

# Topic paper: Transport June 2016

To accompany Guildford borough Proposed Submission Local Plan: strategy and sites



# **Topic paper: Transport**

## **Guildford borough Proposed Submission Local Plan: strategy and sites**

**June 2016**

### **Further information and alternative formats**

**If you would like further information or to read this document in a different format such as large print or a different language please contact Planning Policy on 01483 444471 or email us at [planningpolicy@guildford.gov.uk](mailto:planningpolicy@guildford.gov.uk)**

## Contents

1.	Purpose of this topic paper .....	1
2.	Policy context.....	2
3.	Evidence base .....	7
4.	Consultation representations .....	11
5.	Appraisal and Local Plan approach.....	14
6.	Next steps.....	27

## Appendices

Appendix 1: Key extracts on transport from the NPPF

Appendix 2: Extracts on “Parking: helping local shops and preventing congestion” from the written statement to Parliament: Planning update (March 2015)

Appendix 3: Figure showing the relationship between the phasing of developments and transport schemes

Appendix 4: Table showing the anticipated funding arrangements for transport schemes

# Topic paper: Transport

## 1. Purpose of this topic paper

- 1.1 This topic paper is one in a series, which sets out how we have developed the key strategy within the Guildford borough Proposed Submission Local Plan: strategy and sites (June 2016) (hereafter referred to as Proposed Submission Local Plan). Each topic paper will look at the relevant national and local policy and guidance that informs the Proposed Submission Local Plan: strategy and sites. Topic papers explain how the strategy has developed and the information, evidence and feedback that has informed the choices made in formulating the policies.
- 1.2 The intention of the topic papers is to provide background information; they do not contain any new policies, proposals or site allocations. All topic papers will be finalised to accompany the submission of the draft Local Plan to the Secretary of State for examination.
- 1.3 The areas covered by this topic paper are:
  - Policy context
  - Evidence base
  - Consultation representations
  - Appraisal and Local Plan approach
- 1.4 This topic paper is one of three integrative evidence base documents, each prepared as part of the Local Plan process, which draw together the wider transport evidence base. The other two documents are:
  - [Guildford Borough Transport Strategy 2016 \(Guildford Borough Council, June 2016\)](#)
  - [Strategic Highway Assessment Report: Guildford Borough Proposed Submission Local Plan “June 2016” \(Surrey County Council, June 2016\)](#)
- 1.5 These documents and the wider transport evidence base are described in section 3.

## 2. Policy context

### National context

- 2.1 Our policies must be positively prepared, justified, effective and consistent with national policy and legislation. The [National Planning Policy Framework \(NPPF\) \(DCLG, March 2012\)](#) sets out the Government's planning policies for England and how these are expected to be applied, and is supported by Planning Practice Guidance.
- 2.2 The NPPF includes a section on "Promoting sustainable transport". Various other paragraphs have a bearing on transport. Key extracts are reproduced in Appendix 1.
- 2.3 [Planning Practice Guidance](#) provides advice on the preparation of transport evidence bases in plan making and decision taking. It also contains guidance on travel plans, transport assessments and statements in decision-taking.
- 2.4 [A written statement to Parliament on planning in March 2015](#) has qualified the circumstances under which it is appropriate to set local parking standards for residential and non-residential development. The section of the statement on "Parking: helping local shops and preventing congestion" is reproduced in Appendix 2.
- 2.5 The Department of Transport's [DfT Circular 02/2013 The Strategic Road Network and the delivery of sustainable development \(Department for Transport, 10 September 2013\)](#) is relevant to plan making. The circular states that:
  - “3. This document sets out the way in which the Highways Agency will engage with communities and the development industry to deliver sustainable development and, thus, economic growth, whilst safeguarding the primary function and purpose of the strategic road network.”
- 2.6 The circular advises that:
  - “8. Development proposals are likely to be acceptable if they can be accommodated within the existing capacity of a section (link or junction) of the strategic road network, or they do not increase demand for use of a section that is already operating at over-capacity levels, taking account of any travel plan, traffic management and/or capacity enhancement measures that may be agreed. However, development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
  9. However, even where proposals would not result in capacity issues, the Highways Agency's prime consideration will be the continued safe operation of its network.”
- 2.7 With regard to capacity enhancements of the Strategic Road Network, the circular states that:
  - “18. Capacity enhancements and infrastructure required to deliver strategic growth should be identified at the Local Plan stage, which provides the best opportunity to consider development aspirations alongside the associated strategic infrastructure needs. Enhancements should not normally be

considered as fresh proposals at the planning application stage. The Highways Agency will work with strategic delivery bodies to identify infrastructure and access needs at the earliest possible opportunity in order to assess suitability, viability and deliverability of such proposals, including the identification of potential funding arrangements.

19. Where a potential capacity need is identified, this will be considered and weighed alongside environmental and deliverability considerations. Additional capacity may be considered in the context of the Highways Agency's forward programme of works, balancing the needs of motorists and other road users with wider impact on the environment and the local/regional community."

2.8 With regard to the provision of new accesses to the Strategic Road Network, the circular states that:

"39. Where appropriate, proposals for the creation of new junctions or direct means of access may be identified and developed at the Plan-making stage in circumstances where it can be established that such new infrastructure is essential for the delivery of strategic planned growth."

## Local context

### Local Transport Plan

2.9 Surrey County Council, as the statutory Local Transport Authority, has a duty to prepare and keep under review a Local Transport Plan (Transport Act 2000, as modified by the Local Transport Act 2008).

2.10 Surrey County Council's current Local Transport Plan is called the "[Surrey Transport Plan](#)". The Surrey Transport Plan is the third Local Transport Plan for the county. The Surrey Transport Plan has been produced as a modular web-based resource.

2.11 The overarching vision of the Surrey Transport Plan is:

"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.

2.12 Based on this vision there are four objectives for the Surrey Transport Plan.

- 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.

2.13 The Surrey Transport Plan comprises modules on the overarching vision and objectives, transport problems in Surrey, strategies on various topics such as congestion, road safety and air quality, indicators and targets, implementation and finance and statutory assessments.

- 2.14 Surrey County Council considers that the modular, web-based structure of the Surrey Transport Plan allows its various strategies and implementation programmes to be prepared and/or revised to different timescales. Only where necessary were strategies prepared or updated for the first issue of the Surrey Transport Plan in April 2011, when the Surrey Transport Plan replaced the second Local Transport Plan. (See section 2 of the Surrey Transport Plan: Introduction (Surrey County Council, February 2016).
- 2.15 In this vein, Surrey County Council proposes to prepare and then adopt a “Guildford Borough Local Transport Strategy and Forward Programme” in due course.
- 2.16 In the interim, a [Surrey County Council officer report](#) with an accompanying “Guildford Borough Draft Local Transport Strategy & Forward Programme – Part A” – comprising [a main document](#) and [an annex](#) – was considered by the Guildford Local Committee on 26 November 2014. The Guildford Local Committee reviews issues and makes decisions on aspects of Surrey County Council’s activities that might affect Guildford borough. It comprises the ten Surrey County Councillors in the borough of Guildford and an equal number of Guildford Borough Councillors.
- 2.17 The Surrey County Council officer report stated that:
- “The Guildford Local Transport Strategy and Forward Programme is being developed in phases:
- Part A: identifies existing local infrastructure and challenges on the network
- Part B: will include mitigation measures to address current problems identified in Part A and the impacts of future development growth which may have an impact on the transport networks.”
- 2.18 The report also indicated that Surrey County Council propose to update Part A and prepare Part B following the adoption of a new Local Plan by Guildford Borough Council.

### **Guildford Borough Transport Strategy**

- 2.19 The [Guildford Borough Transport Strategy 2016 \(Guildford Borough Council, June 2016\)](#) is an up-to-date and forward-looking strategy which proposes a programme of schemes covering all modes of surface transport in the borough. This is the second issue of this document, following the first issue in April 2016.
- 2.20 The strategy draws together information from a variety of sources, including from the forward plans of transport infrastructure and service providers and funders and the Council’s own transport evidence base.
- 2.21 The transport strategy is consistent with the Council’s Proposed Submission Local Plan. The key 'committed' and 'anticipated' transport schemes within the transport strategy, on which we consider the delivery of planned growth will depend, have been written into the Proposed Submission Local Plan in the Appendix C Infrastructure Schedule.
- 2.22 The Guildford Borough Transport Strategy 2016 (June 2016) and/or future revisions of this document – as well as the Proposed Submission Local Plan and the latest version of the Draft Guildford borough Infrastructure Delivery Plan 2016 (June 2016)

– will inform Surrey County Council’s “Guildford Borough Local Transport Strategy and Forward Programme” (see paragraph 2.18 above) as and when this is prepared, revised and adopted.

- 2.23 The Guildford Borough Transport Strategy has and will be used to support bids to Government, the Enterprise M3 Local Enterprise Partnership and other parties for investment in the borough. The transport strategy demonstrates to funders and stakeholders that the Council has a clear and ambitious strategy and programme of schemes for delivery with partners.
- 2.24 The Council will keep the transport strategy under review and revise it when it is expedient to do so. Following the future preparation and adoption by Surrey County Council of a Guildford Borough Local Transport Strategy and Forward Programme, Guildford Borough Council might review whether or not it will continue to maintain its Guildford Borough Transport Strategy.

## Neighbourhood Plans

- 2.25 Neighbourhood Planning enables Neighbourhood Forums or Parish Councils to develop a vision and planning policies for their designated area. Those ‘Neighbourhood Plans’ which are successfully adopted will form part of the statutory development plan for the area that they cover. Where a Neighbourhood Plan is adopted or emerging before an up-to-date Local Plan is in place, the local planning authority should take it into account when preparing the Local Plan policies.
- 2.26 There is currently one adopted Neighbourhood Plan (Burpham) and one emerging Neighbourhood Plan (Effingham) within the borough. Five other Parish Councils are also currently producing Neighbourhood Plans. Once formally adopted these documents can carry weight in the planning process.
- 2.27 The Burpham Neighbourhood Plan contains three transport policies:
- Policy B-T 1: Parking Standards
  - Policy B-T 2c: Cycle Routes
  - Policy B-T 2f: Foot Paths
- 2.28 We consider that these transport policies do not conflict with the Proposed Submission Local Plan.
- 2.29 The Burpham Neighbourhood Plan document also includes a number of transport-related “aspirational policies”. These are:
- Policy B-AT 1: Improvements to Public Transport
  - Policy B-AT 2: The Railway
  - Policy B-AT 3: School Parking
  - Policy B-AT 4: London Road Parade and Kingpost Parade Parking
- 2.30 We consider that these aspirational transport policies do not conflict with the Proposed Submission Local Plan.
- 2.31 The weight given to an emerging plan will depend on, among other things, the extent to which there are unresolved objections to the plan (NPPF paragraph 216). Therefore, an emerging neighbourhood plan will pick up weight once evidence of consultation is published and the level of unresolved objection is known. At time of writing, the Effingham Neighbourhood Plan has not yet been through a statutory consultation and published the results, so the plan is accorded very little weight.

