

## View Response

Answers to **Guildford Town Centre Masterplan**

### INCOMPLETE RESPONSE

Response ID #431340. Submitted on 26 Oct 2015 12:00 by Shalford Parish Council (Nuala Livesey)  
(<https://getinvolved.guildford.gov.uk/consult.ti/system/viewUserProfile?uid=8627201&popup=y>)

1

Does the draft Masterplan deliver on the key objective to create a new community riverside park and better connections to the River Wey from the town centre?

Please select one option.

Strongly agree  Agree  Neutral  Disagree  Strongly disagree

Please enter any additional comments

However, the Parish Council does have concerns about this key objective with regard to through traffic and how this will be accommodated in the plan - please see further comments at Q11

2

Does the draft Masterplan deliver on the key objective to provide a pedestrian and cycle route from the station to the town through Bedford Wharf?

Please select one option.

Strongly agree  Agree  Neutral  Disagree  Strongly disagree

Please enter any additional comments

We feel that special efforts need to be made to address the issue of mixing pedestrians and cyclists on a key route from the station to the town centre. Will the route be zoned with adequate space to accommodate both sets of users? What can be done to encourage cyclists to use a bell and warn pedestrians of their presence?

### 3

Would you use the riverside park cycle routes and cycle parking?

Please select one option.

Yes  No  I don't know / No opinion

Please enter any additional comments

The Parish Council believe there would be support from residents for the riverside cycling facilities

### 4

Does the draft Masterplan deliver on the key objective to improve the gyratory system to create better connections and spaces for pedestrians, and more activity fronting onto streets and spaces to liven up the core town centre?

Any changes would be implemented as a series of steps.

Please select one option.

Strongly agree  Agree  Neutral  Disagree  Strongly disagree

Please enter any additional comments

The Parish Council has considerable concerns about the implications of the proposals for the gyratory system on through traffic. The Masterplan does not address the needs of people wishing to pass through Guildford. Bearing in mind the location of Guildford in relation to the A3, a principal traffic route in the area we feel it is unwise to ignore the needs of people travelling, particularly from the south of Guildford, and wanting to access routes to the north of the town. There are likely to be implications for the easy movement of emergency vehicles if they are not given separate careful consideration. We also note that the analysis of traffic volumes has been based on SCC survey data from 2011 and as we all know traffic volumes have increased every year since then. Please see further comments at Q11

## 5

A reduction in traffic flows in the town centre will be required for both Scenario 1 and Scenario 2; this reduction has been estimated as circa 57% for Scenario 1 and circa 1-26% for Scenario 2. Do you agree or disagree with the proposals to reduce traffic flows in the town centre set out in the draft Masterplan?

Please select one option.

- Strongly agree    Agree    Neutral    Disagree    Strongly disagree

## 6

The preliminary assessments undertaken for the Masterplan will be followed up by full preparation of concept designs, model testing and further considerations for highway modes and users.

With regards to traffic improvements, do you have a preference for proposed Gyratory Scenario 1 or 2?

Please select one option.

- Scenario 1    Scenario 2    Neither

Please enter any additional comments

The Parish Council prefers Scenario 2 because it addresses the needs of through traffic more effectively than Scenario 1. However greater emphasis needs to be given to the Park and Ride facilities. In order for residents to benefit from the town's facilities, park and ride sites need to operate longer into the evening for those visiting restaurants, theatres and businesses within the town centre. This would also benefit those travelling further afield and could reduce the need to drive into Guildford for trains to London, Woking etc.

## 7

Creating a new waterfront and attractive town centre will require a number of improvements including:

(a) A shift towards walking, cycling and public transport.

(b) A new parking strategy to encourage people to drive to Guildford (including Park and Ride) and not through the town centre.

Do you agree with this approach?

Please select one option.

Yes  No

## 8

Does the draft Masterplan deliver on the key objective to identify sites for housing in the town centre (balanced with office, retail, leisure and community development)?

Please select one option.

Strongly agree  Agree  Neutral  Disagree  Strongly disagree

Please enter any additional comments

We welcome the proposal for 40% affordable housing in this area to address the needs of existing residents . As long as the identified sites can be carried through to good quality mixed development, the plan should be successful provided it does not create a greater commuter centre than exists already, making the town centre a dormitory area.

**9**

Do you think that town centre living would increase the vibrancy of the town?

Please select one option.

