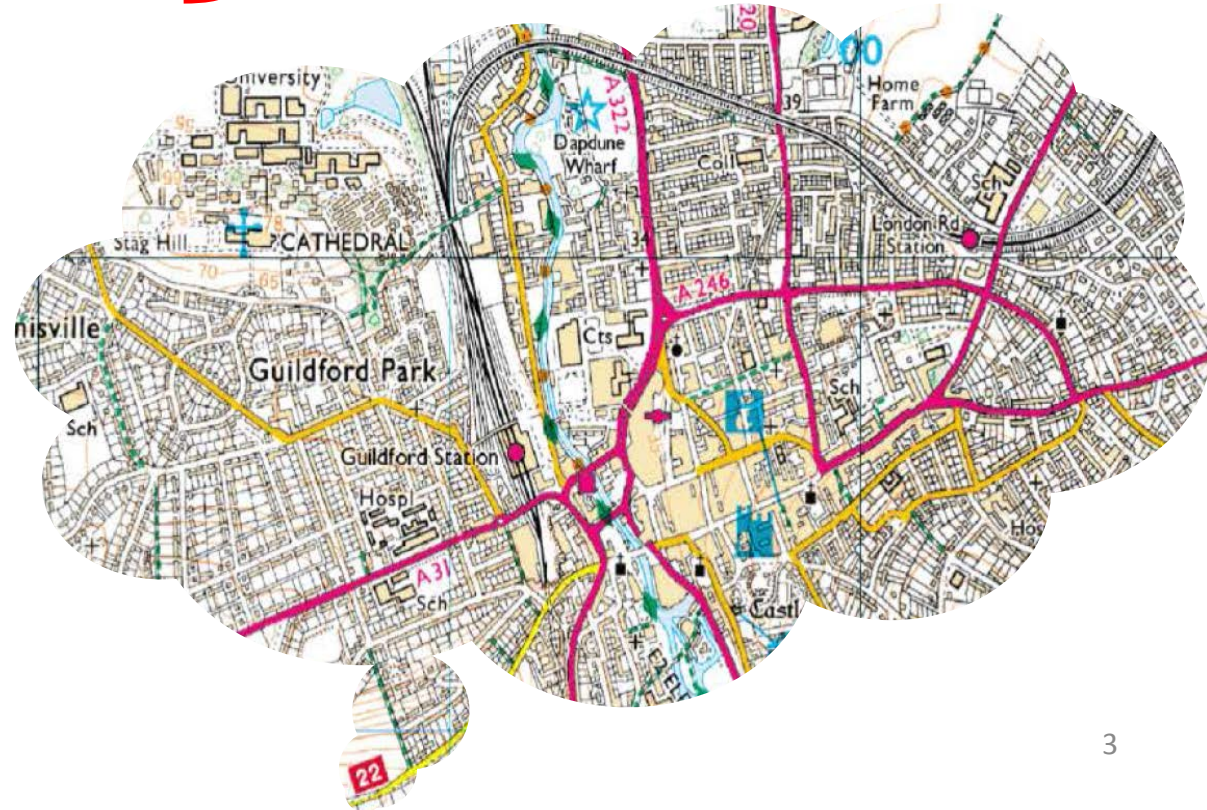


# 1. Problems and Considerations for GVG – May 2014

1. Guildford Town Centre
2. Guildford Local Plan
3. Consequences

**Set an AGENDA for Guildford for the future...**

**... BUT ONLY AN AGENDA**



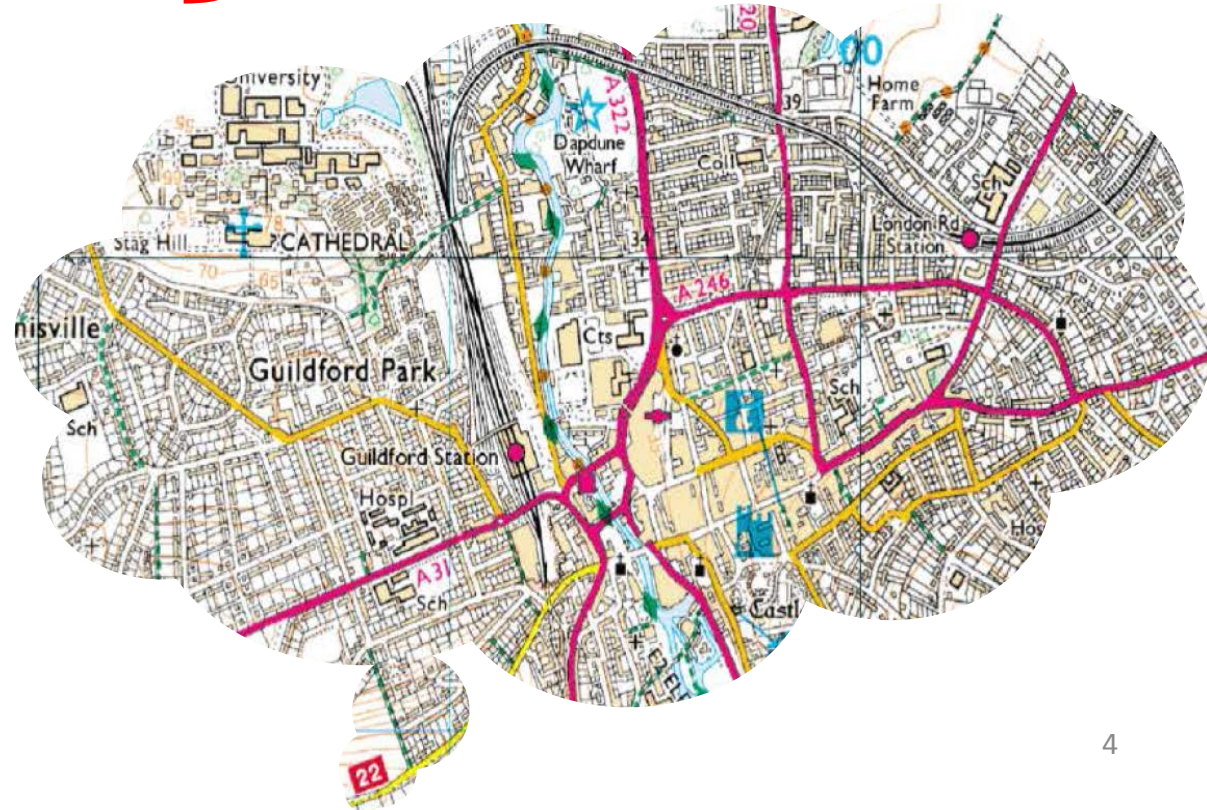
# 1. Problems and Considerations for GVG – May 2014

1. Guildford Town Centre
2. Guildford Local Plan
3. Consequences

Set an **AGENDA** for Guildford  
for the future...

**... BUT ONLY AN AGENDA**

What is **IMPORTANT**  
once the **AGENDA** is  
set is a **MECHANISM**  
and **PROCESS** for  
**IMPLEMENTATION**



## 2. IMPLEMENTATION



- ISSUES:

- Guildford Town Centre: A&M Plan – only a **START**

- Expect GBC apathy towards the A&M Plan

- Expect public apathy too and resistance from anyone adversely affected

- Implementation of the Plan may be somewhat unlikely

- Plan is expected to include some **QUICK WINS** for expediency and political reasons?

- Should GVG's new target be...

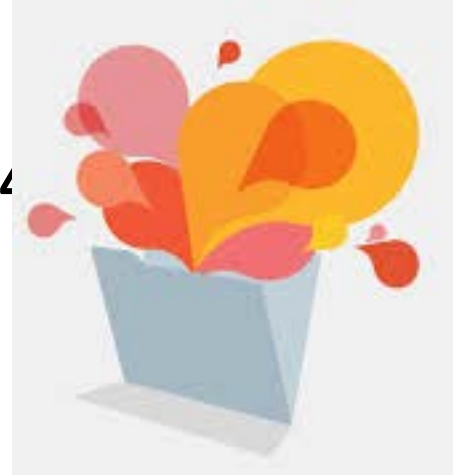
**MASTERPLANNING DELIVERY**

### 3. Current Situation – Guildford 2014

#### a. Draft Local Plan 2014 (JL)

– Hard to see Draft LP as anything but an unstructured invitation (‘open door’) for piecemeal development;

- No strategic implementation;
- Bunch of site allocations & bunch of uses;
- Housing number a **major headline** with nothing to show the impact on the town;
- Guildford Urban Area – amorphous mass without real definition or strategic intent;



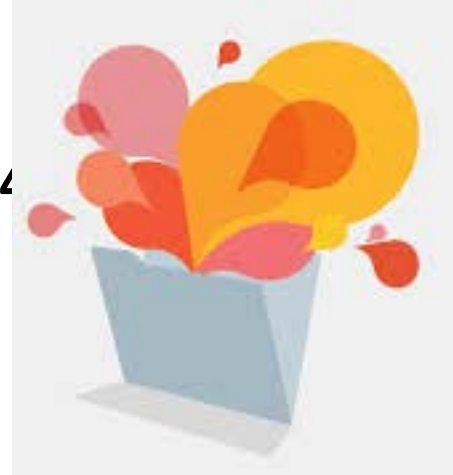
### 3. Current Situation – Guildford 2014

#### b. The consequences? (JL)

– GBC officers and Councillors seen to go from saying ‘NO’ to everything to saying ‘YES PLEASE...whatever it is!’

- Follow NPPF presumption in favour of development – forget ‘sustainable’;
- Developers are back to challenge the Council with almost anything;

– Is a BAD local plan any better than NO Local Plan? (Devil will be in the Development Control Draft)



### 3. Current Situation – Guildford 2014



#### c. Community (JL)

– Community seem not to be alert to the dangers except either **GREEN BELT** or excess urban development of brownfield sites.

- RISK

- both battles will be lost due to development targets;
- Infrastructure will not have been designed in because of insufficient focus on it;
- Absence of adequate infrastructure is not just roads, water and electricity but also schools, surgeries, hospitals, etc



## 4. INFRASTRUCTURE



- If development takes place at projected levels there must be equivalent levels of investment in infrastructure:
  - INFRASTRUCTURE IS A (LOCAL PLAN) CONSTRAINT CAPABLE OF BEING ADDRESSED ...  
... BUT IT MUST BE CLEARLY ARTICULATED
  - i. Impact of both residential and retail development on the existing infrastructure?
  - ii. Effect on air quality without infrastructure improvement?
  - iii. Effect on road safety (pedestrian/cyclist/driver)?
  - iv. Impact on congestion?
  - v. Impact on other infrastructure – schools, surgeries, hospitals, etc?

## 5. POLITICAL SCENARIOS FOR GVG vis à vis THE LOCAL PLAN OUTCOME



- A. GBC win = Overdevelopment      YES/NO?      Risk?
- B. GGG & Electorate win BUT Inspectorate rejects LP  
   YES/NO?      Risk?
- C. GGG & Electorate win, change LP and get it adopted  
   YES/NO?      Risk?
- Where & How in each of these scenarios can GVG achieve its objectives?
  - What does this tell us? Should GVG be IN or OUT of the debate?
    - On balance perhaps we should stay out but **EMPHASISE THAT ONLY EFFECTIVE MASTERPLANNING AND SOPHISTICATED DELIVERY WILL PROVIDE BROWNFIELD SOLUTIONS OF QUALITY AND QUANTITY**

## 6. SO... GVG POSITION



- GVG Original Aims and Objectives:
  - A moratorium on major development in the town centre until a comprehensive study has been carried out into the gyratory system, its feeder roads and their respective capacities;
  - A clear strategy to re-connect Guildford – the railway divides the town and, with no new crossing for 100 years, adds to the pressure on the town centre;
  - The ability for pedestrians to move freely between visitor attractions, transport hubs, shops, residential areas and schools without having to fight with the traffic;
  - An appropriate gateway from the station to the Cathedral and University – the latter being a major economic contributor to Guildford – poorly served by its lack of connectedness;
  - A long term sustainable plan where developments fit into a strategy that works towards more social space along the River Wey, encouraging visitors and trade to come to Guildford;
- Are these still relevant or do they need to be amended?

## 7. CONCLUSIONS



### A. Stay out of Housing Debate

- But acknowledge GRA figure of 300 and GSoc figure of 345 homes per year
  - i. What infrastructure will 300/345 dph require?
  - ii. How might better infrastructure allow an increase in dph
    - i. No suggestion where this might go – eg. SERP target 422
  - iii. What will be the expected impact on the town centre?
    - i. If development is OUTSIDE the centre?
    - ii. If significant residential development can be accommodated WITHIN the town centre?