2.32 Further information on neighbourhood planning is available at <http://www.guildford.gov.uk/neighbourhoodplanninginformation>.

DRAFT

### 3. Evidence base

- 3.1 The NPPF requires us to develop policies based on up to date evidence. Our evidence base comprises documents that have helped inform past and current stages of our Local Plan policy development and emerging evidence that will help inform future development of policies for the Local Plan.
- 3.2 This topic paper is one of three integrative transport evidence base documents, each prepared as part of the Local Plan process, which draw together the wider transport evidence base.
- 3.3 This section describes both the other two of the three integrative transport evidence base documents and the wider transport evidence base.

#### Key integrative documents in transport evidence base

- 3.4 This topic paper is one of three integrative transport evidence base documents. The other two documents are described below.

#### **Guildford Borough Transport Strategy**

- 3.5 The [Guildford Borough Transport Strategy 2016 \(Guildford Borough Council, June 2016\)](#) is an up-to-date and forward-looking strategy which proposes a programme of schemes covering all modes of surface transport in the borough. This is the second issue of this document, following the first issue in April 2016.
- 3.6 The strategy is also described in section 2 of this topic paper which deals with the policy context.
- 3.7 The strategy draws together information from a variety of sources, including from the forward plans of transport infrastructure and service providers and funders and the Council's own transport evidence base.
- 3.8 The transport strategy is consistent with the Proposed Submission Local Plan. The key 'committed' and 'anticipated' transport schemes on which we consider the delivery of planned growth will depend have been written into the Proposed Submission Local Plan in the Appendix C Infrastructure Schedule.
- 3.9 Seven 'aspirational' schemes which we consider are appropriate to promote at this time are also included in the transport strategy.
- 3.10 The transport strategy will inform the preparation and review of Surrey County Council's Local Transport Plan, including the proposed Local Transport Strategy and Forward Programme for the Guildford borough area, as and when this is prepared, revised and adopted.
- 3.11 [A report to the Council's Executive on 19 April 2016](#) describes the background and rationale for the preparation of the transport strategy (section 3 of that report) and sources of information (section 4 of that report).

## **Strategic Highway Assessment Report: Guildford Borough Proposed Submission Local Plan “June 2016”**

- 3.12 The [Strategic Highway Assessment Report: Guildford Borough Proposed Submission Local Plan “June 2016” \(Surrey County Council, June 2016\)](#) is a technical report on the strategic highway assessment of the spatial strategy in the Proposed Submission Local Plan.
- 3.13 This follows and builds on earlier assessments, but is different in that, firstly, it assesses the growth scenario that represents the spatial strategy in the Proposed Submission Local Plan, and secondly, it assesses the mitigation provided by key highway schemes from the programme of transport schemes that are considered necessary for the delivery of the plan.

### **Wider transport evidence base**

- 3.14 The transport evidence base also includes the following published reports and data, which are arranged by commissioning organisation.

#### **Guildford Borough Council**

- [Guildford borough Infrastructure baseline \(Guildford BC, July 2013\)](#) which provides an audit of existing infrastructure provision as of July 2013. Section 2 on transport infrastructure includes sub-sections on the Strategic Road Network; Local Road Network; public off-street parking; bus services, Park and Ride and coach services; cycling and walking infrastructure; and rail services. For each of these transport modes or infrastructure types, evidence is presented on existing provision. The evidence on the existing provision remains broadly up-to-date.
- [2014 Air Quality Progress Report for Guildford Borough Council \(Guildford Borough Council, April 2014\)](#)
- [Corporate Plan 2015-2020 \(Guildford BC, 2015\)](#) which was adopted by the Council’s Executive on 29 September 2015
- [Guildford Town and Approaches Movement Study](#) consisting of:
  - [Guildford Town and Approaches Movement Study: Strategy Report \(Arup, March 2015\)](#)
  - [Guildford Town and Approaches Movement Study: Vision, Objectives, Baseline and Business-As-Usual Report \(Arup, March 2015\)](#)
  - [Guildford Town and Approaches Movement Study: Scenario Analysis and Appraisal of Interventions Report \(Arup, March 2015\)](#)
- [Guildford Town Centre and Hinterland Masterplan Report: Final draft report for consultation \(Allies and Morrison Urban Practitioners, October 2015\)](#)
- [Summary Note: Transport proposals for the Guildford town centre and hinterland masterplan \(Allies & Morrison / Arup, September 2015\)](#)
- [GOTCHA Technical Note 1: Assessment of the performance of preliminary highway options \(WSP Parsons Brinckerhoff, September 2015\)](#) and [appendices](#)
- [Guildford Town Centre Parking Strategic Review – Stage 1: Parking Demand \(Steer Davies Gleave, September 2013\)](#) and the [Guildford Town Centre](#)

[Parking Strategic Review – Stage 2: Car Parking Management Proposals \(Steer Davies Gleave, September 2013\)](#) which was considered by the Council's Executive on 3 October 2013 with recommendations agreed.

- [Guildford Development Framework Vehicle Parking Standards Supplementary Planning Document \(Guildford Borough Council, September 2006\)](#) and [background information under "Vehicle Parking Standards SPD \(May 2006\)"](#)
- [Progress update on the Sustainable Movement Corridor scheme \(Guildford Borough Council, June 2016\)](#)

#### **Department for Environment, Food & Rural Affairs (Defra)**

- [Noise Action Plan: Roads \(Including Major Roads\) – Environmental Noise \(England\) Regulations 2006, as amended \(Defra, January 2014\)](#) and [Maps identifying Important Areas and First Priority Locations](#) – see map tiles 128 and 144

#### **Department for Transport**

- [DfT Circular 02/2013 The Strategic Road Network and the delivery of sustainable development \(Department for Transport, 10 September 2013\)](#)
- [Local Area Walking and Cycling Statistics: England, 2013/14 \(Department for Transport, 23 June 2015\)](#)
- [Road Investment Strategy for the 2015/16 - 2019/20 Road Period \(Department for Transport, March 2015\)](#)
- [National Travel Survey statistics](#)
- [Table RAS30058 Reported casualties by county, lower tier local authority, severity, child KSI and all ages, England, latest available years](#)

#### **Enterprise M3 Local Enterprise Partnership**

- [Working for a Smarter Future: the Enterprise M3 Strategic Economic Plan – 2014-2020 \(Enterprise M3 Local Enterprise Partnership, March 2014\)](#)
- [Working for a Smarter Future: the Enterprise M3 Delivery Plan – 2014-2020 \(Enterprise M3 Local Enterprise Partnership, March 2014\)](#)

#### **Highways Agency**

- [M25 to Solent Route Strategy Evidence Report \(Highways Agency, April 2014\)](#)

#### **Highways England**

- [M25 to Solent \(A3 and M3\) Route Strategy \(Highways England, April 2015\)](#)

#### **Network Rail**

- [Wessex Route Study \(Network Rail, August 2015\)](#)

- [Southern Rail Access to Heathrow Feasibility Study \(Network Rail, December 2015\)](#)

#### **Office for National Statistics**

- [2011 Census](#)
- [Nomis which provides to UK labour market statistics including various 2011 Census data](#)

#### **Office of Rail and Road**

- [Estimates of station usage](#)

#### **Surrey County Council**

- [Guildford Borough Cycling Plan \(Surrey County Council, 2015\)](#)
- [Surrey Infrastructure Study \(Aecom, January 2016\)](#)
- [Surrey Transport Plan \(LTP3\) - adopted strategies including Air Quality Strategy, Congestion Strategy and Surrey Rail Strategy \(Surrey County Council or Arup, various dates\)](#)
- Surrey Transport Plan: Guildford Borough Draft Local Transport Strategy and Forward Programme (Surrey County Council, November 2014) - [the Guildford Local Committee "noted the report" at their meeting on 26 November 2014 \(see item 46/14\)](#)
- [Transport Statistics for Surrey: Movement Monitoring Report 2008/9 \(Surrey County Council, 2009\)](#)
- [Transportation Development Control Good Practice Guide \(Surrey County Council, 2006\) which incorporate updates from May 2008 and October 2009](#)

3.15 Further information on the Council's evidence base is available on the Council's website at : [www.guildford.gov.uk/evidencebase](http://www.guildford.gov.uk/evidencebase).

