



G-BUG: Better Streets for Guildford

18th October 2021

#### **G-BUG**

G-BUG is the leading voice for cyclists in Guildford and the surrounding area. We work closely with Guildford Borough Council and Surrey County Council to push for cycling-friendly design whenever roads are upgraded or public spaces are regenerated. As well as campaigning for segregated cycle lanes in the centre of Guildford, G-BUG pushes for longer-distance cycle routes to connect up Guildford to the surrounding towns and villages.

We seek common interest with other 'non-motorised users', notably pedestrians and the disabled, encouraging initiatives and infrastructure design which benefit all these groups.

For further information see <<https://www.g-bug.org/aboutus/>>

#### **Comment on 20/P/02155 RE: Weyside Urban Village (Slyfield regeneration Programme)**

We have reviewed the information provided by GBC Planning 6th October 2021 and we make the following comments:

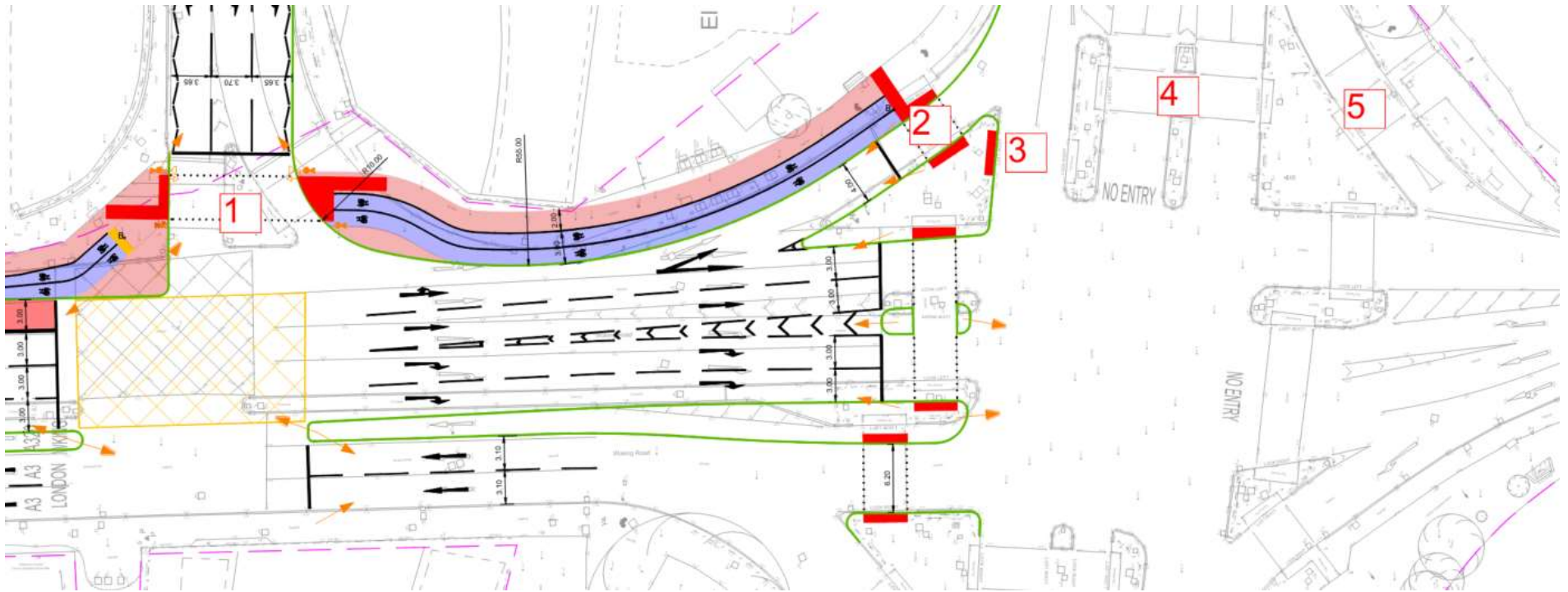
This is a significant development with a high density of housing outside the centre of the town. In order to embed active travel as the default mode of movement, pedestrian and cycling provision must be direct, accessible to all, and prioritised over motorised traffic wherever possible.