# 7. CONCLUSIONS



## B. Town Centre Master Plan

- I. A&M Master Plan anticipated to be major disappointment:
  - Undeliverable
  - No new crossing of the railway
  - A plan 'designed never to be implemented'
- II. The 'Blue Line' – including Walnut Tree Close
- III. GVG need to keep focus and high profile on this and on the BRIDGE (DO)
  - a. Why do we need the bridge?
  - b. What benefits might it bring?
  - c. Why might people object to the bridge?
  - d. Which crossing point is correct? (DO/JR/JL suggestions) **DEBATE**
- IV. **NEED A REAL PLAN TO MAKE PROGRESS AND GET BUY IN AND UNDERSTANDING FROM THE COMMUNITY & COUNCIL**

# 7. CONCLUSIONS



## C. North Street

- a) M&G in for the long term (feeling ignored & unloved?)
- b) Land Secs – feedback from last Friday?
- c) GBC (& Parker?) may be too greedy with GBC wanting a ‘quick fix’ project to maximise profit and please John Lewis Partnership
- d) Development should include the Friary (beyond the RED LINE)
- e) Development should include the BLUE LINE area including the station and (arguably) Walnut Tree Close
- f) Rehearse outcomes of different partners taking the development forward

## 8. MESSAGE FOR POLITICIANS & SUPPORTERS



Guildford Town Centre

**Real Town Planning is MASTER PLANNING and not Development Control or relaxation of Development Controls;**

**MASTER PLANNING must be followed by IMPLEMENTATION & DELIVERY**

GBC focus seems to be on SITE USE ALLOCATION & DEVELOPMENT CONTROL

- i. Lack of holistic approach
- ii. Ad Hoc Delivery
- iii. No discernable infrastructure policy to deal with stress or breakdown
- iv. Abysmal vision and ambition

Understandably, GBC have neither the resources nor the experience to address Guildford's complex problems



...needs a delivery vehicle...



## 8. WHY GUILDFORD IS THE MOST COMPLEX TOWN IN THE UK



- Growth but no space
- No master planning
- No executive desire or officer capability to be a delivery authority
- Not a unitary authority so cannot deliver all aspects to a delivery authority
- Has a NIMBY mind-set of residents
- Has challenging topography/geography – gap town & green belt
- No experience = no appetite
- No delivery vehicle
- Arguably the highest area of pressure in Europe after the London Basin

...needs a delivery vehicle...





# 9. GVG STRATEGY GOING FORWARD - POLITICS? – solution 1



- A. LOCAL PLAN – Offer an alternative view for Stephen Mansbridge
  - a. Leadership-based Plan
    - i. Based around implementation of major developments and urban regeneration with infrastructure
    - ii. Consider constraint-based Local Plan – Deal with Green Belt separately
      - 1. Bring forward previous discussions:
        - a) What development could be accommodated in the town WITH INFRASTRUCTURE?
          - i. A&M exercise
          - ii. Potential partnership
        - b) Needs to include delivery of infrastructure to enable relaxation of constraints and deliver development
      - iii. Separate Green Belt DPD (and Density DPD?) to bring forward sites but AFTER having identified maximum development potential in the town centre and Guildford Urban Area
  - b. GVG devise framework to help Stephen Mansbridge
  - c. Still need to challenge emerging Master Plan for qualitative and quantitative reasons

## 9. GVG STRATEGY GOING FORWARD - POLITICS? – solution 1 continued



### B. TOWN CENTRE EXTENT

- a. Need a real town centre plan to include:
  - i. GVG Bridge and inner by-pass
  - ii. Bedford Road/Odeon/Mary Road/William Road
  - iii. River Wey
  - iv. Walnut Tree Close & Woodbridge Meadows

### C. DELIVERY VEHICLE FORMAT (GB)

- a. London Docklands Development Corporation/  
Olympic Delivery Authority/  
Smaller Councils such as Swindon
- b. Town Centre Development Partnership  
A&M/GVG/Pidgley

## 9. GVG STRATEGY GOING FORWARD - POLITICS? – solution 1 continued



### D. INFRASTRUCTURE – we need a view

- a. Need to come up with our plan
- b. Meet ARUP (now approved by Chris Mansfield)
- c. Funding for required studies?
- d. GTAMS plus GVG Bridge – impacts (benefits & disadvantages, if any) and others

### E. FUNDING CPO, DEVELOPMENT & INFRASTRUCTURE

- a. Council sites as seed-corn
- b. Investor-Developers (eg., Berkeley, M&G?) to assist
- c. TIF, CIL, s106 and other mechanisms

## 9. GVG STRATEGY GOING FORWARD - POLITICS? – solution 1 continued



### F. SET DELIVERY VEHICLE TARGETS

- a. Provide enabling infrastructure
- b. Deliver say, 3,000-4,000 homes in the town centre within 10 years

## 9. GVG STRATEGY GOING FORWARD - PUBLIC POSITION? – solution 2



### A. NEIGHBOURHOOD FORUM (GB)

- a. How would it work?
- b. How well would it achieve our ends?
- c. What might it involve to get it up and running?

### B. TOWN COUNCIL (GB)

- a. How would it work?
- b. How well would it achieve our ends?
- c. What might it involve to get it up and running?

# 10. MESSAGING & PUBLIC RELATIONS (BS)



- A. New Vision & Delivery Document
- B. Web Site
- C. Twitter & Facebook
- D. Public Meeting(s)
- E. Politics
- F. Strategic Communication to avoid undermining Stephen Mansbridge and to make GVG approach the most logical and appropriate solution
- G. POSITION DOCUMENT

# Next Steps...

- Agree position in writing
- Deliverable plan incl bridge
- Present to Mansbridge/Mansfield our views
- See ARUPs cross examine
- A&M cross examine
- Meet and sustain relationship with Land Sec
- See M&G do same thing
- See Pidgley get him on board with something profitable

# Guildford's Transport Infrastructure

Maurice Barham, MA (Cantab.)

23 May 2014



# Summary

1. The Gyratory
2. Public Transport
3. The wider picture
4. G-TAMS
5. Draft Local Plan
6. What next?

# The Gyration

- Initial work by PRIAN – Oct 2011
- Two-way Gyration to be investigated
- OD data collection for SCC – June 2011

PRIAN 2011





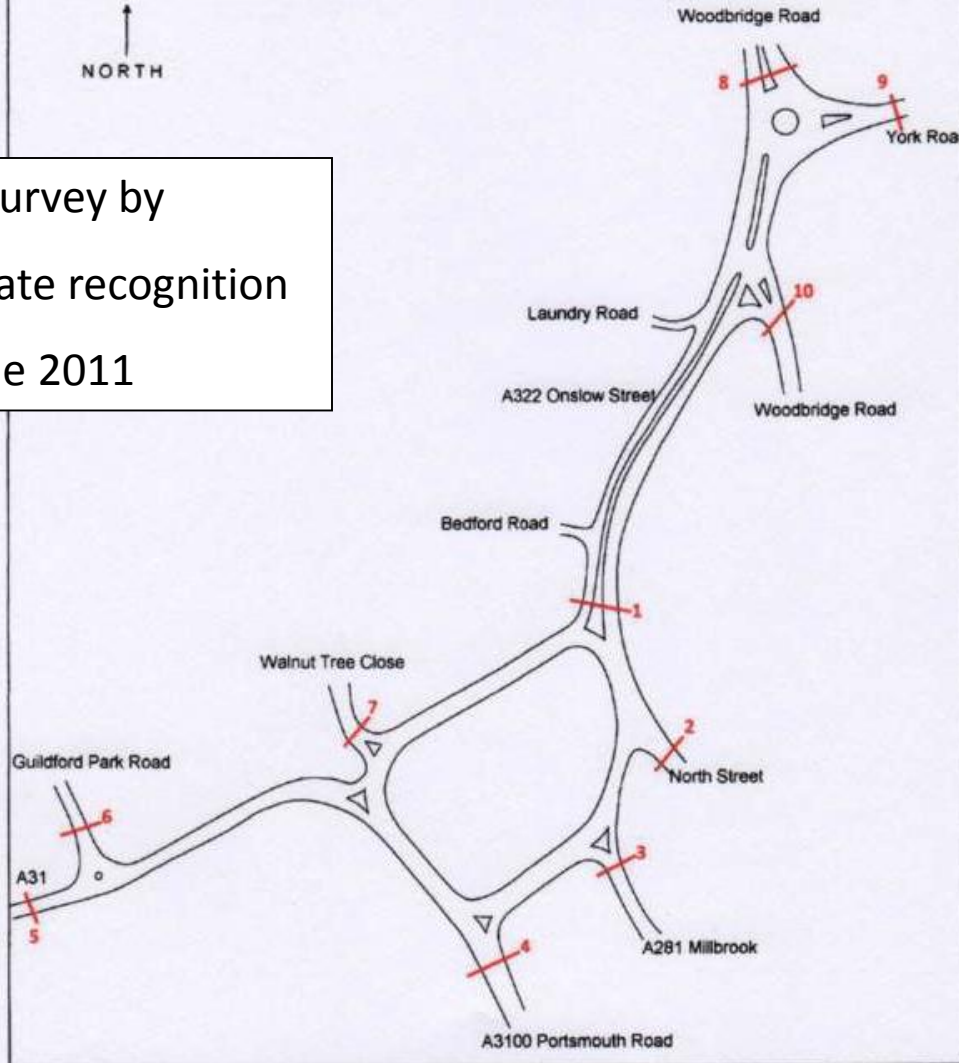
This does NOT remove  
through traffic from  
Onslow Street!

This does NOT remove  
through traffic from  
Onslow Street!

Let's look at the flows



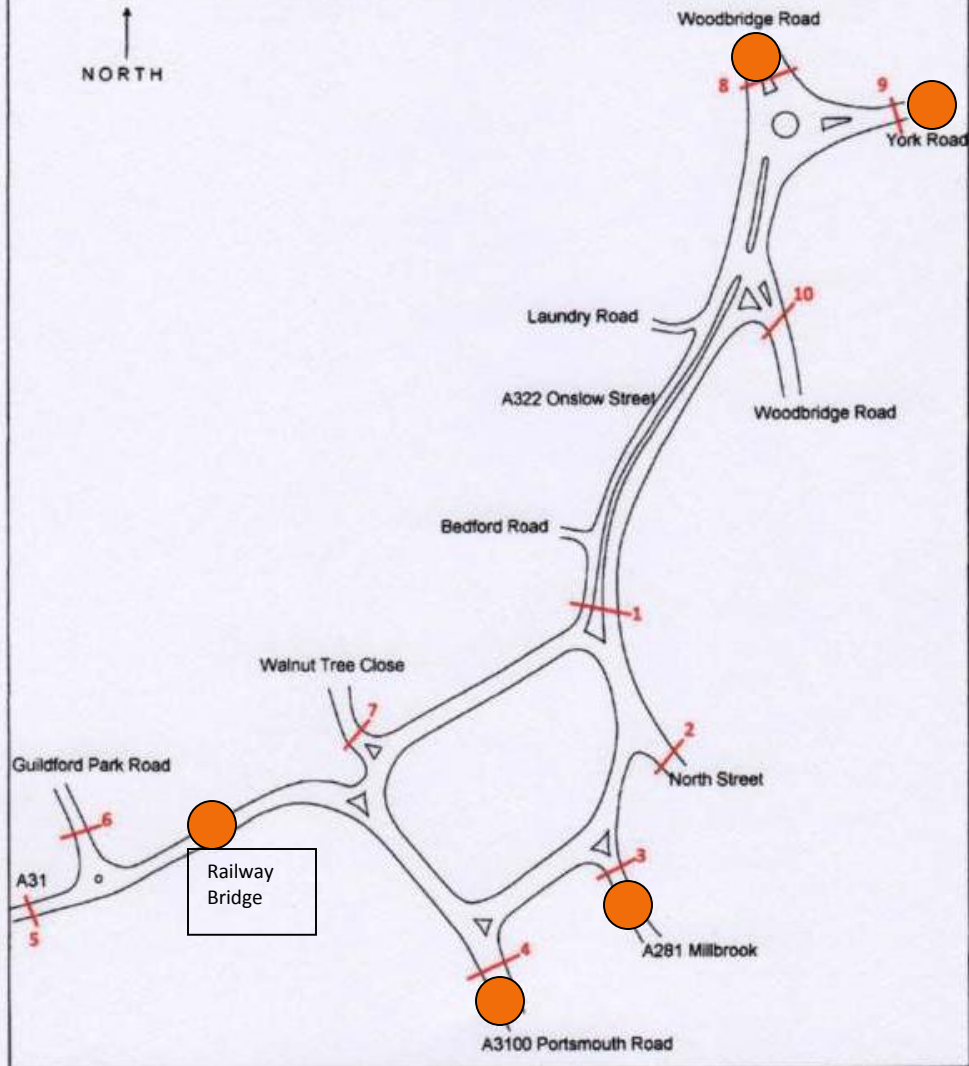
OD survey by  
Number-plate recognition  
June 2011