## 4. Consultation representations

- 4.1 In preparing this new Local Plan we have carried out two consultations<sup>1</sup>, the first in October 2013 on issues and options for the new Local Plan and the second in summer 2014 on a Draft Guildford borough Local Plan: strategy and sites (July 2014), including policies and sites for allocation.
- 4.2 The Draft Guildford borough Local Plan: strategy and sites (July 2014) included Policy 18 “Sustainable transport for new developments”. (Policy 13 “Sustainable transport for new developments” in the Proposed Submission Local Plan: strategy and sites (Guildford Borough Council, June 2016) is a revision of the earlier draft policy, and takes into account the evolving evidence base and representations received on the earlier draft policy.)
- 4.3 The Draft Guildford borough Local Plan: strategy and sites (July 2014) did not contain an equivalent policy to Policy 12 Supporting the Department for Transport’s “Road Investment Strategy” as contained in the Proposed Submission Local Plan: strategy and sites (June 2016).
- 4.4 A full list of the main issues raised at both Regulation 18 consultation stages is provided in the [Guildford borough Regulation 18 Consultation Statement \(Guildford Borough Council, June 2016\)](#) accompanying the Proposed Submission Local Plan: strategy and sites (Guildford Borough Council, June 2016). We have responded to the main issues raised at both Regulation 18 consultation stages in the Consultation Statement, which also describes where we have made changes to the plan in response to comments received.
- 4.5 The key issues raised from consultation responses to the Draft Guildford borough Local Plan: strategy and sites (July 2014) were summarised in the [Summary of key themes from the draft Guildford Borough Draft Local Plan: strategy and sites consultation \(Guildford Borough Council, December 2014\)](#). In respect of transport-related issues, these are reproduced below:

### **Policy 17: Infrastructure and delivery**

- Object to planned development as existing infrastructure is already at or near capacity
- Existing infrastructure problems must be solved before any more development is permitted
- Not clear where the funding for new infrastructure needed will come from, nor whom will provide it
- Economic viability clause weakens policy; development should not be allowed if necessary infrastructure cannot be provided
- Existing **road and parking infrastructure** is already inadequate or under pressure and would worsen with the planned development, reducing quality of life, particularly : Walnut Tree Close at rush hours; the strategic road network i.e. A3 and M25 and in particular the A3/M25 junction area; through traffic in the Horsleys; through traffic in Send particularly Potters Lane; Farnham Road; Woking Road; Cobham Way, East Horsley; Jacobs Well; Halfpenny Lane and Blacksmith Lane, and Chilworth

...

---

<sup>1</sup> Under Regulation 18 of The Town and Country Planning (Local Planning ) England Regulations 2012

- Existing **public transport / cycling / pedestrian infrastructure** is already inadequate or under pressure and would worsen with the planned development, reducing quality of life, particularly: rush hour trains into London, many pavements are unsafe for pedestrians and wheelchair users; and trains from Worplesdon are already overcrowded

...

#### **Policy 18: Sustainable transport for new developments**

- New rural development will be car dependent; and with few cycle routes and footways, will result in more traffic, accidents and air pollution
- Policy wording should be more forceful; e.g. replacing "expect" with "require"; unclear how Council will "facilitate"
- Need to improve network of dedicated cycle routes and cycle storage; cycling has many benefits
- Providing public transport does not ensure its use
- Scale of proposed development is too much for local infrastructure and will require new, large projects
- A good bus network would be critical in reducing congestion and carbon emissions
- New development should mitigate the impact on the Local and Strategic Road Networks

#### **Appendix B - Infrastructure Schedule**

- Critical infrastructure needed to support the planned development should be listed in Appendix 2, but the list has little detail or costing
  - Object to construction of a car park on common land at Effingham Common
  - Sustainable Movement Corridor is unrealistic, not costed and an outline design has not been provided
- ...
- Strategic site development is to some extent inevitable, but insufficient information is provided about improvements to transport infrastructure to support this

...

#### **Appendix C - Evidence Base (and question 1 of questionnaire)**

- There are missing studies:
  - transport strategy/survey of rail and bus passengers

#### **Transport**

- Studies assumed zero population growth
- Incorrect baseline figures
- Local Road Network (LRN) and Strategic Road Network (SRN) not addressed
- Local Transport Strategy not available, does not have regard to M3 Local Enterprise Partnership (LEP) evidence
- Options Growth Scenarios Transport Assessment Report (OGSTAR) completed before draft Local Plan finished
- No regard to Guildford Town and Approaches Movement Study (GTAMS) in the draft Local Plan
- Lack of supporting studies e.g. for rail capacity
- A lack of evidence in support of two proposed railway stations/halts
- The performance of the highways is already deteriorating

- 4.6 There were also transport-related issues raised with respect to the “Planning for sites” section of the Draft Guildford borough Local Plan: strategy and sites (July 2014). See the [Summary of key themes from the draft Guildford Borough Draft Local Plan: strategy and sites consultation \(Guildford Borough Council, December 2014\)](#).
- 4.7 As described above, we have responded to the main issues raised at both Regulation 18 consultation stages in the [Guildford borough Regulation 18 Consultation Statement \(Guildford Borough Council, June 2016\)](#), which also describes where we have made changes to the plan in response to comments received.

DRAFT

## 5. Appraisal and Local Plan approach

- 5.1 The following section explains the approach that we have taken in drafting the transport-related elements of the Proposed Submission Local Plan: strategy and sites (June 2016), including policy and key infrastructure requirements. This involves drawing from the policy context, evidence base and consultation representations.

### **Policy I2: Supporting the Department for Transport's "Road Investment Strategy"**

- 5.2 The Draft Guildford borough Local Plan: strategy and sites (July 2014) did not contain an equivalent policy to Policy I2 Supporting the Department for Transport's "Road Investment Strategy" as contained in the Proposed Submission Local Plan: strategy and sites (June 2016).
- 5.3 The Infrastructure Act 2015 became law in February 2015. This Act enables the Secretary of State to appoint one or more strategic highways companies as highway authority or highway authorities for the whole or any part of the Strategic Road Network in England. The Act sets out the arrangements for the functions, exercise of functions and oversight of a strategic highway company.
- 5.4 With regard to functions, the Secretary of State sets a Road Investment Strategy (RIS) for a strategic highway company for such period as he considers appropriate. The RIS sets the objectives to be achieved by the strategic highway company during the period to which it relates and the financial resources to be provided to the company. The Secretary of State can vary a RIS which has already been set. The Secretary of State and the strategic highway company must comply with the RIS.
- 5.5 From time to time, the Secretary of State must direct the strategic highway company to prepare proposals for the management and development of particular highways in respect of which the company is appointed ("a route strategy").
- 5.6 Highways England, a Government-owned company, was appointed as a strategic highway company which came into force on 1 April 2015. Highways England replaced the Highways Agency.
- 5.7 The former Highways Agency and then Highways England prepared a suite of route strategies in 2013/14-2014/15, including for the M25 to Solent (A3 and M3) route.
- 5.8 This informed the preparation of the Department for Transport's first RIS for the 2015/16-2019/20 Road Period, which was published in December 2014 and reissued with minor modifications in March 2015.
- 5.9 The RIS includes a long term funding commitment by Government to support delivery of the programme. This is an important change of approach, which involves ring-fencing investment for the SRN in a way that takes it outside of the normal decisions on departmental budgets. This means that the schemes set out in the RIS have access to committed funding, allowing them to enter construction during Road Period 1 (2015/16 to 2019/20) or be developed into schemes for construction in Road Period 2 (2020/21 to 2024/25). This represents a level of commitment well beyond the level previously associated with investment on the SRN.
- 5.10 The objectives to be achieved in the RIS (both December 2014 and March 2015 issues) include:

- As one of the “Schemes developed for the next Road Period”, “A3 Guildford – improving the A3 in Guildford from the A320 to the Hogs Back junction with the A31, with associated safety improvements.”
- As schemes “Newly announced in this Investment Plan”, both the “M25 Junction 10/A3 Wisley interchange – improvement of the Wisley interchange to allow free-flowing movement in all directions, together with improvements to the neighbouring Painshill interchange on the A3 to improve safety and congestion across the two sites” and the “M25 Junctions 10-16 – upgrading the M25 between junction 10 (A3) and junction 16 (M40) through a mixture of enhancements, including hard shoulder running between junctions 15 and 16, as well as four-lane through-junction running between junctions 10 and 12.”

- 5.11 The Strategic Highway Assessment Report: Guildford Borough Proposed Submission Local Plan “June 2016” (Surrey County Council, June 2016) finds that the implementation of the three RIS schemes is required to be able to accommodate future planned growth both within and outside the borough.
- 5.12 The inadequacy of existing road infrastructure, with particular reference to the A3 trunk road and the M25 motorway, was also a key issue raised from consultation responses to the Draft Guildford borough Local Plan: strategy and sites (July 2014) – see section 4.
- 5.13 Accordingly, we have prepared this policy – Policy I2: Supporting the Department for Transport’s “Road Investment Strategy”. This policy identifies the Council’s commitment to working with Highways England and requires that proposal sites adjacent to the A3 and M25 and other large sites need to take account of any emerging proposals by Highways England.

### **Policy I3: Sustainable transport for new developments**

- 5.14 The Draft Guildford borough Local Plan: strategy and sites (July 2014) included Policy 18 “Sustainable transport for new developments”.
- 5.15 Policy I3 “Sustainable transport for new developments” in the Proposed Submission Local Plan: strategy and sites (Guildford Borough Council, June 2016) is a revision of the earlier draft policy, and takes into account the evolving policy context, evidence base and consultation representations.
- 5.16 For the revised draft policy, we have stressed the contribution that new development will be expected to make to safety in the transport system. This has been achieved through revisions to both the first and third paragraphs of the policy. This responds to representations from both Highways England and Surrey County Council.
- 5.17 We have revised the policy with respect to the provision of off-street vehicular parking for new developments. The revised draft policy takes into account the written statement to Parliament on planning in March 2015 regarding the setting of local parking standards for residential and non-residential development. The revised draft policy states that:

“We will expect new development to: ...

- provide off-street vehicle parking for both residential and non-residential developments at a level which reduces the likelihood of overspill parking on the public highway where there is a clear and compelling justification that it is necessary to manage the Local Road Network

- within areas of on-street parking stress, as identified by the Vehicle Parking Supplementary Planning Document, planning permission for residential developments resulting in a net increase in housing will be subject to a planning obligation to require that future occupants will not be eligible for on-street residents parking permits ...”

5.18 Responding to representations, we have added to the revised draft policy an expectation with respect to provision for the needs of people with disabilities as follows:

“We will expect new development to: ... • provide for the needs of people with disabilities by all modes of transport, wherever possible, ...”

5.19 We have revised the draft policy with respect to the Sustainable Movement Corridor as follows:

“We will expect new development to: ... • contribute to the delivery of the route of the proposed Sustainable Movement Corridor in the town of Guildford where appropriate.”

5.20 This change is in response to criticism of the phrasing of the draft policy, as contained in the Draft Guildford borough Local Plan: strategy and sites (July 2014), which was:

“We will expect new development to: ... • protect from development the route of the proposed sustainable movement corridor in the town of Guildford.”

5.21 The Reasoned Justification at paragraph 4.6.23 of the Proposed Submission Local Plan now states that:

“The Sustainable Movement Corridor will be implemented in sections during the plan period, largely on existing roads and with the urban extensions at Blackwell Farm, SARP and Gosden Hill Farm, and some sites in the town centre, required to make provision for the corridor.”