Yes  No  I don't know / No opinion

Please enter any additional comments

This will depend very much on the social mix of the provision. If the accommodation caters mostly for commuters it will add nothing to the vibrancy of the town.

**10**

Does the draft Masterplan deliver on the key objective to encourage public realm and shop front improvements in the town centre, with a careful approach to building heights to ensure that the town's landscape and townscape character is protected and enhanced?

Please select one option.

Strongly agree  Agree  Neutral  Disagree  Strongly disagree

Please enter any additional comments

As long as the execution of the Plan does deliver on this objective and protects the existing character of the town as well as enhancing it. We welcome the recognition of the need to preserve the existing town landscape and character.

Please use this space to provide any feedback on any other points you would like to highlight. Please be concise and identify specific document/area references as appropriate (including land parcel reference).

#### Comments on Q.7

Q7a) We welcome the proposals to encourage walking, cycling and the use of public transport and the parking strategy to encourage people visiting Guildford to park on the outskirts of the town and make use of the Park and Ride facilities, which we feel should operate for longer hours into the evening. However the A281 already operates to full capacity and cannot cope with the increased traffic that development in Waverley could bring. A new park and ride facility is required in this part of the borough to help Guildford residents who live south of the town centre, and to address the increase from development beyond the borough.

Q7b) Shalford Parish Council has major concerns about the proposals affecting through traffic in the town centre. Although there is a brief reference to Guildford as a gap town, the study fails to take account of the fact that the town lies across a major north-south route through the North Downs. As a result, it inevitably receives a considerable volume of traffic passing through the town to the A3 (and thence to A31 or M25) and to other major A roads such as the 320, 322 and 323. In future, this traffic is likely to be increased by major residential development south of Guildford in the borough of Waverley. We appreciate that the principle of making Guildford 'somewhere that one can drive to but not through' (p.42) relates in the main to encouraging visitors to the town to park on the outskirts and use other methods of transport to the centre. However there is a disappointing failure to consider the needs of those who have to drive through Guildford (many of whom are of course GBC residents), and the two scenarios for the improved gyratory system are clearly designed to restrict and reduce this traffic rather than to facilitate its passage through the town. We are particularly concerned by the proposal for permanently closing Walnut Tree Close to through traffic (pp.109 and 142: planned development as a residential and parkland area), and the suggestion of preventing entry to the gyratory system from Farnham Road during peak times (p.40). There are references to redirecting traffic from these roads to alternative routes north of the town and more generally to 'strategic intervention to direct traffic away from the town centre (p.40). However, these proposals are said to require more detailed work and traffic studies, so we cannot assess their likely impact on traffic flow. In addition, we note that the traffic flow figures on which the plan relies date from 2011. There has been a marked increase in traffic since then, and it seems likely that in reality the plan will require a greater reduction in flow than can be achieved.

In addition to our concerns about the effect on those who have to drive through the town, we note that restricting through traffic can only increase the use of those 'rat-runs' through residential areas which are currently used by motorists to avoid the gyratory system (for example, the route via Warwick's Bench which links the A281 and A246). We wonder whether residents who support the proposals really appreciate the effect which restricting through traffic may well have on their own areas, and regret that the plan is not more open about its likely consequences for other parts of the borough

An even greater worry to Shalford PC is that we fear that restricting or reducing north-south traffic through Guildford will result in a greatly increased use of the east-west route south of the Downs which is formed by the B3000, A3100 and A248. The route runs through six villages: Puttenham and Compton (with access to the A 31 and A3), Peasmarsh and Shalford (access to north-south routes of A3100 and A281); and Chilworth and Albury (access to A25, providing north-south route over Newlands Corner and, to the east, access to M25). Much of this route lies along narrow village streets, which are already unable to cope with the present volume of traffic. Shalford Parish Council is particularly concerned about the impact of any further increase in traffic through the village of Chilworth, which already suffers from severe congestion at peak periods and has a major unresolved problem with traffic flow at the Rice's Corner junction.

In summary, we are concerned that these proposals will make it more difficult for traffic, including of course emergency

vehicles, to pass through Guildford, will lead to increased congestion on the already overused southern approach roads, (A281 and A3100), and will further overload the east west route as well as impacting greatly on the villages. It appears to us that the plan for the town-centre is being developed in a vacuum, without thought for its impact on the rest of the borough or the effect of proposed developments in Waverley borough.