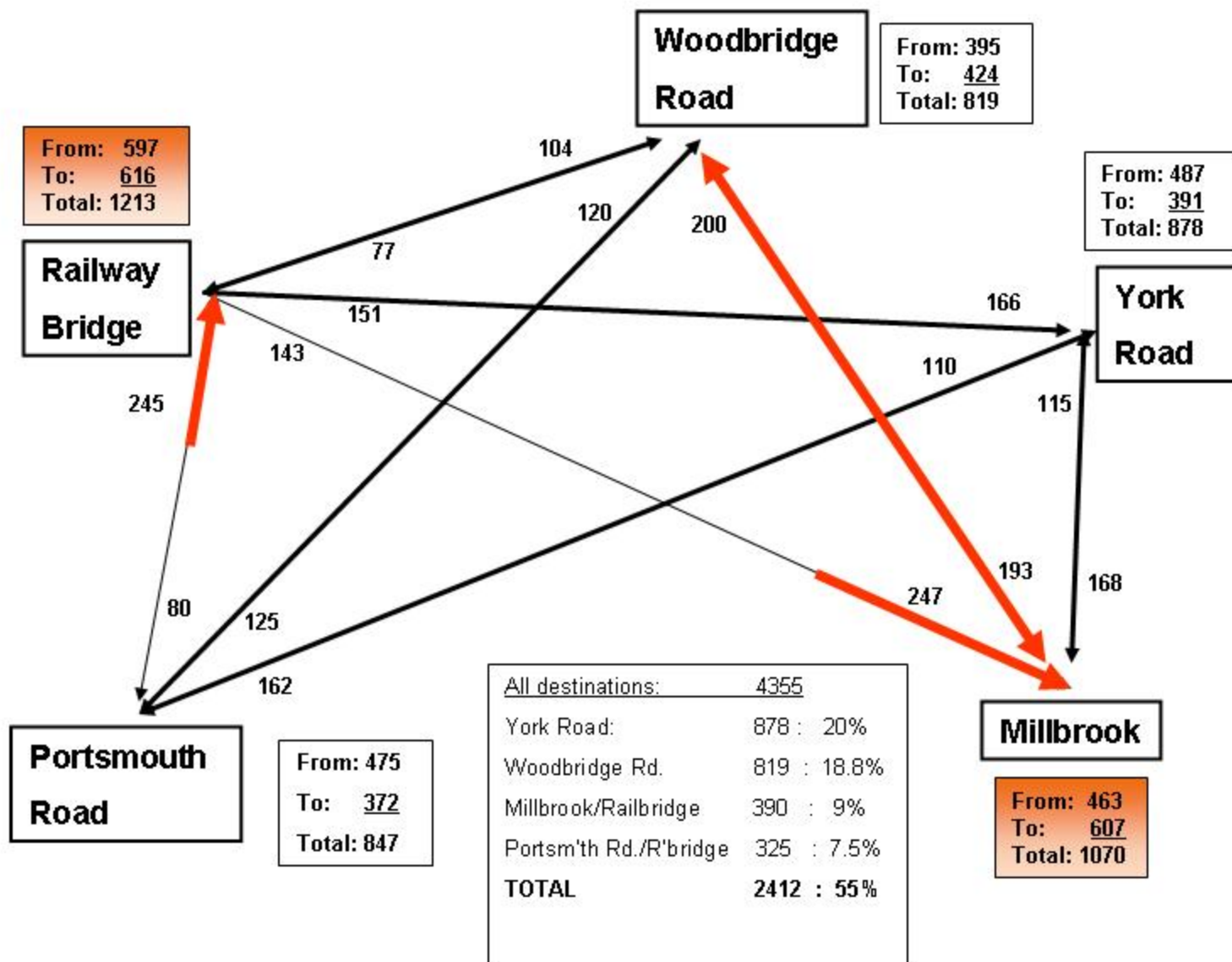
**SKY HIGH TRAFFIC SURVEYS**  
A DIVISION OF SKY HIGH PLC

Client : Surrey County Council  
Project : Guildford Registration Plate Survey  
Site plan for : Guildford Gyratory  
Date : Thursday 9th June 2011





## Main Gyrotory Traffic Flows (vehs/hr. – am peak)





# Public Transport

- Radial routes of buses

# Public Transport

- Radial routes of buses
- Need for convenient and comfortable interchange facilities between bus services, railway station and the Town Centre.

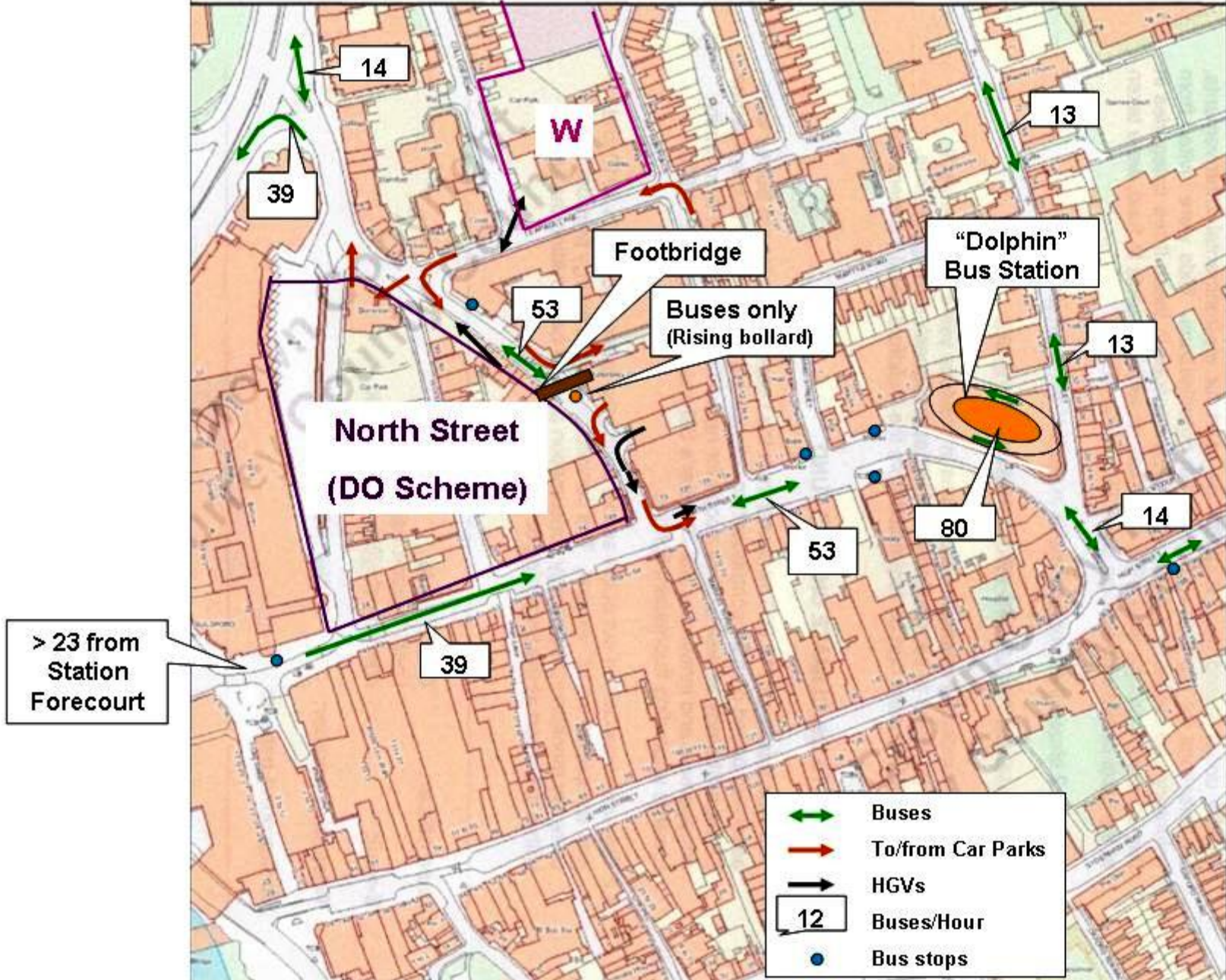
# Public Transport

- Radial routes of buses
- Need for convenient and comfortable interchange facilities between bus services, railway station and the Town Centre.
- Stands need to accommodate 80 buses/hour at peak times

# Public Transport

- Radial routes of buses
- Need for convenient and comfortable interchange facilities between bus services, railway station and the Town Centre.
- Stands need to accommodate 80 buses/hour at peak times
- **A site for a new bus station is needed nearby.**

# Bus Routes - Dolphin Site



# Dolphin House





# The wider picture

SCC's modelling work for the Local Plan

Options Growth Scenarios Transport  
Assessment Report

OGSTAR

## OGSTAR

Scenario 1: Base case. April 2012 approvals

Scenario 2: Highly likely developments including large external developments:

- Aldershot Urban Extension
- Bordon/Whitehill
- Princess Royal Barracks (Deepcut)

Scenario 3: South-west extension (Blackwell farm?)

Scenario 4: North-east extension (GHF?)

Scenario 5: Wisley Airfield

Scenario 6: Scenarios 3+4+5

Scenario 7: (new) Village extensions: Ash, Tongham,  
Flexford/Normandy & Send

# RESULTS

All later scenarios are compared with Scenario 2

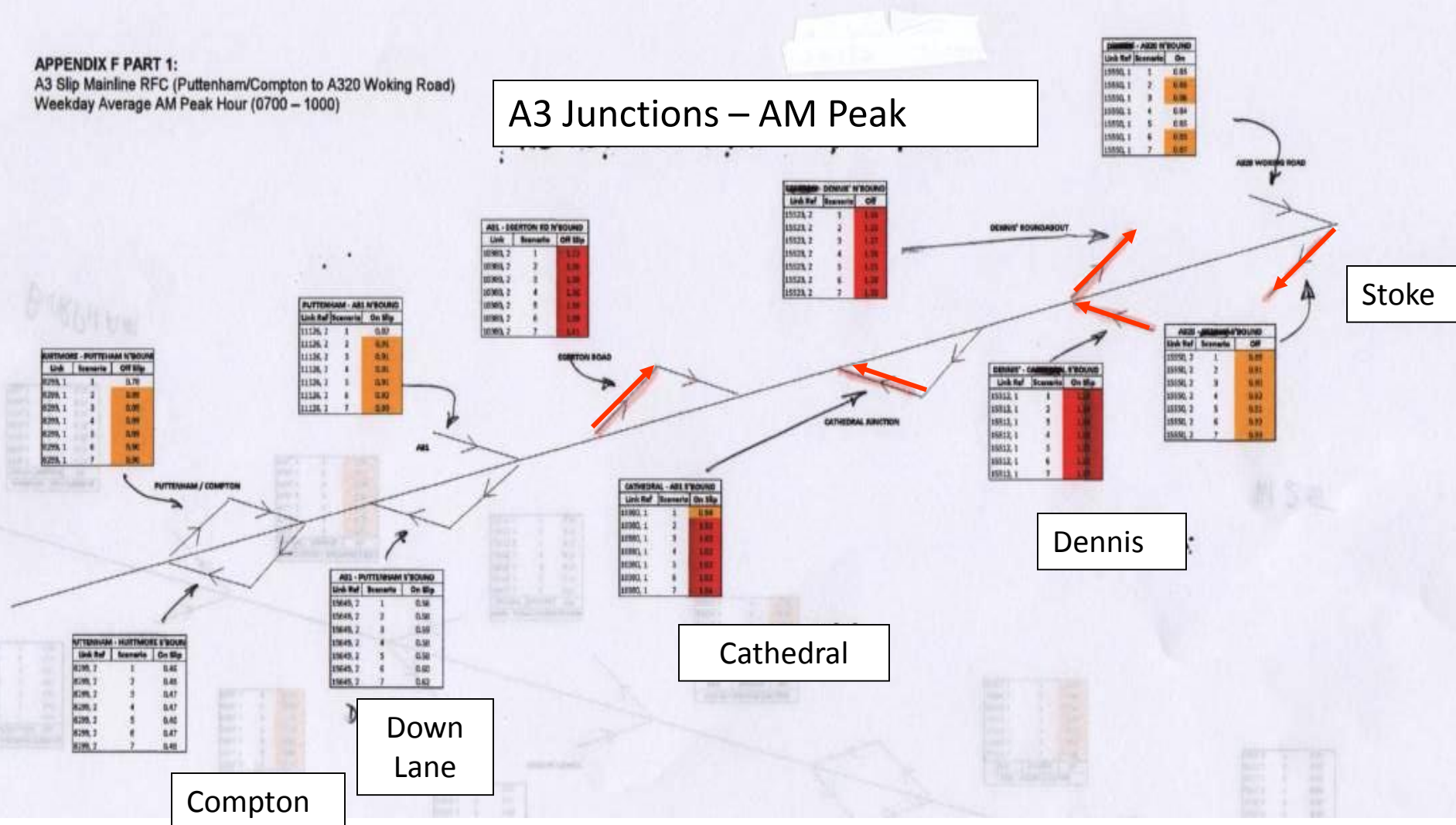
- A3 junctions

- A3 Main line

None of later scenarios exceed the demands of Scenario 2

APPENDIX F PART 1:  
A3 Slip Mainline RFC (Puttenham/Compton to A320 Woking Road)  
Weekday Average AM Peak Hour (0700 – 1000)