5.22 A [Progress update on the Sustainable Movement Corridor scheme \(Guildford Borough Council, June 2016\)](#) is available in the Council’s transport evidence base.

5.23 In respect of the provision of a Transport Statement or Transport Assessment to accompany a planning application, we have revised the draft policy to refer to the thresholds set out in the Council’s Local Validation List. This again responds to representations, including that from Surrey County Council.

### **Appendix C Infrastructure Schedule**

5.24 The Draft Guildford borough Local Plan: strategy and sites (July 2014) included an Infrastructure Schedule. This listed a number of transport schemes by area and strategic site.

5.25 The Infrastructure Schedule of the Proposed Submission Local Plan: strategy and sites (Guildford Borough Council, June 2016), which is Appendix C in that document, includes a much more extensive programme of transport schemes. These have been categorised by transport network.

## **Rail schemes**

- 5.26 The Government and Network Rail are responsible for planning the future improvement of the national rail network. We are working closely with them, and with other partners including Surrey County Council, the Local Enterprise Partnership, South West Trains and Great Western Railway, to bring forward an ambitious programme of rail enhancements in our borough and complementary improvements in the wider region. These will be key to the redevelopment of brownfield sites in Guildford town centre, new urban extensions planned both west and east of Guildford and a new village community in Wisley.
- 5.27 Network Rail's Wessex Route Study (August 2015) proposes a strategy, including "choices for funders" for the Department for Transport to consider, which addresses the challenge of accommodating projections for growth to 2043.
- 5.28 Options are set out, including the Crossrail 2 scheme, which in combination would remove the capacity constraint on the South West Main Line between Surbiton and Waterloo and allow for an additional 13 trains per hour peak services forecast to be required by 2043. The Government has subsequently announced funding for the Crossrail 2 scheme in the Budget in March 2016. Schemes to provide grade separation at Woking Junction and an additional through platform at Woking station will also be required.
- 5.29 The study also proposes a 'Guildford platform capacity' scheme to provide additional platforms and layout changes at Guildford station. Network Rail consider that this scheme is required from Control Period 7 (2024-2029) to facilitate planned future uplifts in service frequencies on the Portsmouth Direct Line and the North Downs Line. However, it is suggested that it could be an option for Control Period 6 (2019-2024), and we support this earlier delivery.
- 5.30 Accordingly, the Wessex Route Study (Network Rail, August 2015), supplemented by discussions with Network Rail, is the primary reference source for the following schemes included in the Appendix C Infrastructure Schedule:
- NR1 'Guildford rail station capacity and interchange improvements'
  - NR4 'Electrification of North Downs Line, facilitating increased service frequency'
  - NR5 'Portsmouth Direct Line improvements (together with South West Main Line Peak Demand improvements).'
- 5.31 In agreement with Network Rail, we have made a site allocation as Policy A8 Land west of Guildford railway station, Guildford Park Road, Guildford, as follows:
- "This site is allocated for a 'Guildford platform capacity' scheme involving additional platforms and layout changes at Guildford railway station as proposed in the Wessex Route Study."
- 5.32 Scheme NR6 ('North Downs Line (Great Western Railway) service frequency and timetable improvements') has been identified based on discussions with Great Western Railway and Network Rail.
- 5.33 The case for the new stations at Guildford West (Park Barn) and Guildford East (Merrow) was made in both the Surrey Rail Strategy: Surrey Rail Strategy Report (Surrey County Council, September 2013) and the Guildford Town and Approaches Movement Study: Strategy Report (Arup, March 2015). Guildford Borough Council has recently commissioned a feasibility study to consider further the case for the

Guildford West (Park Barn) station, which will provide evidence to Network Rail's GRIP 2 standards, and Network Rail considers that, subject to further assessment and approval, the delivery of a new station at Guildford East (Merrow) is feasible and viable.

### **Strategic Road Network schemes**

- 5.34 As described earlier, long term strategic planning and funding of the SRN has been introduced by the Infrastructure Act 2015 through the periodic preparation of Route Strategies and the publication of the Government's Road Investment Strategy (RIS).
- 5.35 The Department for Transport's first RIS for the 2015/16-2019/20 Road Period was published in December 2014 and reissued with minor modifications in March 2015.
- 5.36 The RIS includes a long term funding commitment by Government to support delivery of the programme. This is an important change of approach, which involves ring-fencing investment for the SRN in a way that takes it outside of the normal decisions on departmental budgets. This means that the schemes set out in the RIS have access to committed funding, allowing them to enter construction during Road Period 1 (2015/16 to 2019/20) or be developed into schemes for construction in Road Period 2 (2020/21 to 2024/25). This represents a level of commitment well beyond the level previously associated with investment on the SRN.
- 5.37 The objectives to be achieved in the RIS (both December 2014 and March 2015 issues) include:
- As one of the "Schemes developed for the next Road Period", "A3 Guildford – improving the A3 in Guildford from the A320 to the Hogs Back junction with the A31, with associated safety improvements."
  - As schemes "Newly announced in this Investment Plan", both the "M25 Junction 10/A3 Wisley interchange – improvement of the Wisley interchange to allow free-flowing movement in all directions, together with improvements to the neighbouring Painshill interchange on the A3 to improve safety and congestion across the two sites" and the "M25 Junctions 10-16 – upgrading the M25 between junction 10 (A3) and junction 16 (M40) through a mixture of enhancements, including hard shoulder running between junctions 15 and 16, as well as four-lane through-junction running between junctions 10 and 12."
- 5.38 Accordingly, the Road Investment Strategy for the 2015/16-2019/20 Road Period (Department for Transport, March 2015) is the primary reference source for the following schemes included in the Infrastructure Schedule:
- SRN2 'A3 Guildford (A320 Stoke interchange junction to A31 Hog's Back junction) 'Road Investment Strategy' scheme (E31)'
  - SRN3 'M25 Junction 10/A3 Wisley interchange 'Road Investment Strategy' scheme (E16)'
  - SRN5 'M25 Junctions 10-16 'Road Investment Strategy' scheme (E15)'
- 5.39 The reference codes E31, E16 and E15 are those used in the RIS.
- 5.40 The Strategic Highway Assessment Report: Guildford Borough Proposed Submission Local Plan "June 2016" (Surrey County Council, June 2016) finds that the implementation of the three RIS schemes is required to be able to accommodate future planned growth both within and outside the borough.
- 5.41 The inadequacy of existing road infrastructure, with particular reference to the A3 trunk road and the M25 motorway, was also a key issue raised from consultation

responses to the Draft Guildford borough Local Plan: strategy and sites (July 2014) – see section 4.

- 5.42 Highways England has developed several targeted improvement schemes for the Guildford section of the A3, primarily to improve road safety but also providing some congestion relief. These could be delivered earlier than the SRN2 'A3 Guildford (A320 Stoke interchange junction to A31 Hog's Back junction) 'Road Investment Strategy' scheme (E31)' scheme. Accordingly, we refer to these schemes collectively as "early, targeted improvement schemes" in the Guildford Borough Transport Strategy 2016 (Guildford Borough Council, June 2016). These schemes are subject to Highways England securing funding for them from the Department for Transport. These schemes are included in the Infrastructure Schedule as follows:
- SRN1 'A3 Guildford average speed camera/road safety scheme'
  - SRN6 'Beechcroft Drive new access road/road safety scheme'
  - SRN7 'A3 northbound off-slip lane widening to Tesco roundabout'
  - SRN8 'A3 southbound off-slip lane widening to A320 Stoke Interchange improvement scheme'.
- 5.43 Scheme SRN1 involves the installation of an average speed measuring speed camera system to enforce the speed limit on the A3 trunk road, potentially between the A31 Hog's Back junction and the A320 Stoke interchange junction. The scheme could improve road safety on this section of the A3. At present, the A3 through Guildford experiences a high accident rate including many minor accidents associated with peak time traffic merging at junctions, off peak accidents associated with speeding and the junctions, vehicles leaving the carriageway, skidding or overturning, accidents at night and accidents involving parked vehicles.
- 5.44 Scheme SRN6 involves the closure of Beechcroft Drive access to the A3 trunk road, with an alternative vehicular route for residents of Beechcroft Drive provided through land owned by the University of Surrey. At present, the Beechcroft Drive access with the A3 is via a priority junction with a gap in the central reservation for right-turning traffic into Beechcroft Drive. This is clearly less than desirable.
- 5.45 Scheme SRN7 involves the widening of the northbound A3 northbound off-slip to Tesco roundabout at Egerton Road to provide additional queuing space on the slip road. This will reduce queuing traffic blocking the mainline carriageway of the A3 northbound during busy periods. This will improve road safety and reduce congestion on the mainline carriageway.
- 5.46 Scheme SRN8 involves widening of the A3 southbound off-slip to A320 Stoke Interchange. It has similar benefits to scheme SRN7.
- 5.47 As set out in section 2 on the policy context, the Department of Transport's DfT Circular 02/2013 The Strategic Road Network and the delivery of sustainable development (Department for Transport, 10 September 2013) advises that "Capacity enhancements and infrastructure required to deliver strategic growth should be identified at the Local Plan stage." In addition, "proposals for the creation of new junctions or direct means of access may be identified and developed at the Plan-making stage in circumstances where it can be established that such new infrastructure is essential for the delivery of strategic planned growth."
- 5.48 In providing appropriate vehicular access for the strategic sites, it is proposed that the following new junctions with the A3 trunk road will be delivered by developers in whole:

- SRN4 'New A3/A3100 Burpham junction with relocated A3 southbound off-slip and new A3 southbound on-slip (to principally serve Gosden Hill Farm site)'
- SRN9 'A3 northbound on-slip at A247 Clandon Road'
- SRN10 'A3 southbound off-slip at A247 Clandon Road'.

5.49 The concepts of these schemes have been developed in conjunction with Surrey County Council and through consultation with Highways England.

5.50 In addition, the promoters of the strategic sites have already established development teams. As part of their early discussions with Highways England, Surrey County Council and Guildford Borough Council, 'front door' access strategies have been developed which provide primary vehicular access to their sites and mitigate the largest impacts of these developments on the adjacent highway networks.