G-BUG OBJECT to this planning application on the basis of points raised below

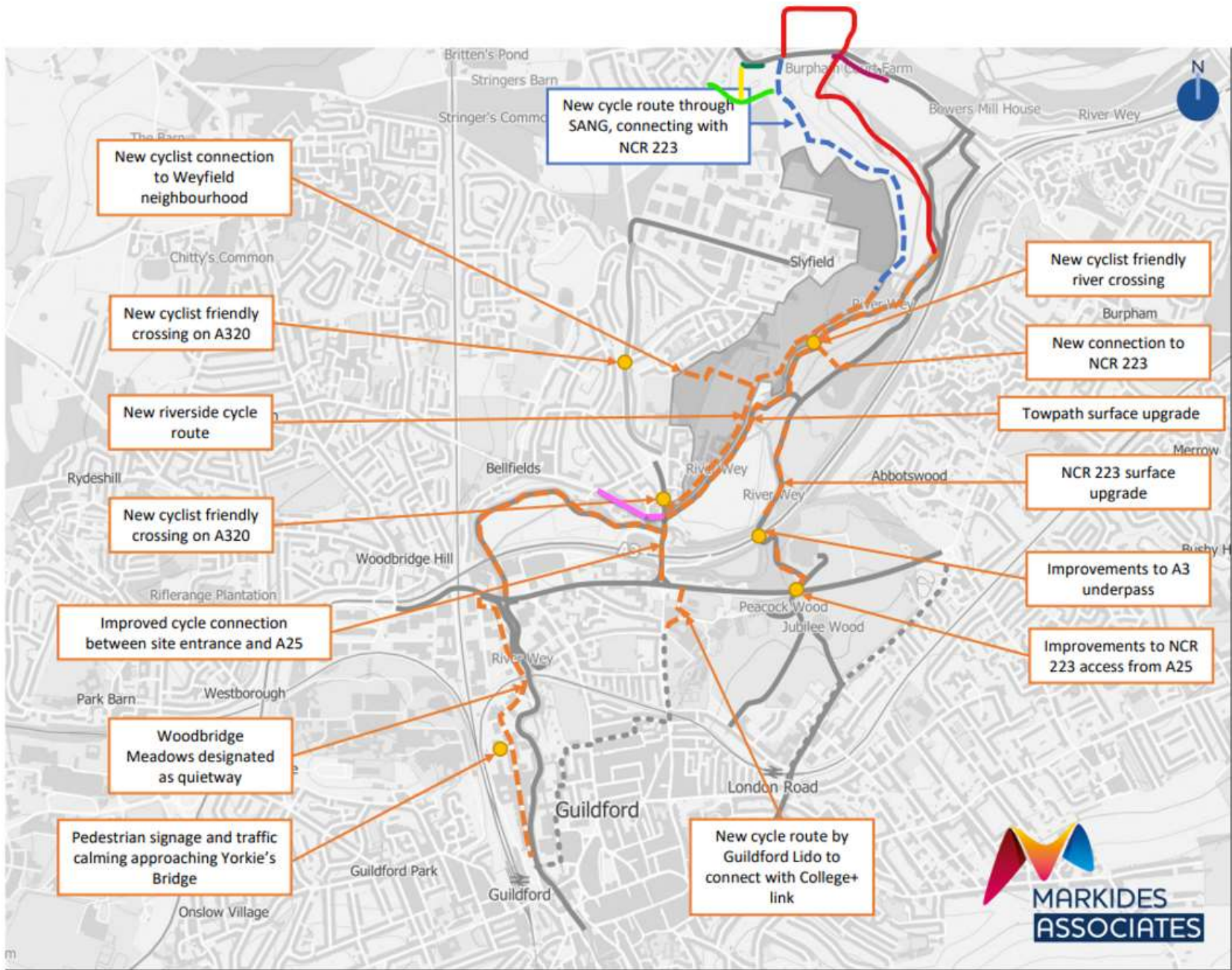
Ref: 20\_P\_02155-WALKING\_AND\_CYCLING\_PROPOSALS-1587933.pdf

1. There needs to be a cycle friendly route to the top of town (Library area) as residents are likely to want to go here as well as the bottom of town (near the station). This should be directly along the A320 with improved facilities at Stoke Junction and segregated access in front of St Johns church (not a circuitous route around the back). This should continue directly into town along Chertsey Street up to the upper High Street.
2. The Stoke Crossroads and A3 exit slip includes no fewer than five (currently six) toucan crossings in order to get from the north to the south sides (see sketch below). Motorised traffic crossing is optimised with only a single stop. Active travel must be prioritised better than this. Table 10-1 of LTN1/20 states that 'the distance and time required for cyclists to travel through a junction should be minimised. Wherever possible their level of

delay should be less than for motor traffic without increasing pedestrian delay'. 'The occasions when cyclists need to stop or to give way should be minimised'.