A3 Junctions – AM Peak



| Link Ref | Scenario | On Slip |
|----------|----------|---------|
| R295.1   | 1        | 0.70    |
| R295.1   | 2        | 0.80    |
| R295.1   | 3        | 0.90    |
| R295.1   | 4        | 0.99    |
| R295.1   | 5        | 0.99    |
| R295.1   | 6        | 0.96    |
| R295.1   | 7        | 0.96    |

| Link Ref | Scenario | On Slip |
|----------|----------|---------|
| L1126.2  | 1        | 0.87    |
| L1126.2  | 2        | 0.95    |
| L1126.2  | 3        | 0.91    |
| L1126.2  | 4        | 0.91    |
| L1126.2  | 5        | 0.90    |
| L1126.2  | 6        | 0.90    |
| L1126.2  | 7        | 0.90    |

| Link Ref | Scenario | On Slip |
|----------|----------|---------|
| R090.2   | 1        | 0.73    |
| R090.2   | 2        | 0.76    |
| R090.2   | 3        | 0.76    |
| R090.2   | 4        | 0.76    |
| R090.2   | 5        | 0.76    |
| R090.2   | 6        | 0.76    |
| R090.2   | 7        | 0.76    |

| Link Ref | Scenario | On Slip |
|----------|----------|---------|
| S1523.2  | 1        | 1.00    |
| S1523.2  | 2        | 1.00    |
| S1523.2  | 3        | 1.00    |
| S1523.2  | 4        | 1.00    |
| S1523.2  | 5        | 1.00    |
| S1523.2  | 6        | 1.00    |
| S1523.2  | 7        | 1.00    |

| Link Ref | Scenario | On Slip |
|----------|----------|---------|
| S1550.1  | 1        | 0.84    |
| S1550.1  | 2        | 0.84    |
| S1550.1  | 3        | 0.84    |
| S1550.1  | 4        | 0.84    |
| S1550.1  | 5        | 0.84    |
| S1550.1  | 6        | 0.84    |
| S1550.1  | 7        | 0.84    |

| Link Ref | Scenario | On Slip |
|----------|----------|---------|
| R1511.1  | 1        | 0.70    |
| R1511.1  | 2        | 0.70    |
| R1511.1  | 3        | 0.70    |
| R1511.1  | 4        | 0.70    |
| R1511.1  | 5        | 0.70    |
| R1511.1  | 6        | 0.70    |
| R1511.1  | 7        | 0.70    |

| Link Ref | Scenario | On Slip |
|----------|----------|---------|
| S1530.2  | 1        | 0.89    |
| S1530.2  | 2        | 0.89    |
| S1530.2  | 3        | 0.89    |
| S1530.2  | 4        | 0.89    |
| S1530.2  | 5        | 0.89    |
| S1530.2  | 6        | 0.89    |
| S1530.2  | 7        | 0.89    |

| Link Ref | Scenario | On Slip |
|----------|----------|---------|
| L1500.1  | 1        | 1.00    |
| L1500.1  | 2        | 1.00    |
| L1500.1  | 3        | 1.00    |
| L1500.1  | 4        | 1.00    |
| L1500.1  | 5        | 1.00    |
| L1500.1  | 6        | 1.00    |
| L1500.1  | 7        | 1.00    |

| Link Ref | Scenario | On Slip |
|----------|----------|---------|
| S1645.2  | 1        | 0.58    |
| S1645.2  | 2        | 0.58    |
| S1645.2  | 3        | 0.58    |
| S1645.2  | 4        | 0.58    |
| S1645.2  | 5        | 0.58    |
| S1645.2  | 6        | 0.58    |
| S1645.2  | 7        | 0.58    |

| Link Ref | Scenario | On Slip |
|----------|----------|---------|
| R190.2   | 1        | 0.46    |
| R190.2   | 2        | 0.46    |
| R190.2   | 3        | 0.46    |
| R190.2   | 4        | 0.47    |
| R190.2   | 5        | 0.46    |
| R190.2   | 6        | 0.47    |
| R190.2   | 7        | 0.46    |

Compton

Down Lane

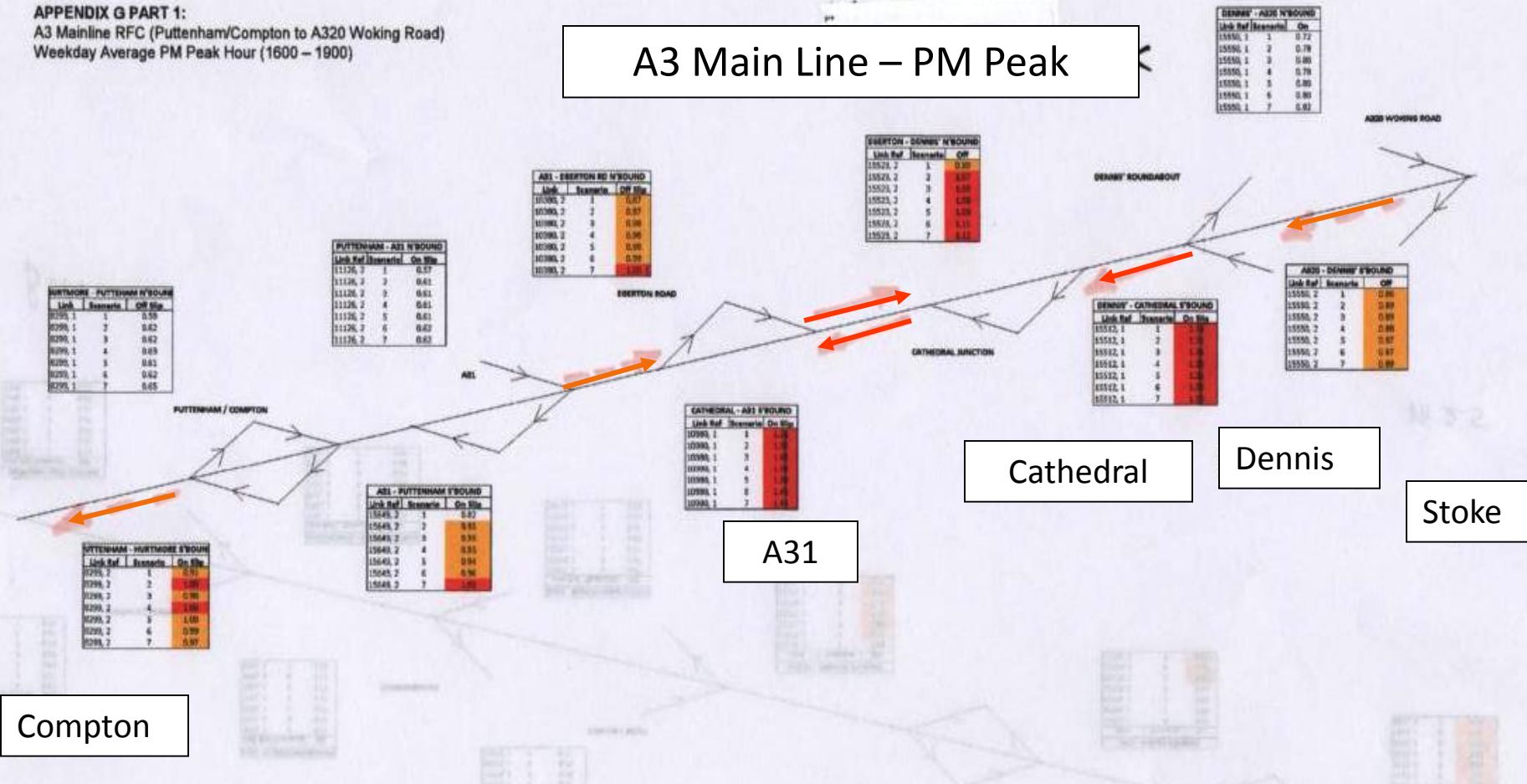
Cathedral

Dennis

Stoke

**APPENDIX G PART 1:**  
**A3 Mainline RFC (Puttenham/Compton to A320 Woking Road)**  
 Weekday Average PM Peak Hour (1600 – 1900)

**A3 Main Line – PM Peak**



Compton

A31

Cathedral

Dennis

Stoke

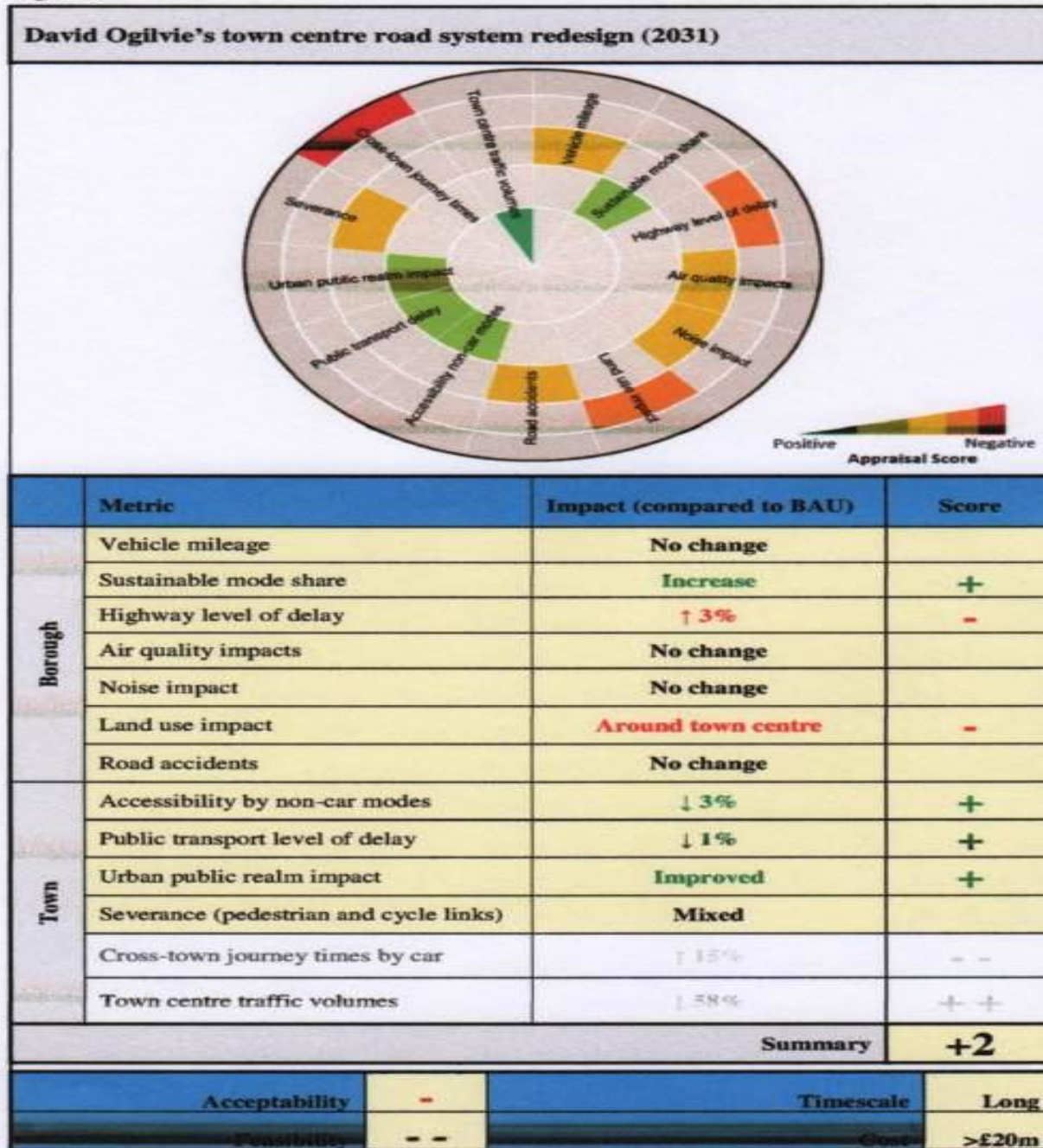
# G-TAMS

## Some selected results

1. The Ogilvie Scheme
2. The Vision Group Scheme
3. The gyratory/Bridge Street Scheme
4. The build nothing/Modal shift scheme