5.51 In particular, scheme SRN4 proposes a new A3/A3100 Burpham junction with a relocated A3 southbound off-slip and new A3 southbound on-slip. This scheme has been proposed by the promoters of the Gosden Hill Farm site (site allocation Policy A25). As well as serving the new development, the scheme will also allow existing residents and businesses in Burpham and Merrow to access the southbound A3 without having to drive through Guildford to access the A3 at the A322 interchange junction. The new junction (scheme SRN4) is to be funded by the developer of the Gosden Hill Farm site.

5.52 New north facing junctions to the A3 are also proposed at the A247 Burnt Common interchange. These accesses are referenced as SRN9 'A3 northbound on-slip at A247 Clandon Road' and SRN10 'A3 southbound off-slip at A247 Clandon Road' in the Appendix C Infrastructure Schedule. These junctions are being promoted to mitigate the impact of the level of strategic planned growth and in particular the development traffic flows resulting from the development of a new settlement at the former Wisley airfield site (site allocation Policy A35), as well as limiting any increase in traffic joining and leaving the A3 at the Ockham interchange.

5.53 With the exception of the "early, targeted improvement schemes" to the A3 trunk road, the proposed schemes on the SRN as set out in schemes SRN2, SRN3, SRN4, SRN5, SRN9 and SRN10 have been assessed in the Strategic Highway Assessment Report: Guildford Borough Proposed Submission Local Plan "June 2016" (Surrey County Council, June 2016).

### **Local Road Network schemes**

5.54 The Infrastructure Schedule includes a number of highway schemes designed either to increase capacity or to manage the impact of additional traffic on the LRN.

5.55 Surrey County Council prepared the Options Growth Scenarios Transport Assessment Report (OGSTAR) (January 2014) for Guildford Borough Council in advance of the Regulation 18 public consultation in 2014. The report identified a number of highway "hotspots" relating to the various scenarios assessed. Hotspots are defined in paragraph 4.9.3 of that report as follows: "Hotspots are areas of stress where drivers are subject to considerable delay and are likely to require mitigation to facilitate any new development in the local area. This could be 'hard' or 'soft' measures, or most likely a combination of both. Hard engineering measures could involve increasing the number of lanes of the carriageway or introducing a cycle lane,

whilst soft measures could be the implementation of a travel plan to encourage travel by sustainable modes.”

- 5.56 Guildford Borough Council, in collaboration with Surrey County Council, used as a starting point the hotspots identified in Table 4.23 of the OGSTAR report to develop a programme of highway schemes for the LRN, as well as for the SRN. For the majority of hotspots identified, and where necessary for future strategic highway assessment, indicative schemes were identified and concept layouts prepared.
- 5.57 As set out above, the promoters of the strategic sites have already established development teams. As part of their early discussions with Highways England, Surrey County Council and Guildford Borough Council, ‘front door’ access strategies have been developed which provide primary vehicular access to their sites and mitigate the largest impacts of these developments on the adjacent highway networks.
- 5.58 Where schemes were judged to be required to mitigate for strategic sites they were identified separately, for example LRN7 ‘Interventions to address potential highway performance issues resulting from development at Land at former Wisley airfield site’.
- 5.59 Where hotspots were likely to be required as a result of the cumulative impact of the emerging Local Plan, they were also identified but not attributed to a particular site, for example LRN9 ‘A323 Ash Road and Guildford Road (Ash) traffic management and environmental improvement scheme’.

#### ***Park and Ride scheme***

- 5.60 A new park and ride site is proposed as P&R1 in the Infrastructure Schedule. This scheme will be delivered by the developer of the Gosden Hill Farm site (site allocation Policy 25). This approach has been identified as a current ‘gap’ in the Park and Ride network for Guildford that could provide an alternative option for drivers on the A3 travelling southbound with destinations in Guildford town centre. It is proposed that the developer of the Gosden Hill Farm site will provide sufficient land for the potential to provide 1,000 car parking spaces but will provide 500-700 spaces as required in order for the new Park and Ride facility to operate without any public subsidy.
- 5.61 The Park and Ride site will connect to the Sustainable Movement Corridor that is described below.

#### ***Sustainable Movement Corridor***

- 5.62 A Sustainable Movement Corridor is an element of the Guildford Borough Transport Strategy (Guildford Borough Council, June 2016) and is considered necessary to deliver the level of strategic planned growth in the Guildford urban area in a sustainable way. Journeys on the Sustainable Movement Corridor will be rapid and reliable by bus and safe and direct on foot and by bike.
- 5.63 It is anticipated that the Sustainable Movement Corridor will link:
- Guildford town centre and rail station
  - Ladymead Retail Park
  - Royal Surrey County Hospital
  - University of Surrey’s Stag Hill and Manor Park campuses
  - Surrey Research Park
  - Slyfield Industrial Estate

- existing urban communities in seven wards
- new rail stations at Guildford West (Park Barn) and Guildford East (Merrow);
- Park and Ride at Onslow and the new Gosden Hill Farm facility
- the new communities at Blackwell Farm (site allocation Policy A26), SARP (site allocation Policy A24) and Gosden Hill Farm (site allocation Policy A25).

5.64 A number of studies have been undertaken to investigate options for the Sustainable Movement Corridor. A Progress update on the Sustainable Movement Corridor scheme (Guildford Borough Council, June 2016) is available in the Council's transport evidence base.

5.65 The Sustainable Movement Corridor is anticipated to be delivered over the plan period to 2033.

### ***Bus Transport schemes***

5.66 In addition to the Sustainable Movement Corridor schemes (SMC1, SMC2, SMC3, SMC4, SMC5 and SMC6) and new Park and Ride facility at the Gosden Hill Farm site (P&R1), four bus transport schemes are included in the Proposed Submission Local Plan.

5.67 Scheme BT1 'New Guildford town centre bus facilities' relates to site allocation Policy A6 'North Street redevelopment, Guildford'. This site includes the existing bus station and therefore, with potential redevelopment of this site for a mixed use scheme, the bus interchange facilities are to be provided in a suitable alternative arrangement to be located either partly or wholly on or off site. Any new facilities will need to be designed in conjunction with Surrey County Council and the bus operators.

5.68 Schemes BT2 and BT3 both relate to site allocation Policy A35 'Land at former Wisley airfield, Ockham'. This site is allocated for a residential led mixed use development including approximately 2,000 homes. As part of the sustainability improvements for the site, it is considered a bus interchange at Effingham Junction rail station or alternatively Horsley rail station will be necessary to enable future site residents and visitors to access rail services. This is scheme BT2.

5.69 Scheme BT3 proposes a significant bus network to serve the site and key destinations including Effingham Junction railway station and/or Horsley railway station, Guildford, Woking and Cobham. As part of the sustainability improvements for the site, the requirement for this scheme is also set out in the site allocation Policy A35. Most importantly, as bus is the most realistic alternative mode of transport to the private car for providing access for the majority of site residents and visitors to and from rail stations, and with the current constraints on public transport budgets, it is essential that the bus services are provided and secured in perpetuity for this site.

5.70 Scheme BT4 relates to site allocation Policy A46 'Land to the south of Normandy and north of Flexford'. This site is allocated for a mixed use development including approximately 1,100 homes and a secondary school with up to eight forms of entry. Scheme BT4 provides a significant bus network serving the site and key destinations including Guildford and the Blackwater Valley which will be paid for by the developer of the site. As part of the sustainability improvements for the site, the requirement for this scheme is also set out in the site allocation Policy A46.

### **Active Modes schemes**

- 5.71 The committed scheme LRN1 'Guildford Town Centre Transport Package' and the Sustainable Movement Corridor schemes (SMC1, SMC2, SMC3, SMC4, SMC5 and SMC6) will realise a number of improvements for pedestrians and cyclists in the urban area of Guildford. In addition, the Proposed Submission Local Plan includes four active modes schemes. These are required to accommodate general growth in travel or to make sites acceptable.
- 5.72 Scheme AM1 'Guildford Wayfinding signage system – Phase 2' is an extension of the signage system that was installed in Guildford town centre in 2015. This is proposed to be funded through CIL payments, Local Growth Fund and by Surrey County Council.
- 5.73 Scheme AM2 'Comprehensive Guildford borough cycle network, excluding AM3 and AM4' will be developed along the principles set out in Surrey County Council's Guildford Borough Cycling Plan (Surrey County Council, 2015). It is considered that due to the S106 pooling restrictions, CIL contributions alongside Local Growth Fund funding will pay for the cycling improvements although site specific improvements will still be implemented where necessary through S278 Agreements (Highways Act 1980).
- 5.74 Scheme AM3 relates to site allocation Policy A35 'Land at former Wisley airfield, Ockham'. It is considered that an off site cycle network from the site to key destinations including Effingham Junction railway station, Horsley railway station/Station Parade and Ripley will be necessary to provide a real alternative to the use of the private car and it is intended that the developer will fund this scheme in its entirety. As part of the sustainability improvements for this site, the requirement for this scheme is also set out in the site allocation Policy A35.
- 5.75 Scheme AM4 relates to site allocation Policy A46 'Land to the south of Normandy and north of Flexford'. As part of the sustainability improvements proposed for this site, it is considered that an off-site cycle network from the site to key destinations including Wanborough railway station and to the Christmas Pie trail will be necessary to provide a real alternative to the use of the private car and it is intended that the developer will fund this scheme in its entirety. As part of the sustainability improvements for the site, the requirement for this scheme is also set out in the site allocation Policy A46.

### **Phasing of development and transport schemes**

- 5.76 The Strategic Highway Assessment Report: Guildford Borough Proposed Submission Local Plan "June 2016" (Surrey County Council, June 2016) finds that the implementation of the three RIS schemes is required to be able to accommodate future planned growth both within and outside the borough.
- 5.77 Without the delivery of these RIS schemes, particularly the A3 Guildford scheme, Surrey County Council consider that the impact of planned development on the highway network could be considered severe. However, it should be noted that the strategic highway assessment represents a robust 'worst case' in terms of transport demand and supply assumptions, as it does not assess and therefore does not account for all proposed mitigation. This includes the potential for modal shift encouraged by the new and improved sustainable transport choices provided by the rail, bus and active modes schemes included in the Proposed Submission Local Plan and the possible increased internalisation of trips within the larger sites.