3. The new cycle route through the SANG needs to connect to Jacobs Well and Burpham otherwise it is essentially a dead end to a 40mph road. At the moment there are parts of the shared pedestrian/cycle path along Clay lane (to the north of the site) that are missing (in dark pink on the image below) or incredibly narrow, up an incline, round a bend and immediately adjacent to traffic i.e. dangerous (dark green on the image below). Has the team looked at upgrading footpath 438 (yellow on the image below) to a shared pedestrian/cycle path to avoid the dangerous bend?



4. The route along the canal from the A320 to the A25 by B&Q is circuitous and will need a significant upgrade to the path to remove pedestrian and cycle conflict and to upgrade so it can be used through the winter. Any "best endeavours" upgrade will need to be carefully assessed for suitability before this route can be considered a viable route into the town centre. The alternative would be to upgrade the SMC A25 route between the fire station and Woodbridge Road to LTN1/20 standards.
5. No provision is made for cycle access to business and local amenities to the west of the A320 (Rowbargue Pub, Guildford Waterside Centre, Chemist, Doctor Surgery, Jarvis medical centre etc). Pedestrian and cycle access along Riverside should be improved (contraflow for cycles). A cycle/pedestrian crossing of the A320 at the end of Riverside should be created (light pink on diagram above)
6. Has the team investigated a route from the new cycle route through the SANG to the back of Jacobs Well village hall area (light green in the image above)?
7. The access through the SANG has substantially reduced from the last plans - it was a loop in the last set of plans (red in the image above), and gave access to the SANG north of clay lane, now it is one arm only. Can the loop be reinstated so people have more access to enjoy the countryside?
8. Please ensure there is covered and secure storage for all types of bicycles on the development; bicycles with child trailers, with cargo trailers, cargo bikes, adult tricycles, bicycles for those with mobility issues, electric bikes etc.
9. The site should be 20mph throughout, and this should be extended to all roads leading into the site.
10. Outside the site, improvements should be made to make active travel more attractive and encourage modal shift of those resident on site as well as those in surrounding locations and travelling in from elsewhere.
11. Guildford Bike Project has been located for several years in a workshop in the Council depot. This social enterprise trains disadvantaged young people to maintain bicycles, which are then sold to the public, providing affordable bikes for all. We understand no provision has been made to rehouse the Project within the new development, and the Project might have to close in Guildford. We urge that consideration is given to rehousing the Project within the Village, for example in the "Pump House" community centre or the proposed "mobility hub".