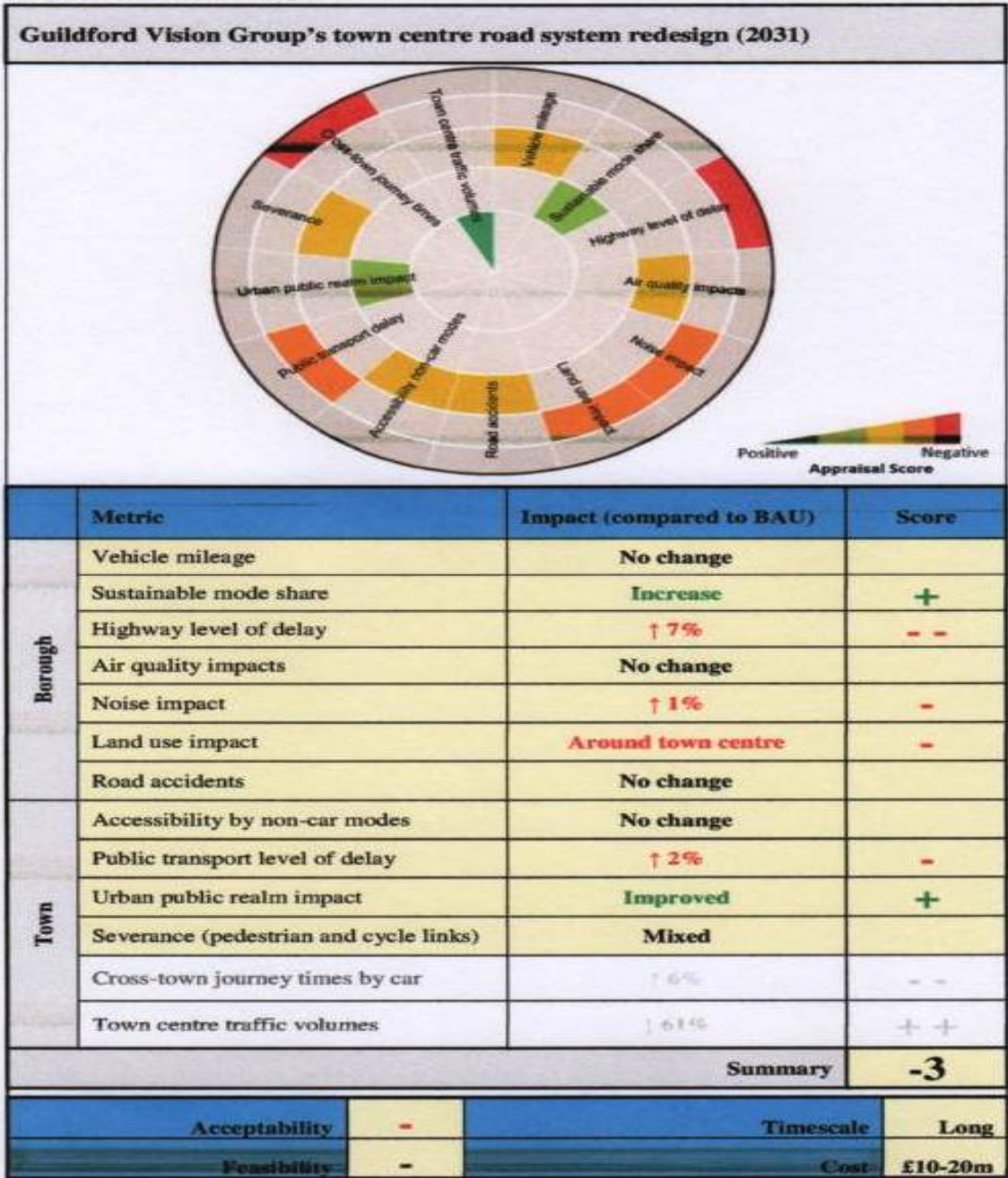
Figure 9: Appraisal Summary Table – Town centre road system redesign (David Ogilvie)

1



**Figure 10: Appraisal Summary Table – Town centre road system redesign (Guildford Vision Group)**

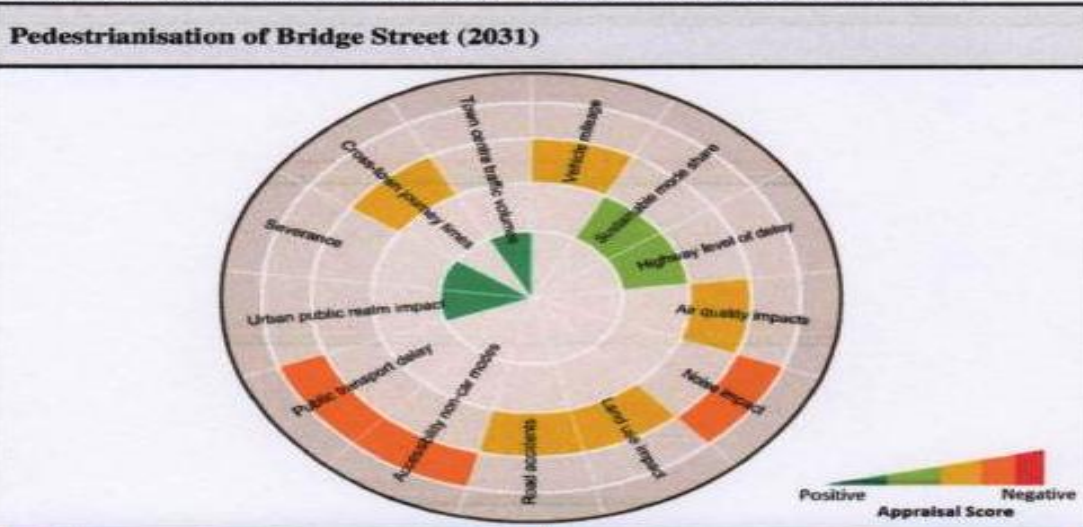
2





3

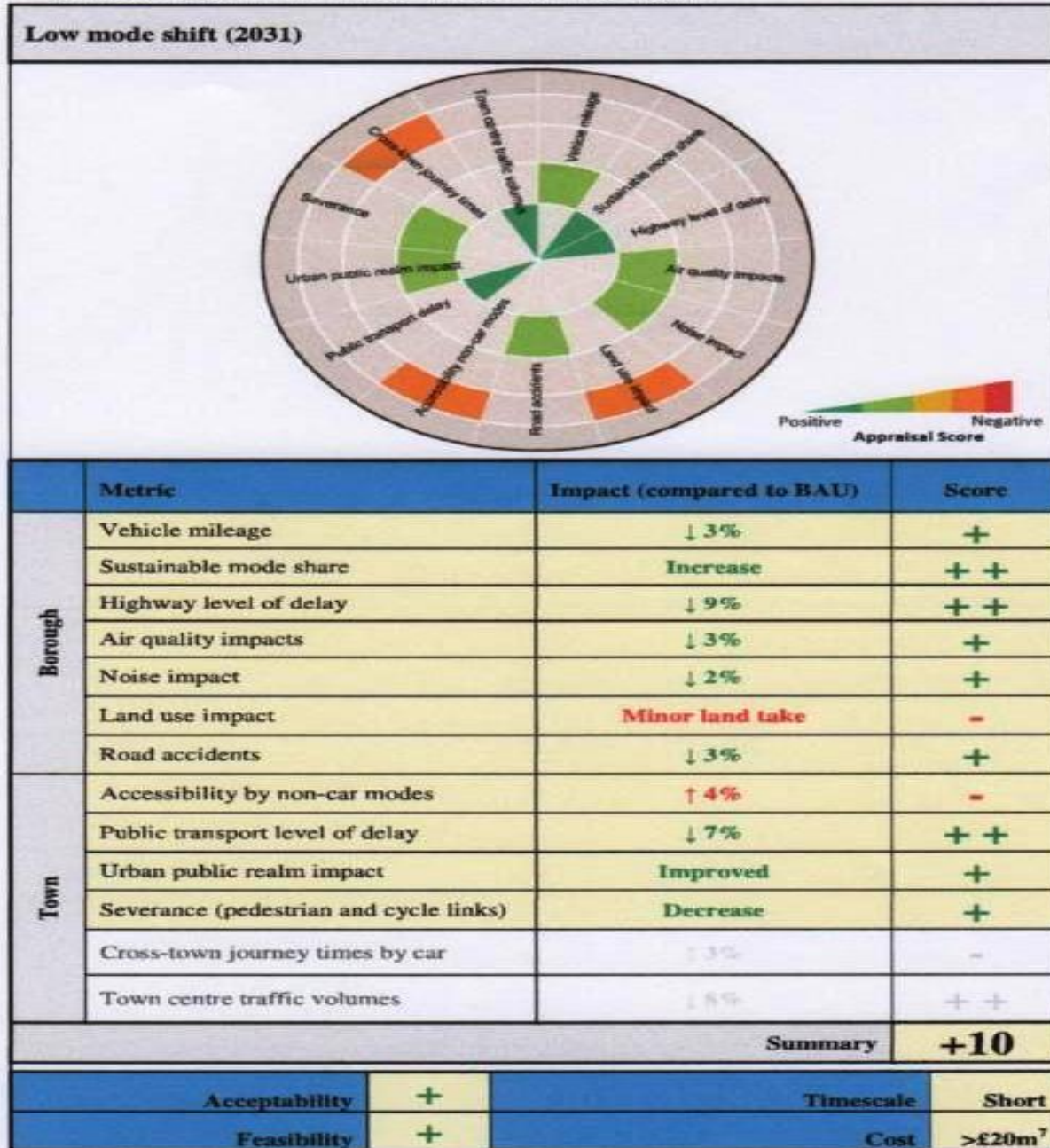
Figure 11: Appraisal Summary Table – Pedestrianisation of Bridge Street



|               | Metric                                 | Impact (compared to BAU) | Score     |        |
|---------------|--|--------------------------|-----------|--------|
| Borough       | Vehicle mileage                        | No change                |           |        |
|               | Sustainable mode share                 | Increase                 | +         |        |
|               | Highway level of delay                 | ↓ 3%                     | +         |        |
|               | Air quality impacts                    | No change                |           |        |
|               | Noise impact                           | ↑ 1%                     | -         |        |
|               | Land use impact                        | None                     |           |        |
|               | Road accidents                         | No change                |           |        |
| Town          | Accessibility by non-car modes         | ↑ 1%                     | -         |        |
|               | Public transport level of delay        | ↑ 3%                     | -         |        |
|               | Urban public realm impact              | Improved                 | ++        |        |
|               | Severance (pedestrian and cycle links) | Decrease                 | ++        |        |
|               | Cross-town journey times by car        | No change                | -         |        |
|               | Town centre traffic volumes            | ↓ 7%                     | ++        |        |
| Summary       |  |                          | <b>+3</b> |        |
| Acceptability |  | -                        | Timescale | Short  |
| Feasibility   |  | +                        | Cost      | £2-10m |

4

Figure 13: Appraisal Summary Table – Low mode shift



SCC does say that it has tested Scheme 4 “at a more detailed level”, showing that in traditional economic terms it does not offer good value for money.