- 5.78 The RIS schemes are complicated and may involve land acquisition and planning permission. As a result, Highways England is being cautious about programming these schemes. The RIS Road Period 1 schemes have funding budgeted for and are programmed to be delivered in the period up to 2020. Highways England has advised that, at best, construction will have commenced by 2019/20 with completion some years after this date.
- 5.79 The present RIS provides funding for developing an A3 Guildford scheme during the period up to 2019/20 with delivery of this scheme anticipated to start in the next Road Period between 2020/21 and 2024/25. Again, applying a cautious approach Highways England has advised that, if a scheme is approved with funding agreed, construction is unlikely to be start until 2023 at the earliest.
- 5.80 In the early years of the new Local Plan, the delivery of planned development and the impact of new development traffic on the SRN is likely to be an important ongoing consideration as the existing SRN suffers from significant congestion during peak periods. Highways England's main concern is road safety and any proposal that adds significant levels of traffic to existing congested areas will need to be carefully assessed to ensure that it does not have a severe impact on road safety.
- 5.81 With this in mind, the delivery of planned development has been proposed to ensure that the sites, and phasing of sites, that will be delivered in the first years of the new Local Plan, and therefore in the absence of the Department for Transport's RIS Road Period 1 and 2 schemes are located where traffic associated with them will have the least impact on the SRN's links and junctions where current congestion issues are the most acute.
- 5.82 For example, sites in the north of Guildford borough could be delivered earlier as the main capacity constraints on the SRN that presently cause congestion are proposed to be improved in RIS Road Period 1 schemes. In addition, sites to the west of Guildford borough are likely to have a different distribution of trips that would be more focused towards the Blackwater Valley. As a result, residents and businesses will have alternative ways of accessing the SRN via the A331 and M3 motorway, which is currently being converted to a Smart Motorway with completion in 2017.
- 5.83 Appendix 3 is a figure showing the relationship between the phasing of developments and transport schemes.

### ***Funding of transport schemes***

- 5.84 There are a number of ways that the hotspot schemes will be delivered, either through private funding or public funding. For example, the 'front door' means of access to sites will be funded by developers and will be secured via a S278 Agreement (Highways Act 1980) as part of a planning consent.
- 5.85 Where it can be identified that a site or a number of sites will have a material impact on a junction or link or where there is a requirement to fund a scheme to make a site acceptable, then this scheme or schemes will be funded and secured through a Section 106 agreement (Town and Country Planning Act 1990). However, pooling restrictions only allow for up to five Section 106 agreements for any scheme. Therefore a judgement has been made on whether the scale of development in a particular area local to the scheme will trigger the requirement to fund a scheme via Section 106 agreements.

- 5.86 Another source of private funding will be CIL contributions, which will be based on the size and quantum of development. Where it is unlikely that Section 106 contributions will be secured, for example where there are only smaller development sites local to the hotspot with the scheme proposed, but nevertheless the cumulative impact of the new Local Plan will require the scheme proposed, then the scheme will be added to the Regulation 123 list as part of the CIL policy.
- 5.87 Other public funding sources include Guildford Borough Council, Surrey County Council, Department of Transport and the Enterprise M3 Local Economic Partnership.
- 5.88 Appendix 4 is a table showing the anticipated funding arrangements for the transport schemes. Alongside each scheme, we have set out how the scheme will be funded. This has been agreed with officer representatives of Surrey County Council. This is a high-level assessment and ultimately what is required, particularly for 'front door' access and S106 contributions, will be determined at the planning application stage.

***'Aspirational', additional 'anticipated' and additional 'committed' transport schemes in the Guildford Borough Transport Strategy 2016 (June 2016)***

- 5.89 There are seven 'aspirational' schemes included in the Guildford Borough Transport Strategy 2016 (Guildford Borough Council, June 2016) that are not included in the Infrastructure Schedule of the Proposed Submission Local Plan: strategy and sites (Guildford Borough Council, June 2016). These are:
- ASP1 'Southern rail access to Heathrow airport'
  - ASP2 'A3 Guildford tunnel'
  - ASP3 'New A3/A3100/B2215/A247 Burpham-Burntcommon all-movements junction, formed by a new connector road linking between new A3/A3100 Burpham junction (SRN4) and the B2215 London Road, in combination with the new A3 northbound on-slip (SRN9) and the new A3 southbound off-slip (SRN10)'
  - ASP4 'Guildford Town Centre Transport Transformation Package'
  - ASP5 'Clay Lane Link Road: Slyfield Industrial Estate to Clay Lane'
  - ASP6 'Northern Park and Ride'
  - ASP7 'Improved bus service at Artington Park and Ride and/or new Southern Park and Ride'
- 5.90 In the Guildford Borough Transport Strategy 2016 (Guildford Borough Council, June 2016), we have defined the 'aspirational' status category for schemes as signifying that "A strong business case will need to be demonstrated in order to secure funding as the estimated cost presently exceeds typical funding envelopes and/or there are significant planning and statutory approvals to be achieved."
- 5.91 We do not consider that these 'aspirational' schemes are key infrastructure requirements on which the delivery of the plan depends. However, we do consider that it is appropriate to promote these schemes at this time.
- 5.92 For instance, the scheme ASP2 'A3 Guildford tunnel' is a potential alternative scheme to scheme SRN2 'A3 Guildford (A320 Stoke interchange junction to A31 Hog's Back junction) 'Road Investment Strategy' scheme (E31)'. Scheme SRN2 is in the Infrastructure Schedule. Whilst we support scheme SRN2, the Council considers that the alternative option of an A3 Guildford tunnel, with the existing road detrunked and retained for local traffic movements, would be preferable. Whilst more expensive, we believe that it would be much less disruptive to construct, realise significant social, economic and environmental benefits in Guildford, and accommodate future

regional demands on this key road corridor for the foreseeable future. We strongly support Highways England's investigation of this alternative option.

5.93 There are three additional 'anticipated' transport schemes included in the Guildford Borough Transport Strategy 2016 (Guildford Borough Council, June 2016) that are not included in the Infrastructure Schedule of the Proposed Submission Local Plan: strategy and sites (Guildford Borough Council, June 2016). These are:

- NR7 'Access for all'-type and environmental improvements at Ash Vale rail station'
- NR8 'Additional car and cycle parking at North Camp rail station'
- LRN23 'Comprehensive network of 30 publically accessible electric vehicle charging points in the borough'

5.94 We do not consider that these three 'anticipated' schemes are key infrastructure requirements on which the delivery of the plan depends.

5.95 There are two additional 'committed' transport schemes included in the Guildford Borough Transport Strategy 2016 (Guildford Borough Council, June 2016) that are not included in the Infrastructure Schedule of the Proposed Submission Local Plan: strategy and sites (Guildford Borough Council, June 2016). These are:

- SRN11 'M3 Junctions 2-4A Smart Motorway 'Road Investment Strategy' scheme (E1)'
- AM5 'Improvement of River Wey towpath around Parsonage Watermeadows (linking A25 to A320)'

5.96 Both of these schemes are under construction. Hence, we did not include these schemes in the Infrastructure Schedule.

DRAFT

## 6. Next steps

- 6.1 The Proposed Submission Local Plan: strategy and sites (June 2016) will be subject to public consultation for 6 weeks from 6 June 2016. We will consider all consultation responses as well as any emerging evidence prior to submitting the Local Plan to the Secretary of State for examination.
- 6.2 For more information please visit: [www.guildford.gov.uk/newlocalplan](http://www.guildford.gov.uk/newlocalplan).

DRAFT

## Appendix 1: Key extracts on transport from the NPPF

### “Achieving sustainable development

International and national bodies have set out broad principles of sustainable development. Resolution 42/187 of the United Nations General Assembly defined sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The UK Sustainable Development Strategy Securing the Future set out five ‘guiding principles’ of sustainable development: living within the planet’s environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.

6. The purpose of the planning system is to contribute to the achievement of sustainable development. The policies in paragraphs 18 to 219, taken as a whole, constitute the Government’s view of what sustainable development in England means in practice for the planning system.
6. There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:
  - **an economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
  - **a social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being; and
  - **an environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

...

### “Core planning principles

17. Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. These 12 principles are that planning should:

...

- proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to

identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities;

...

- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and

...”

## **“Delivering sustainable development**

### **Building a strong, competitive economy**

...

21. Investment in business should not be over-burdened by the combined requirements of planning policy expectations. Planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing. In drawing up Local Plans, local planning authorities should:

...

- identify priority areas for economic regeneration, infrastructure provision and environmental enhancement; and

...

...”

## **“4. Promoting sustainable transport**

29. Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.
30. Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.
31. Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including large scale facilities such as rail freight interchanges, roadside facilities for motorists or transport investment necessary to

support strategies for the growth of ports, airports or other major generators of travel demand in their areas. The primary function of roadside facilities for motorists should be to support the safety and welfare of the road user.

32. All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:
  - the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
  - safe and suitable access to the site can be achieved for all people; and
  - improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
33. When planning for ports, airports and airfields that are not subject to a separate national policy statement, plans should take account of their growth and role in serving business, leisure, training and emergency service needs. Plans should take account of this Framework as well as the principles set out in the relevant national policy statements and the Government Framework for UK Aviation.
34. Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.
35. Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to
  - accommodate the efficient delivery of goods and supplies;
  - give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
  - create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
  - incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
  - consider the needs of people with disabilities by all modes of transport.
36. A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.
37. Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.
38. For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.

39. If setting local parking standards for residential and non-residential development, local planning authorities should take into account:
- the accessibility of the development;
  - the type, mix and use of development;
  - the availability of and opportunities for public transport;
  - local car ownership levels; and
  - an overall need to reduce the use of high-emission vehicles.
40. Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate.
41. Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.”

**“7. Requiring good design**

...

58. Local and neighbourhood plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. Such policies should be based on stated objectives for the future of the area and an understanding and evaluation of its defining characteristics. Planning policies and decisions should aim to ensure that developments:
- optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
- ...”

**“9. Protecting Green Belt land**

...

90. Certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:
- local transport infrastructure which can demonstrate a requirement for a Green Belt location;
- ...”

### **“13. Facilitating the sustainable use of minerals**

...

143. In preparing Local Plans, local planning authorities should:

...