20\_P\_02155-INTERNAL\_ROADS\_SCC\_TECHNICAL\_COMMENTS\_-\_AECOM\_RESPONSE-1587252.pdf

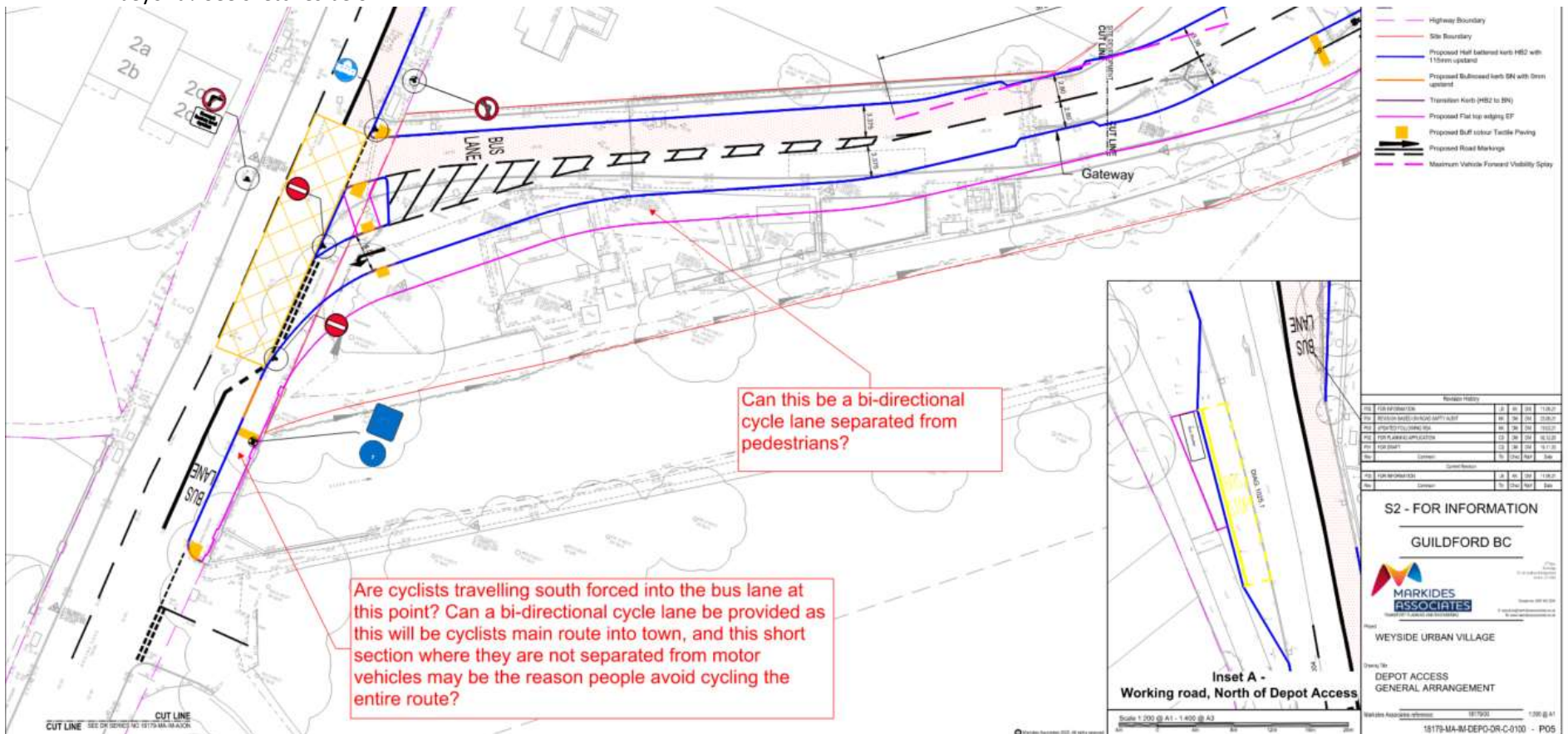
1. Provision should be made to cycle into Weyfield school as this road will now be busier with traffic to and from the site. Covered cycle parking should also be provided for all types of cycle.
2. 1.6.1 2 of LTN1/20 states that 'cyclists must be physically separated from pedestrians.' 'Perhaps with levels or a kerb'. Is there room for different levels or a kerb, rather than just different surfacing?