The GTAMS appraisal reflects a wider range of criteria.

# Draft Local Plan

## Infrastructure Schedule

### 1. Town Centre

- Gyrotory
- Wayfinding
- High Street Setts
- “Redesign pedestrian crossings at Chertsey St./High St./North Street”

[Could have included High Street/Millbrook!]

## 2. Town, excluding strategic sites

Sustainable movement corridor [Arup]

1. Stag Hill Campus to Railway Station
2. Research Park to Stag Hill via RSCH
3. Rail Station to North Street site
4. North Street site to Spectrum [via Lido?]
5. Blackwell Farm to Research Park
6. Spectrum to Slyfield

Completion of current LSTF works

#### 4. Rest of the Borough – Transport interventions irrespective of needs for strategic sites [needed anyway]

- A31 Hog's Back: Tongham to Puttenham
- A3000/A31 at Puttenham
- A323 Guildford Rd. Normandy
- Westwood Lane, Normandy
- A3 northbound: Puttenham/Compton to Dennis Jn.
- A3/A31 on-slip
- A3 Northbound off-slip at Burn Common
- Other minor items in villages

## Strategic sites

5. Blackwell Farm

6. Gosden Hill Farm

7. Wisley Airfield

8. Slyfield

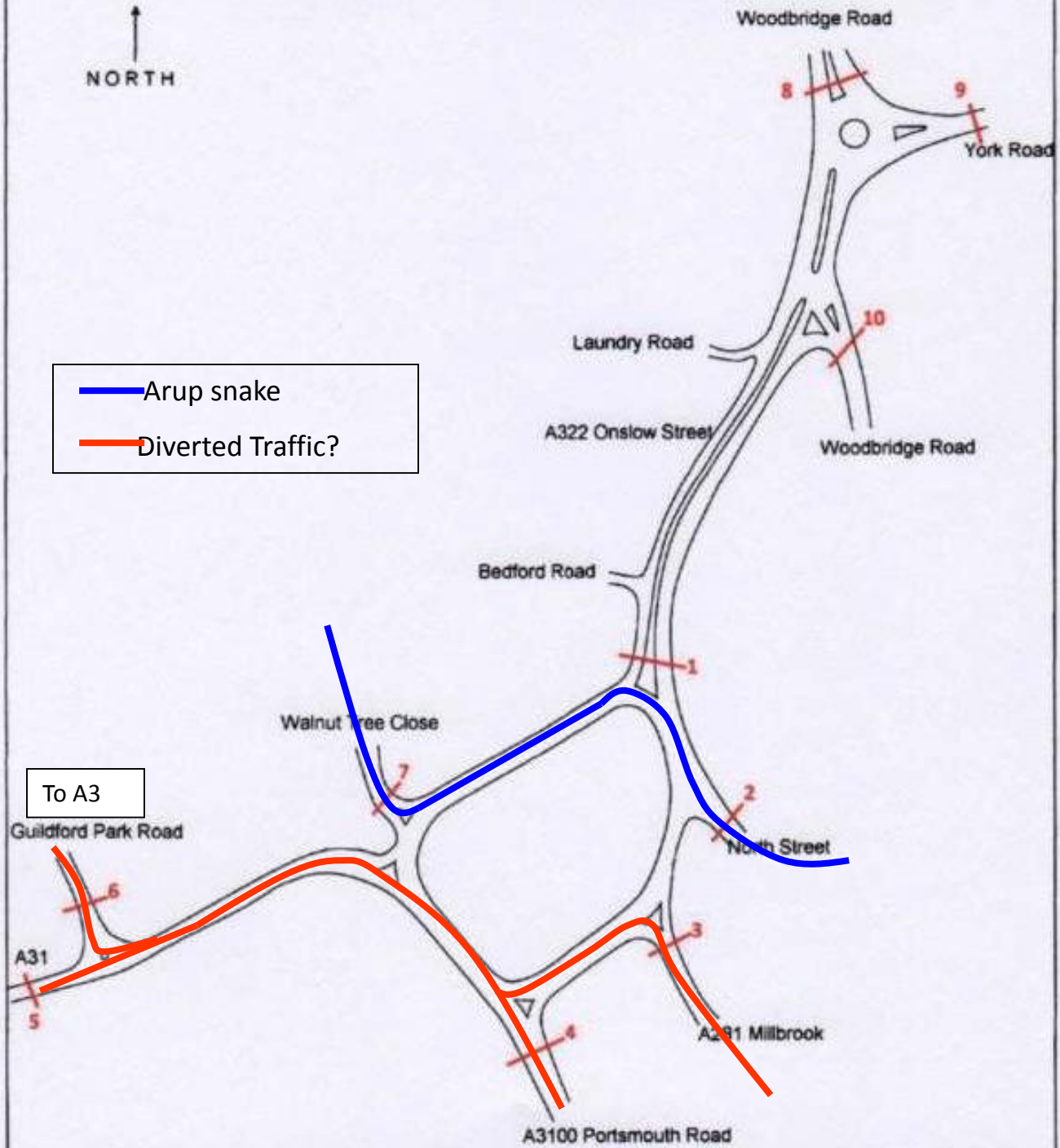
# What next?

- 1.The Arup snake
- 2.Divert through traffic from Onslow Street?





— Arup snake  
— Diverted Traffic?



The end

# The Guildford gyratory traffic problem

- |     |   |
|-----|---|
| 1.1 | At peak hours 1,700 vph through along Onslow Street per hour and about 1,400 vph pass through Bridge Street.  |
| 1.2 | The footpath on bridge Street is about 1.8m wide not even wide enough for two couples to pass.  |
| 1.3 | 47% of Guildford workforce commutes through Guildford station. In addition visitors are coming to Guildford to shop and enjoy the cultural facilities.  |
| 1.4 | To get from the station to the town centre it is necessary to first cross Walnut Tree Close, then negotiate 150m of narrow footpath along Bridge Street, then cross 5 lanes of traffic at Onslow Street and finally negotiate 100m of narrow footpath along Onslow Street to arrive at the bottom of North Street. In all a a 330m journey through heavy traffic and narrow footpaths welcomes our visitors to Guildford. |



**At peak hours 1,700 vph through along Onslow Street per hour and about 1,400 vph pass through Bridge Street.**



**The footpath on bridge Street is about 1.8m wide not even wide enough for two couples to pass.**



**The footpath round the Friary is barely wide enough.**



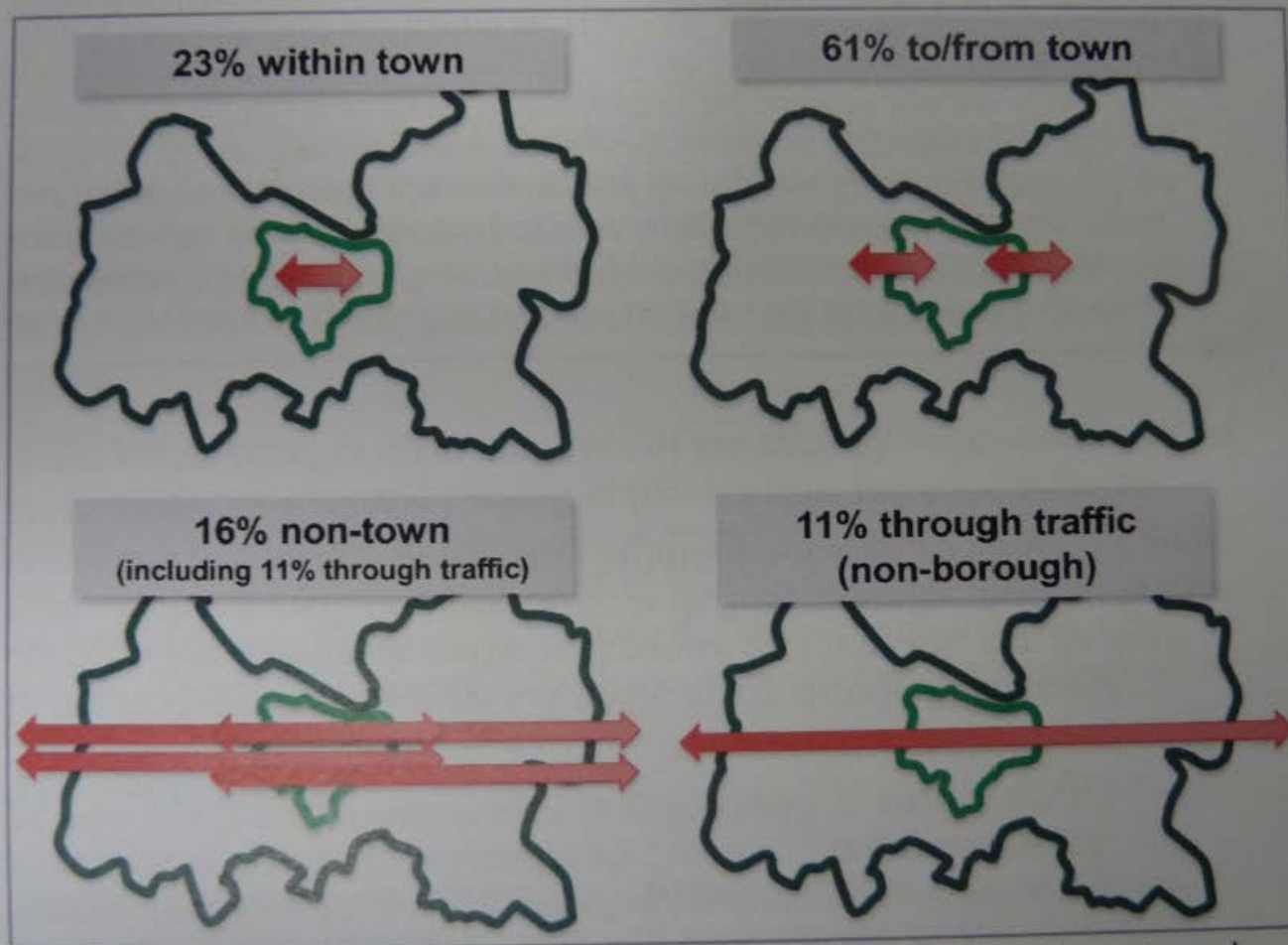
**47% of Guildford workforce commutes through Guildford station. In addition visitors are coming to Guildford to shop and enjoy the cultural facilities.**

# The GTAMS solution

- |     |  |
|-----|--|
| 2.1 | The basic GTAMS diagram illustrates an East-West desire line problem in Guildford. This is not the case for there is an existing east-west route avoiding the town centre. The problem is that there is no viable North-South route avoiding the town centre.                  |
| 2.2 | A proposed new bus route from the Science Park via the station, town centre, Spectrum and Slyfield industrial estate to a new north Guildford park and ride.   |
| 2.3 | The new route is in the form of a fuzzy Green Snake to be dedicated to buses, cyclists and pedestrians. There is no origin and destination survey to justify this route and it is assumed that 30% of car users will abandon their cars and take to this bus or walk or cycle. |



Figure 11: Through Traffic in Guildford Town Centre



Source: Estimated using SINTRAM 2009 Baseline AM peak period. Traffic on four main roads through the town centre: A281 Shalford Road, A31 Farnham Road, A3100 Portsmouth Road

The basic GTAMS diagram illustrates an East-West desire line problem in Guildford. This is not the case for there is an existing east-west route avoiding the town centre. The problem is that there is no viable North-South route avoiding the town centre.