- safeguard:
  - existing, planned and potential rail heads, rail links to quarries, wharfage and associated storage, handling and processing facilities for the bulk transport by rail, sea or inland waterways of minerals, including recycled, secondary and marine-dredged materials; and
  - existing, planned and potential sites for concrete batching, the manufacture of coated materials, other concrete products and the handling, processing and distribution of substitute, recycled and secondary aggregate material.

...”

### **“Plan-making**

#### **Local Plans**

...

153. Each local planning authority should produce a Local Plan for its area. This can be reviewed in whole or in part to respond flexibly to changing circumstances. Any additional development plan documents should only be used where clearly justified. Supplementary planning documents should be used where they can help applicants make successful applications or aid infrastructure delivery, and should not be used to add unnecessarily to the financial burdens on development.

...

156. Local planning authorities should set out the strategic priorities for the area in the Local Plan. This should include strategic policies to deliver:

- the homes and jobs needed in the area;
- the provision of retail, leisure and other commercial development;
- the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- the provision of health, security, community and cultural infrastructure and other local facilities; and
- climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.”

157. Crucially, Local Plans should:

- plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of this Framework;
- be drawn up over an appropriate time scale, preferably a 15-year time horizon, take account of longer term requirements, and be kept up to date;
- be based on co-operation with neighbouring authorities, public, voluntary and private sector organisations;

...

- allocate sites to promote development and flexible use of land, bringing forward new land where necessary, and provide detail on form, scale, access and quantum of development where appropriate;  
...

### **Using a proportionate evidence base**

158. Each local planning authority should ensure that the Local Plan is based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area. Local planning authorities should ensure that their assessment of and strategies for housing, employment and other uses are integrated, and that they take full account of relevant market and economic signals.

...

### **Business**

160. Local planning authorities should have a clear understanding of business needs within the economic markets operating in and across their area. To achieve this, they should:

- work together with county and neighbouring authorities and with Local Enterprise Partnerships to prepare and maintain a robust evidence base to understand both existing business needs and likely changes in the market; and
- work closely with the business community to understand their changing needs and identify and address barriers to investment, including a lack of housing, infrastructure or viability.

...

### **Infrastructure**

162 Local planning authorities should work with other authorities and providers to:

- assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and
- take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.”

### **Ensuring viability and deliverability**

173. Pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking. Plans should be deliverable. Therefore, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

...

177. It is equally important to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion. To facilitate this, it is important that local planning authorities understand district-wide development costs at the time Local Plans are drawn up. For this reason, infrastructure and development policies should be planned at the same time, in the Local Plan. Any affordable housing or local standards requirements that may be applied to development should be assessed at the plan-making stage, where possible, and kept under review.”

#### “Planning strategically across local boundaries

179. Local planning authorities should work collaboratively with other bodies to ensure that strategic priorities across local boundaries are properly coordinated and clearly reflected in individual Local Plans. Joint working should enable local planning authorities to work together to meet development requirements which cannot wholly be met within their own areas – for instance, because of a lack of physical capacity or because to do so would cause significant harm to the principles and policies of this Framework. As part of this process, they should consider producing joint

180. Local planning authorities should take account of different geographic areas, including travel-to-work areas. In two tier areas, county and district authorities should cooperate with each other on relevant issues. Local planning authorities should work collaboratively on strategic planning priorities to enable delivery of sustainable development in consultation with Local Enterprise Partnerships and Local Nature Partnerships. Local planning authorities should also work collaboratively with private sector bodies, utility and infrastructure providers.

181. Local planning authorities will be expected to demonstrate evidence of having effectively cooperated to plan for issues with cross-boundary impacts when their Local Plans are submitted for examination. This could be by way of plans or policies prepared as part of a joint committee, a memorandum of understanding or a jointly prepared strategy which is presented as evidence of an agreed position. Cooperation should be a continuous process of engagement from initial thinking through to implementation, resulting in a final position where plans are in place to provide the land and infrastructure necessary to support current and projected future levels of development.”

#### “Annex 2: Glossary

...

**Sustainable transport modes:** Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.”

## Appendix 2: Extracts on “Parking: helping local shops and preventing congestion” from the written statement to Parliament: Planning update (March 2015)

### **“Parking: helping local shops and preventing congestion**

This government is keen to ensure that there is adequate parking provision both in new residential developments and around our town centres and high streets.

The imposition of maximum parking standards under the last administration lead to blocked and congested streets and pavement parking. Arbitrarily restricting new off-street parking spaces does not reduce car use, it just leads to parking misery. It is for this reason that the government abolished national maximum parking standards in 2011. The market is best placed to decide if additional parking spaces should be provided

However, many councils have embedded the last administration’s revoked policies. Following a consultation, we are now amending national planning policy to further support the provision of car parking spaces. Parking standards are covered in paragraph 39 of the National Planning Policy Framework. The following text now needs to be read alongside that paragraph: “Local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network.”

Building on the success of our previous guidance to help householders rent out under-used car parking spaces, we have also updated planning guidance to local authorities to clarify that non-residential car parking space can be rented out. This will support the shared economy and increase the provision of competitively priced car parking spaces.”

Appendix 3: Figure showing the relationship between the phasing of developments and transport schemes

Housing Trajectory	Pre adoption											First five years					6-10 YEARS					11 - 15 YEARS				
	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028	2028/2029	2029/2030	2030/2031	2031/2032	2032/2033						
Completions	136	249	343																							
Outstanding capacity (Approved)				100	100	255	255	255																		
Outstanding capacity (Commenced)				189	188											14	13	13	13	13						
Windfall						25	25	25	25	25	50	50	50	50	50	50	50	50	50	50						
Rural exception						6	6	6	6	6	6	6	6	6	6	6	6	6	6	6						
Town Centre				12		20	53	53	52	52	131	131	131	131	131	55	55	55	55	55						
Guildford urban area (excluding SARP)				24	70	70	70	69	69	69	5	5	5	5	6	21	21	21	20	20						
Slyfield Area Regeneration Plan											100	100	100	100	100	100	100	100	100	100						
Ash and Tongham (urban area)					4	4	4	4	3	3	7	7	7	7	7	4	4	4	4	3						
Ash and Tongham (currently countryside)						83	83	82	82	82	86	86	85	85	85	83	82	82	82	82						
Ash Green						24	24	24	24	24																
Within villages					20	20	20	20	20	19	3	2	2	2	2	13	13	13	13	13						
Villages (land proposed to be inset from the Green Belt)								44	44	44	20	20				4	4	4	4	4						
PDL in the Green Belt					11	12	12	12	12	12	37	37	38	38	38	20	20									
Proposed new settlement (former Wisley airfield)										50	100	100	100	100	290	290	290	290	290	290						
Proposed extension to urban area (Gosden Hill, Guildford)										50	100	100	100	100	270	270	270	270	270	270						
Proposed extension to urban area (Blackwell Farm, Guildford)										50	100	100	100	100	230	230	230	230	230	230						
Land to the south of Normandy and north of Flexford										50	150	150	150	150	100	100	100									
Land north of Keens Lane, Guildford								35	35	35	35															
Land to the north of West Horsley								30	30	30	30															
Land to the west of West Horsley								34	34	34	33															
Land near Horsley Railway Station, Ockham Road North, West Horsley								25	25	25	25															
Land to the south of West Horsley								23	23	22	22															
Land at Garlick's Arch, Send Marsh/Burnt Common and Ripley								100	100	100	100															
Land west of Winds Ridge and Send Hill, Send								20	20																	
Land to east of The Paddocks, Flexford													25	25												
<b>Potential housing provision</b>	<b>136</b>	<b>249</b>	<b>343</b>	<b>325</b>	<b>393</b>	<b>519</b>	<b>863</b>	<b>861</b>	<b>783</b>	<b>1031</b>	<b>895</b>	<b>894</b>	<b>899</b>	<b>899</b>	<b>825</b>	<b>1260</b>	<b>1258</b>	<b>1138</b>	<b>1137</b>	<b>1136</b>						
Abbreviated Transport Schemes (For details see Proposed Submission Local Plan: strategy and sites (June 2016): Appendix C Infrastructure Schedule)																										
NR1	Guildford rail station capacity and interchange improvements																									
NR2	New rail station at Guildford West (Park Barn)																									
NR3	New rail station at Guildford East (Marrow)																									
NR4	Electrification of North Downs Line, facilitating increased service frequency																									
NR5	Portsmouth Direct Line improvements, facilitating increased service frequency																									
NR6	North Downs Line (Great Western Railway) service frequency and timetable improvements																									
SRN1	A3 Guildford average speed camera/road safety scheme																									
SRN2	A3 Guildford 'Road Investment Strategy' scheme (E31)																									
SRN3	M25 Junction 10/A3 Wisley interchange 'Road Investment Strategy' scheme (E16)																									
SRN4	New A3/A3100 Burpham junction with relocated A3 s/b off-slip and new A3 s/b on-slip																									
SRN5	M25 Junctions 10-16 'Road Investment Strategy' scheme (E15)																									
SRN6	Beechcroft Drive new access/road safety scheme																									
SRN7	A3 northbound off-slip lane widening to Tesco roundabout																									
SRN8	A3 southbound off-slip lane widening to A320 Stoke Interchange improvement scheme																									
SRN9	A3 northbound on-slip at A247 Clandon Road																									
SRN10	A3 southbound off-slip at A247 Clandon Road																									
LRN1	Guildford Town Centre Transport Package																									
LRN2	A3/Egerton Road Tesco Roundabout improvement scheme																									
LRN3	New signalised junction from Blackwell Farm site to A31 Farnham Road																									
LRN4	Access road at Blackwell Farm site with through link to Egerton Road																									
LRN5	Interventions to address potential highway performance issues resulting from development at Blackwell Farm site																									
LRN6	Interventions to address potential highway performance issues resulting from development at Gosden Hill Farm site																									
LRN7	Interventions to address potential highway performance issues resulting from development at Land at former Wisley airfield site																									
LRN8	Interventions to address potential highway performance issues resulting from development at SARP site																									
LRN9	A323 Ash Road and Guildford Road (Ash) traffic management and environmental improvement scheme																									
LRN10	B3411 Ash Hill Road (Ash) traffic management and environmental improvement scheme																									
LRN11	B3411 Ash Hill Road/A323 Guildford Road (Ash) junction improvement scheme																									
LRN12	B3411 Ash Vale Road (Ash Vale) environmental improvement scheme																									
LRN13	A323 Aldershot Road/A331 Blackwater Valley Route (Ash) junction improvement scheme																									
LRN14	A331 Blackwater Valley Route with A31 Hog's Back (Tongham) junction improvement scheme																									
LRN15	The Street (Tongham) environmental improvement scheme																									
LRN16	A31 Hog's Back (Tongham to Puttenham) road safety scheme																									
LRN17	B3000 Puttenham Hill/A31 Hog's Back junction (Puttenham) improvement scheme																									
LRN18	A323 Guildford Road (Normandy) traffic management and environmental improvement scheme																									
LRN19	Westwood Lane (Normandy) traffic management and environmental improvement scheme																									
LRN20	A247 Send Road/Send Barns Lane (Send) traffic management and environmental improvement scheme																									
LRN21	New road bridge and footbridge scheme to enable level crossing closure on A323 Guildford Road, Ash																									
LRN22	East Horsley and West Horsley traffic management and environmental improvement scheme																									
P&R1	Gosden Hill Farm Park and Ride																									
SMC1	Sustainable Movement Corridor: West																									
SMC2	Sustainable Movement Corridor: Yorkie's Bridge																									
SMC3	Sustainable Movement Corridor: Town Centre Phase 1																									
SMC4	Sustainable Movement Corridor: Town Centre Phase 2																									
SMC5	Sustainable Movement Corridor: North																									
SMC6	Sustainable Movement Corridor: East																									
BT1	New Guildford town centre bus facilities																									
BT2	Bus interchange at Effingham Junction rail station (or alternatively Horsley rail station)																									
BT3	Significant bus network serving the Land at former Wisley airfield site to key destinations																									
BT4	Significant bus network serving the Land at Normandy and Flexford to key destinations																									
AM1	Guildford Wayfinding signage system – Phase 2																									
AM2	Comprehensive Guildford borough cycle network, excluding AM3 and AM4																									
AM3	Off site cycle network from the Land at former Wisley airfield site to key destinations																									
AM3	Off site cycle network from the Land at Normandy and Flexford to key destinations																									