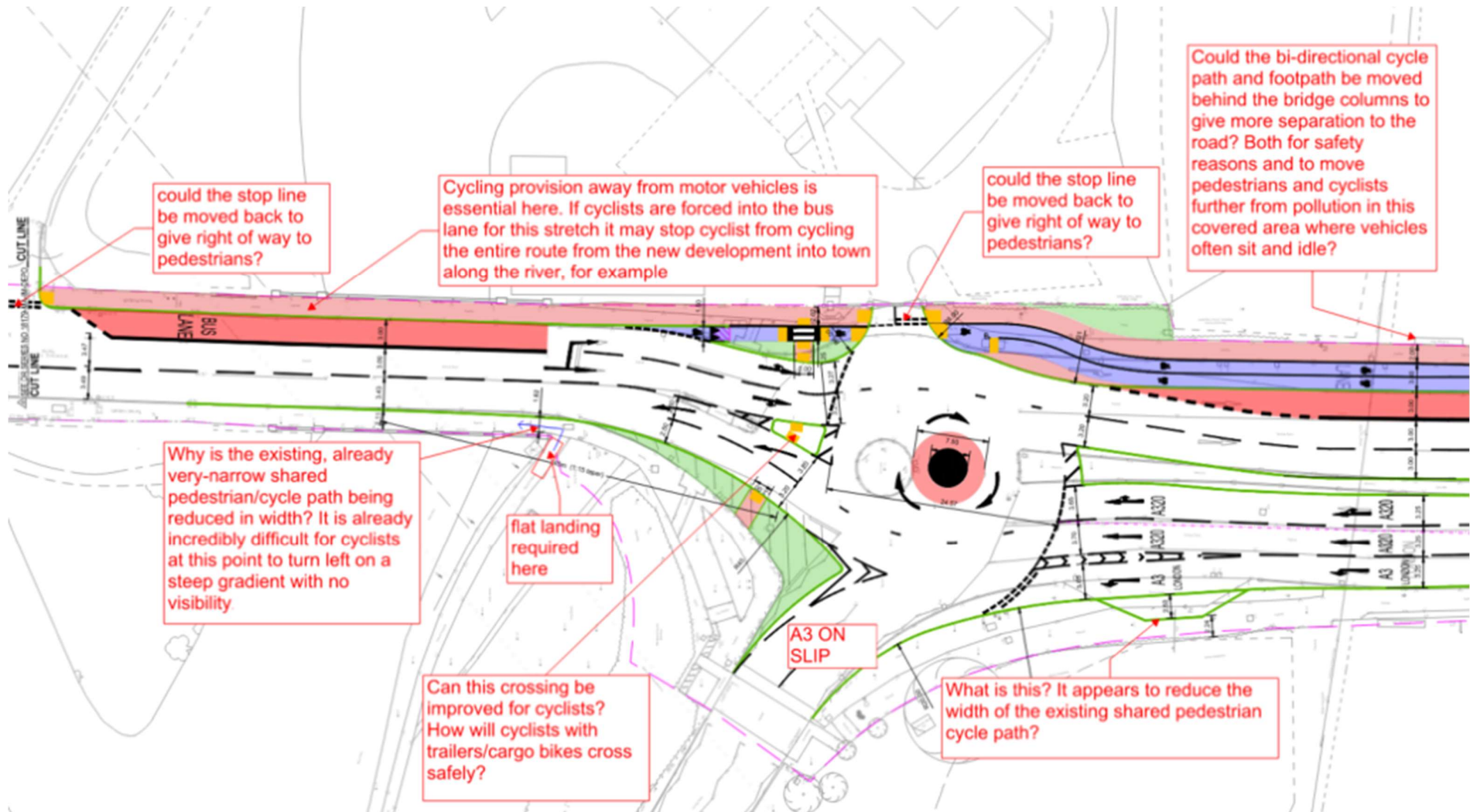
Ref: 20\_P\_02155-WEYSIDE\_\_\_VISSIM\_LOCAL\_MODEL\_VALIDATION\_REPORT-1587934.pdf

1. This report is designed to examine "the transport impacts of the proposed Weyside Urban Village development", however the report is almost entirely devoted to motorised traffic.
2. The assumption in this report is that there will be no improvements to the highways to make them more attractive to use for active travel e.g. More crossings, lower speed limits, other traffic calming measures.
3. 2.1.47 "The proposed mitigations described in the TA include measures to segregate cyclists from vehicular traffic. On this basis, any changes in cyclist traffic flows will not have an impact on the operation of the network. Further to the above, the traffic surveys undertaken in 2014 show that motorcycles and cyclists represent a very small proportion of the observed traffic flows. Therefore, motorcycles and cyclists have been excluded from the micro-simulation model."

The design changes being implemented should have the objective of improving active travel and significantly increasing the number of cyclists. The mitigations described in the TA do not adequately segregate cyclists, so it is possible that there will be an impact on the micro-simulation model.