Figure 7: Defining the Sustainable Movement Corridor

**Estimated journey times using the corridor**

*Times by bus (times by bicycle)*

Surrey Parks to Town Centre = 8 minutes (14 minutes)

University to Town Centre = 4 minutes (6 minutes)

Slyfield to Town Centre = 8 minutes (15 minutes)



**A proposed new bus route from the Science Park via the station, town centre, Spectrum and Slyfield industrial estate to a new north Guildford park and ride.**

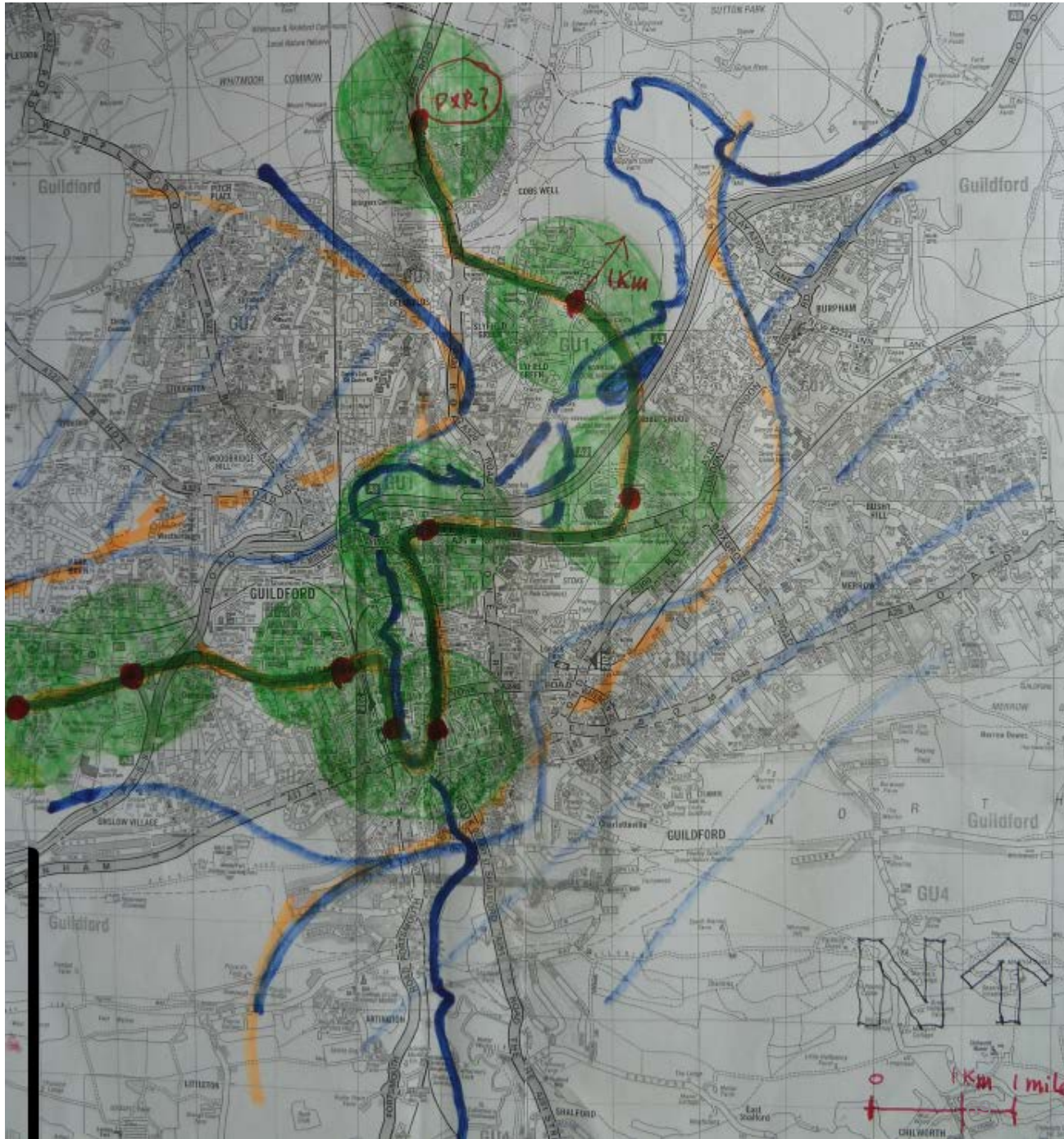


The new route is in the form of a fuzzy Green Snake to be dedicated to buses, cyclists and pedestrians. There is no origin and destination survey to justify this route and it assumed that 30% of car users will abandon their cars and take to this bus or walk or cycle.

# The GTAMS solution

- 2.4 This diagram shows the most likely route for the Green Snake and the location of the bus stops. Arups state that there will be a 30% modal shift from car to public transport and bicycle with this new route with little evidence to show why this will happen in this case. A reasonable maximum walking distance to a bus stop is 1km. I have drawn 1km circles round the proposed bus stops and it is clear that this will include about 15% of Guildford's population. How can 15% of the population achieve a modal shift of 30%?
- 2.5 To be effective this bus route will require dedicated bus lanes. This will be possible in Parkway and Ladymead for they are 4 lanes wide however Woodbridge Road is only 2 lanes wide in parts and dedicated bus lanes would make it impassable to other traffic.
- 2.6 To get from Slyfield to The Spectrum the route will have to cross the River Wey valley and the A3. The most likely route will require a viaduct across the lake in the Riverside Park and Nature Reserve, over the A3 and south through woodland to the west of Abbotswood. This viaduct will be very visually intrusive and cause the destruction of considerable habitat.

This diagram shows the most likely route for the Green Snake and the location of the bus stops. Arups state that there will be a 30% modal shift from car to public transport and bicycle with this new route with little evidence to show why this will happen in this case. A reasonable maximum walking distance to a bus stop is 1km. I have drawn 1km circles round the proposed bus stops and it is clear that this will include about 15% of Guildford's population. How can 15% of the population achieve a modal shift of 30%?

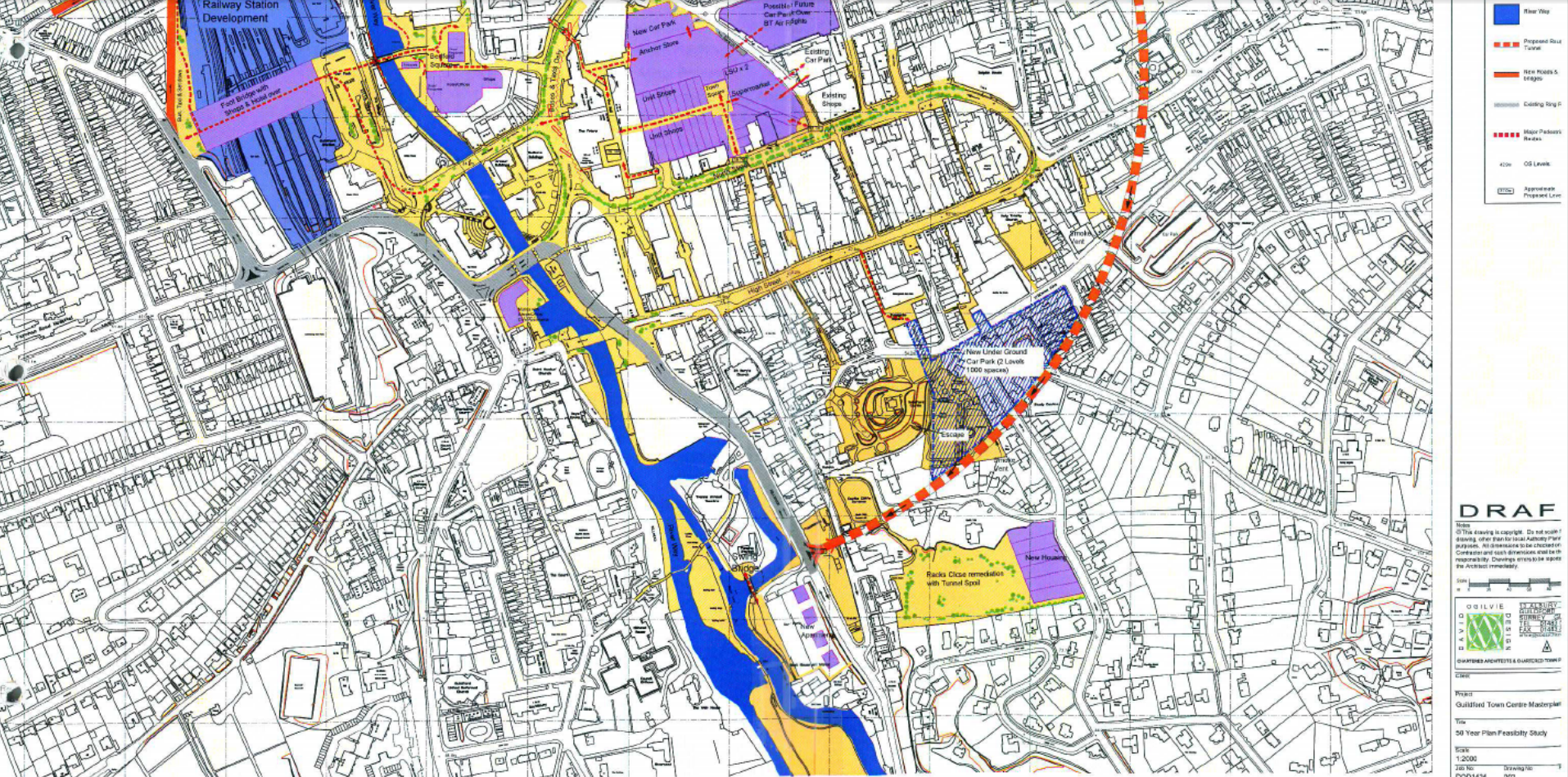


# The GTAMS solution

|      |  |
|------|--|
| 2.7  | The proposal to close Walnut Tree Close to through traffic. The effect of this will be to force more traffic into the gyratory system  |
| 2.8  | The proposal to prevent traffic using the A3 as a local road will also divert more traffic on to the gyratory.   |
| 2.9  | The proposal to increase town centre parking charges will be detrimental to the health of the town centre and favour the large out of town retailers that have no parking charge.  |
| 2.10 | The proposal to close Bridge Street while welcome in itself will require making Friary Bridge 2 way and taking all the Bridge Street traffic causing traffic clashes at the Farnham Road and Millbrook junctions. I foresee this causing its own problems. |
| 2.11 | The cost estimate of £50 to £100 million pounds is not backed up with any costing data and in my opinion it will cost £100million just for the viaduct over the wey vally and A3.  |
| 2.12 | Overall the basic problem will remain there will be little or no traffic reduction through the town centre.  |

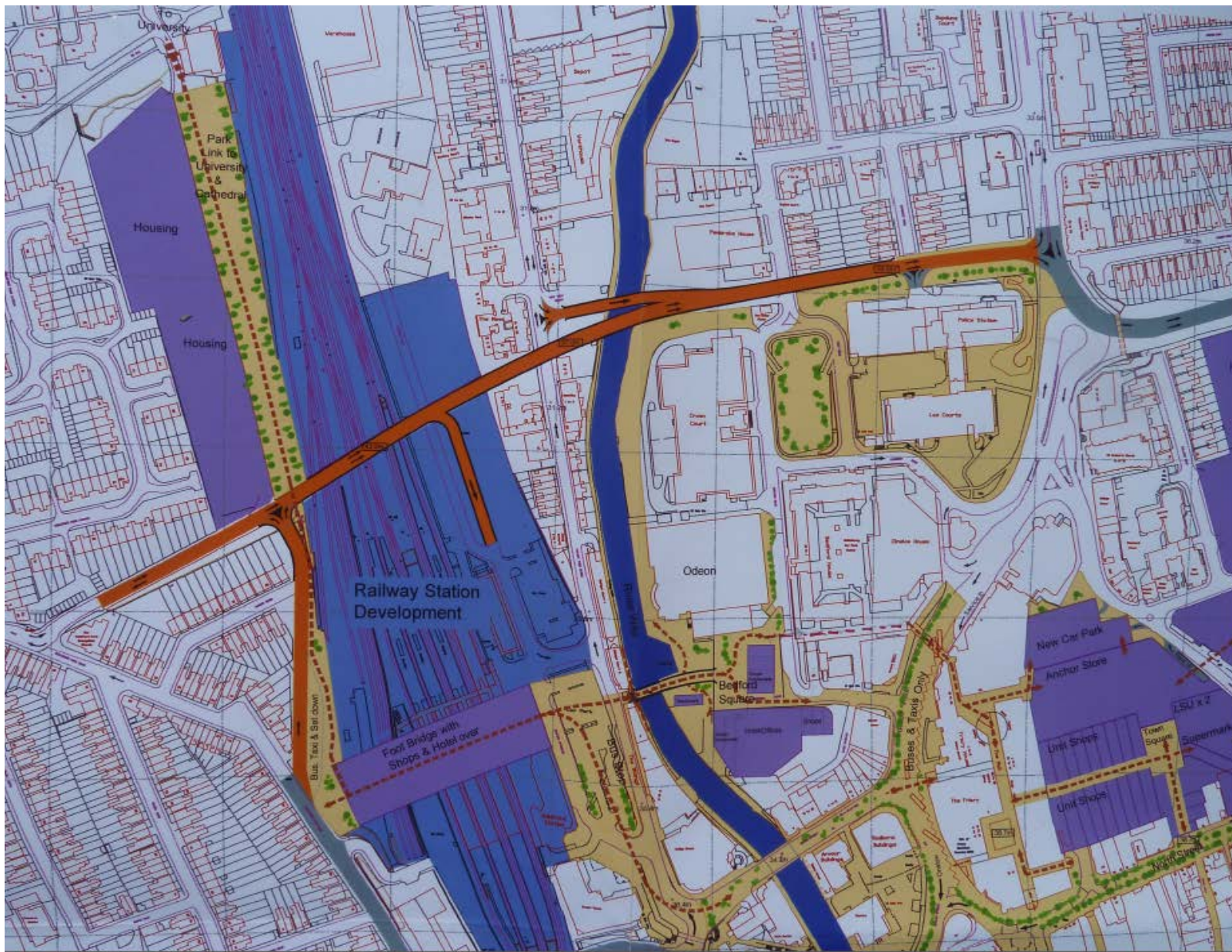
# Alternative Solutions

- |     |  |
|-----|--|
| 3.1 | In 2011 I had a meeting with Sue Sturgeon and Chris Mansfield when I showed them a plan illustrating how traffic could be completely removed from the station forecourt, Onslow Street, Bridge Street and North Street permitting complete pedestrianisation from the station to the Hig Street. The plan envisaged a new bridge over the railway and river linking Guildford Road to York Road that allow the closing of Bridge Street to traffic and a tunnel under Bright Hill that would allow the closing of Onslow Street to traffic |
| 3.2 | The bridge could form the gateway to Guildford and if necessary could be built parallel to the railway and then swung across and anchored on the opposite side in the manner of Samuel Becket bridge by Santiago Calatrava in Dublin (cost 60million Euros)  |
| 3.3 | Closing Onslow Street to traffic provides an opportunity for it to be a shared street with buses limited to 15mph for a short length. This would place the buses mid way between the station and the town centre with easy access to both. This would release the land in the North St. development site.  |



In 2011 I had a joint meeting with Sue Sturgeon and Chris Mansfield when I showed them a plan illustrating how traffic could be completely removed from the station forecourt, Onslow Street, Bridge Street and North Street permitting complete pedestrianisation from the station to the High Street. The plan envisaged a new bridge over the railway and river linking Guildford Road to York Road that allow the closing of Bridge Street to traffic and a tunnel under Bright Hill that would allow the closing of Onslow Street to traffic



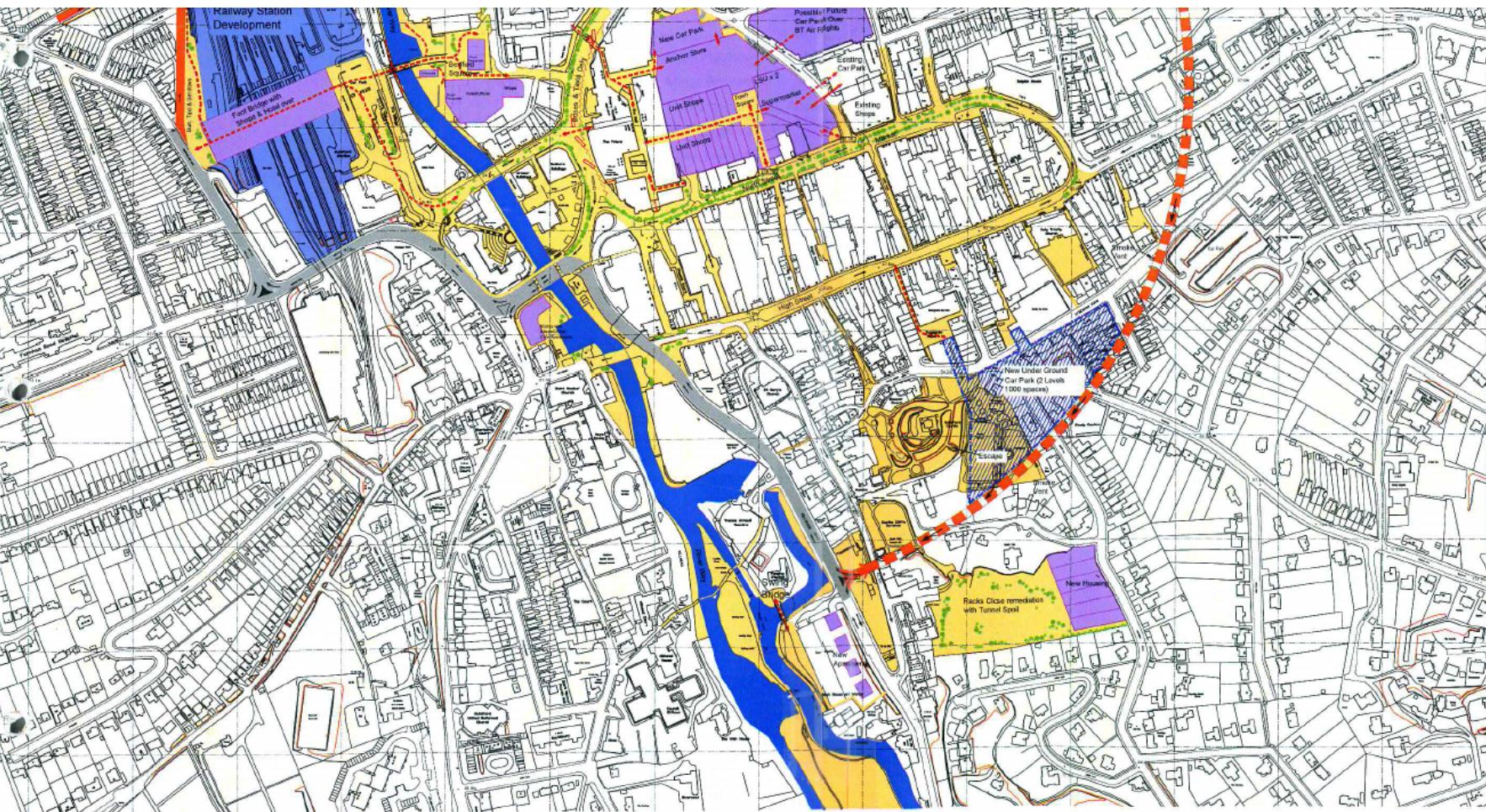


The bridge could form the gateway to Guildford and if necessary could be built parallel to the railway and then swung across and anchored on the opposite side



# Alternative Solutions

- |     |   |
|-----|---|
| 3.4 | <p>The 800m long tunnel would start by the York Road car park where there is a natural vertical chalk face for a tunnel portal. There would be a small bridge required over the existing access to the car park. The tunnel would exit in Millbrook in the cliff face opposite Millbrook car park entrance. The fall in the tunnel would help it ventilate naturally. All the land required for the tunnel is already in council ownership and not a single building would need to be demolished.</p> |
| 3.5 | <p>Parking: There is an opportunity to add additional car parking to the to service the High Street with a car park excavated under the castle bowling green. A link under Sydenham Road to the Tunsgate development basement with escalator up into the Tunsgate Square would provide easy access to the High Street.</p>  |



**DRAFT**

This drawing is copyright. Do not copy or reuse without the permission of the author. All dimensions are in metres unless otherwise stated. Creation and scale dimensions shall be the responsibility of the architect. Drawings are to be approved by the architect only.

**GUILD FORD DESIGN**

QUADRANT ARCHITECTS & QUADRANT TOWN PLANNING

Client: Guildford Town Centre Masterplan

Year: 50 Year Plan Feasibility Study

Scale: 1:2000

Job No: Drawing No: D001434 903

**The 800m long tunnel would start by the York Road car park where there is a natural vertical chalk face for a tunnel portal. There would be a small bridge required over the existing access to the car park. The tunnel would exit in Millbrook in the cliff face opposite Millbrook car park entrance. The fall in the tunnel would help it ventilate naturally. All the land required for the tunnel is already in council ownership and not a single building would need to be demolished.**



**There is an opportunity to add additional car parking to the to service the High Street with a car park excavated under the castle bowling green. A link under Sydenham Road to the Tunsgate development basement with escalator up into the Tunsgate Square would provide easy access to the High Street.**

# The prize

- |     |  |
|-----|--|
| 4.1 | The prize will be to reclaim the town centre from the car. To create a massive increase in public realm open space in the town centre and the ability to walk from the station over the river on a wide pedestrian bridge to the High Street. To pass through treed and landscaped boulevards lined with shops and cafes free from the noise, smell and danger of busy streams of traffic. To space to stop and enjoy the river views. To have improved access to the river bank |
| 4.2 | A new bus interchange in an ideal location and pleasant and busy environment not hidden away in a back street.   |
| 4.3 | The benefits of the new open spaces will be more than an uplift to the towns attractiveness but will provide an uplift in the towns commercial values that will offset the cost of the works.  |



**The prize will be to reclaim the town centre from the car. To create a massive increase in public realm open space in the town centre and the ability to walk from the station over the river on a wide pedestrian bridge to the High Street. To pass through treed and landscaped boulevards lined with shops and cafes free from the noise, smell and danger of busy streams of traffic.**



**The space to stop and enjoy the river views. To have improved access to the river bank**



# Delivery Vehicle

## (A) New Towns

These were a product of post war reconstruction and the New Towns Act 1946. This Act gave the Government power to designate areas of land for new town development.

A series of new town development corporations were set up under the Act, each responsible for one of the projected towns, with compulsory purchase and planning powers. Stevenage was the first and Milton Keynes the last new town, with the nearest example to us being Bracknell. The Act was also used for large scale expansion in existing towns as in Crawley. Most of the new towns were intended to accommodate London overspill.

In 1961 the Commission for the New Towns became responsible for development corporations set up under the New Towns Act with the Commission itself subsequently becoming part of English Partnerships. The New Towns Act was extensively modified with English Partnerships launching the Millennium Communities Programme, an initiative to create 7 new 'villages intended to set the standard for 21st century living'. The best known is Greenwich Millennium Village launched in 1997, a community of 6000 new homes.

English Partnerships ceased to exist in 2008 to be replaced by the Homes and Communities Agency.

# Delivery Vehicle

## **(B) Existing Built Up Areas**

The Local Government Planning and Land Act 1980 enabled urban development corporations to be created to regenerate already built up areas. Between 1981 and 2012 London Docklands, Thames Gateway, Cardiff Bay, Central Manchester, Merseyside and Tyne and Wear amongst others were all regenerated through the urban development corporation structure.

Like new town development corporations they are a central government quango created in Westminster by enabling legislation and possessing powers to compulsorily acquire land and grant planning permission.

## **(C) The Latest Combined Land Assembly and Planning Vehicles**

When Government wants to make things happen it can pass legislation in Westminster and create 'one-off' entities which can bypass everyone to achieve the desired outcome. So it was that the Olympic Delivery Authority was created under the London Olympic Games and Paralympic Games Act 2006 whose powers, apart from acquiring land and granting planning permission, enabled it to ban trade union activity, suspend the statutory prohibition on Sunday trading and install Army personnel in homes located in sensitive locations.

# Delivery Vehicle

Section 197 of the Localism Act 2011 gives the Mayor of London power to designate land in Greater London as a mayoral development area. Having done so the Secretary of State must establish a Mayoral development corporation ('MDC'). So far the Mayor has only used these powers once to create the London Legacy Development Corporation which, as well as taking over the assets and objectives of the Olympic Park Legacy Company, acquired the planning powers of the Thames Gateway Development Corporation and the Olympic Delivery Authority.

It's being suggested the Mayor should now use these powers again at Tottenham to facilitate regeneration and in the Park Royal Opportunity Area, an area larger than the Olympic Park, where co-ordinated planning is needed across four Boroughs (Brent, Fulham, Kensington and Hammersmith) as well as to deliver the proposed Crossrail/HS2 interchange at Old Oak Common. It's also being suggested that a Park Royal MDC should have power to collect business rates to fund infrastructure investment.

Sadly the Mayor's wide powers are limited to Greater London which takes us to less powerful delivery vehicles potentially available in Guildford including Neighbourhood Planning Forums, Town Councils and Town Centre Partnerships such as Forward Swindon.