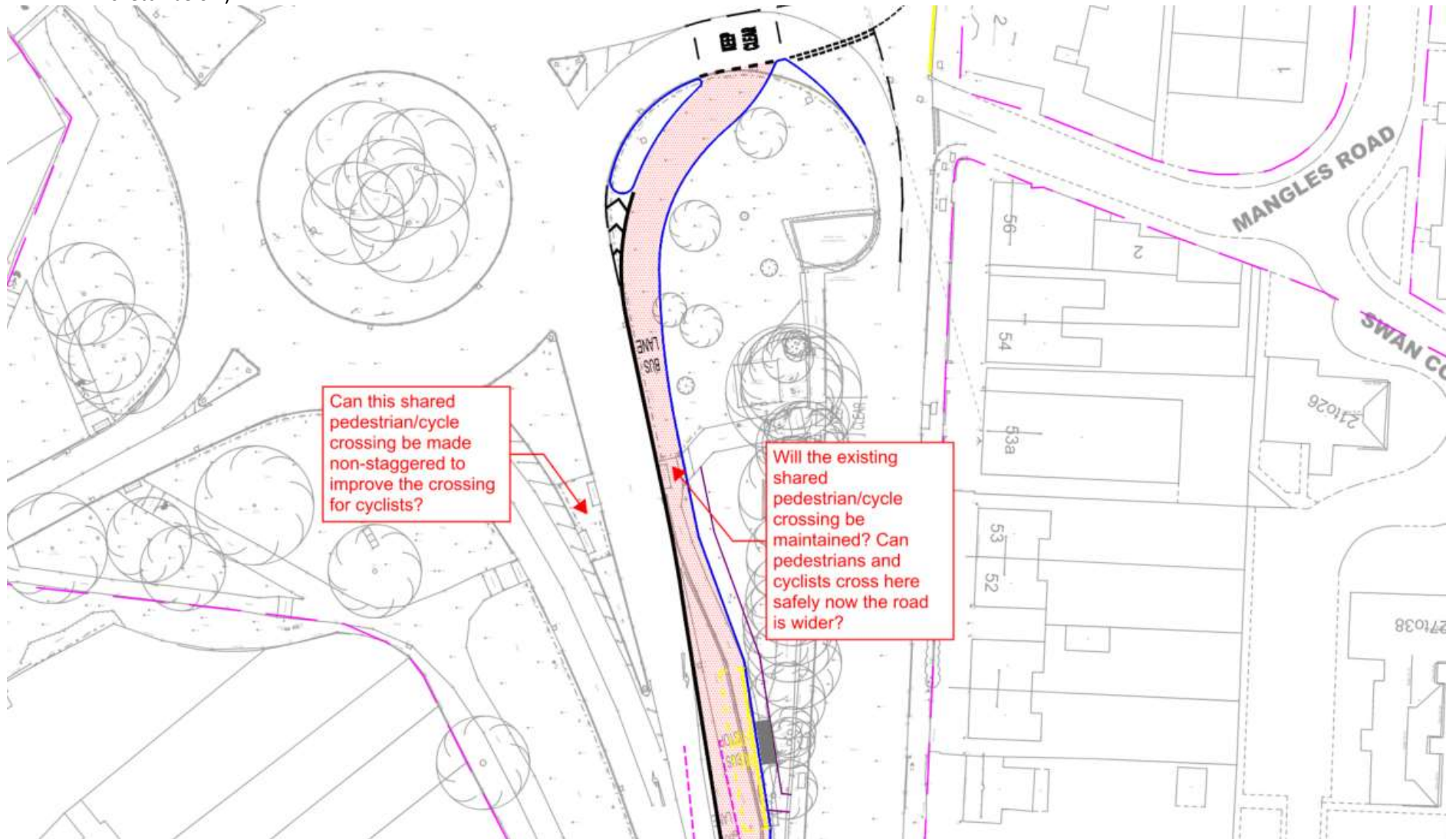
4. Section 4 is "Scenario 2". Where is scenario 1?
5. All changes to signalling timings should reduce the wait times for cyclists and pedestrians. Where possible, detector loops should be installed to trigger light changes in favour of cyclists as they approach a crossing.
6. 4.1.2: The proposed signalised pedestrian crossing between the Bellfields Road and Depot Road junctions should include cycling provision
7. Segregated two way cycling provision should be provided between the old Woking Road (parallel to A320) near Woodlands Road and Depot Road site entrance
8. The A3 entry slip roundabout redesign introduces two lanes northbound on the A320 which merge into one north of the roundabout. This is already a point of conflict for cars, and will make the unprotected crossing for pedestrians significantly more difficult than this point.
9. The northbound cycle lane stops just north of the A3 slip roundabout on the eastern side. Where are cyclists supposed to go to get to the development and beyond? See sketches below.





10. The current northbound cycle lane on the western side appears to have been made narrower at a particularly difficult location (see sketch above).
11. There is no provision for cycle traffic to cross the A320 at the exit from the site (Depot Road).
12. The stop line at the entrance to Stoke Mill House and at the adjacent junction should be moved back to give right of way to cyclists and pedestrians (see sketch above)

13. Could the bi-directional cycle path and footpath on the eastern side of the A320, as it runs beneath the A3, be moved behind the bridge columns to give more separation to the road (see sketch above)? The area would need digging out and a retaining wall installing. This would be beneficial for both safety reasons and to move pedestrians and cyclists further from pollution in this covered area where vehicles often sit and idle?
14. Will the existing shared pedestrian/cycle crossing along Woking road be maintained? Can pedestrians and cyclists cross here safely now the road is wider? (see sketch below)







1. It is not clear which routes will be pedestrian only, and which are shared with cycles e.g. Weyside Walk Leisure Route

----- END OF SUBMISSION -----