Appendix 4: Table showing the anticipated funding arrangements for transport schemes

Scheme ref	Scheme description	Status	Estimated cost	Local Plan Site(s) required to fund (Allocation Numbers)	S278/S38/Requirement for Full Funding e.g. grantplan or condition	S106	CIL	Other	Notes
NR1	Guildford rail station capacity and interchange improvements	Anticipated	£100m					Y	DfT funded
NR2	New rail station at Guildford West (Park Barn)	Anticipated	£10m	A26	Y				Funded by A26 development, land provided for free by Royal Surrey County Hospital as part of their hospital masterplan and A16 and A17 developments
NR3	New rail station at Guildford East (Merrow)	Anticipated	£10m	A25	Y				Developer has said that they will deliver the station in entirety if not the case it will have to be S106 with DfT funding
NR4	Electrification of North Downs Line, facilitating increased service frequency	Anticipated	£30m					Y	DfT funded
NR5	Portsmouth Direct Line improvements (together with South West Main Line Peak Demand improvements), facilitating increased service frequency	Anticipated	£5m					Y	DfT funded
NR6	North Downs Line (Great Western Railway) service frequency and timetable improvements	Anticipated						Y	TOC funded
SRN1	A3 Guildford average speed camera/road safety scheme	Anticipated	£2m					Y	DfT funded early targeted improvement schemes (up to 2020)
SRN2	A3 Guildford (A320 Stoke interchange junction to A31 Hog's Back junction) 'Road Investment Strategy' scheme (E31)	Anticipated	£100-250m					Y	RIS2
SRN3	M25 Junction 10/A3 Wisley interchange 'Road Investment Strategy' scheme (E16)	Anticipated	£100-250m		Y	Y		Y	RIS1 - or interim improvement provided by Site A35 if required in advance (S278 if interim or money paid to HE by S106 if contribution)
SRN4	New A3/A3100 Burpham junction with relocated A3 southbound off-slip and new A3 southbound on-slip	Anticipated	£10m	A25	Y				Site access requirement
SRN5	M25 Junctions 10-16 'Road Investment Strategy' scheme (E15)	Anticipated	£100-250m					Y	RIS1
SRN6	Beechcroft Drive new access/road safety scheme	Anticipated	£1m					Y	DfT funded early targeted improvement schemes (up to 2020)
SRN7	A3 northbound off-slip lane widening to Tesco roundabout	Anticipated	£2m					Y	DfT funded early targeted improvement schemes (up to 2020)
SRN8	A3 southbound off-slip lane widening to A320 Stoke Interchange improvement scheme	Anticipated	£2m					Y	DfT funded early targeted improvement schemes (up to 2020)
SRN9	A3 northbound on-slip at A247 Clendon Road	Anticipated	£10m	A35		Y			Funded in full by development(s)
SRN10	A3 southbound off-slip at A247 Clendon Road	Anticipated	£10m	A35		Y			Funded in full by development(s)
LRN1	Guildford Town Centre Transport Package	Anticipated	£9.26m			Y		Y	Funded by Local Growth Fund, GBC, SCC and S106
LRN2	A3/Egerton Road Tesco Roundabout improvement scheme	Anticipated	£5m	A16,A17,A26		Y		Y	Part funded by developments (50%) and DfT funding (50%) LEP EO1 submitted
LRN3	New signalised junction from Blackwell Farm site to A31 Farnham Road	Anticipated	£5m	A26	Y				Site access requirement
LRN4	Means of access through Blackwell Farm site from A31 to Egerton Road	Anticipated	£20m	A26	Y				Required to provide headway on A3 to compensate for development traffic increases
LRN5	Interventions to address potential highway performance issues resulting from development at Blackwell Farm site	Anticipated	£5m	A26	Y				Transport Assessment will determine exact improvements and cost
LRN6	Interventions to address potential highway performance issues resulting from development at Gosden Hill Farm site	Anticipated	£10m	A25	Y	Y			Transport Assessment will determine exact improvements and cost
LRN7	Interventions to address potential highway performance issues resulting from development at former Wisley Airfield site.	Anticipated	£25m	A35	Y	Y			Transport Assessment will determine exact improvements and cost
LRN8	Interventions to address potential highway performance issues, including on A320 Woking Road, resulting from development at SARP site	Anticipated	£5-10m	A24	Y	Y			Transport Assessment will determine exact improvements and cost (Previous Scott Wilson Report 2009 identified A320 improvements up to 1,500 dwellings)
LRN9	A323 Ash Road and Guildford Road (Ash) traffic management and environmental improvement scheme	Anticipated	£1m					Y	Unlikely to get sufficient S106 funds from developments in this area as a significant proportion are in for planning/planning appeals.
LRN10	B3411 Ash Hill Road (Ash) traffic management and environmental improvement scheme	Anticipated	£0.5m					Y	Unlikely to get sufficient S106 funds from developments in this area as a significant proportion are in for planning/planning appeals.
LRN11	B3411 Ash Hill Road/A323 Guildford Road (Ash) junction improvement scheme	Anticipated	£0.5m	A29	Y				Copperwood Developments are proposing a roundabout improvement in their planning application
LRN12	B3411 Ash Vale Road (Ash Vale) environmental improvement scheme	Anticipated	£0.8m					Y	Unlikely to get sufficient S106 funds from developments in this area as a significant proportion are in for planning/planning appeals.
LRN13	A323 Aldershot Road/A331 Blackwater Valley Route (Ash) junction improvement scheme	Anticipated	£2.0m	A29		Y		Y	Potentially get S106 funding although the Aldershot UE will provide improvement to this junction
LRN14	A331 Blackwater Valley Route with A31 Hog's Back (Tongham) junction improvement scheme	Anticipated	£0.5m	A29		Y		Y	Interim improvement could be provided by current planning application at Manor Farm, Tongham.
LRN15	The Street (Tongham) environmental improvement scheme	Anticipated	£0.5m					Y	Unlikely to get sufficient S106 funds from developments in this area - Manor Farm, Tongham funds directed towards A331/A31 junction
LRN16	A31 Hog's Back (Tongham to Puttenham) road safety scheme	Anticipated	£2.5m					Y	Unlikely to get sufficient S106 funds from developments in this area due to individual small cumulative impacts therefore CIL funded scheme.
LRN17	B3000 Puttenham Hill/A31 Hog's Back junction (Puttenham) improvement scheme	Anticipated	£1.0m	A46	Y				Odyssey Markides Technical Note prepared for Site 46 suggests improvements - considered to be wholly funded by this site
LRN18	A323 Guildford Road (Normandy) traffic management and environmental improvement scheme	Anticipated	£1.0m	A46	Y				Odyssey Markides Technical Note prepared for Site 46 suggests improvements - considered to be wholly funded by this site
LRN19	Westwood Lane (Normandy) traffic management and environmental improvement scheme	Anticipated	£0.8m	A46	Y				Odyssey Markides Technical Note prepared for Site 46 suggests improvements - considered to be wholly funded by this site
LRN20	A247 Send Road/Send Barns Lane (Send) traffic management and environmental improvement scheme	Anticipated	£1.5m					Y	Unlikely to get sufficient S106 funds from developments in this area
LRN21	New road bridge and footbridge scheme to enable level crossing closure on A323 Guildford Road adjacent to Ash railway station	Anticipated	£15m					Y	Unlikely to get sufficient S106 funds from developments in this area as a significant proportion are in for planning/planning appeals.
LRN22	East Horsley and West Horsley traffic management and environmental improvement scheme	Anticipated	£1m					Y	Unlikely to get sufficient S106 funds from developments in this area as a significant proportion are in for planning/planning appeals.
P&R1	Gosden Hill Farm Park and Ride	Anticipated	£7.5m	A25	Y				Proposed by Gosden Hill developer (land for 1000 spaces, developer to provide sufficient spaces for P&R to operate without public subsidy and to provide headroom on A3100 corridor)
SMC1	Sustainable Movement Corridor: West	Anticipated	£20m	A26	Y		Y	Y	S38/S278 - allocation as required within the site and to provide a connection to highway network
SMC2	Sustainable Movement Corridor: Yorkle's Bridge	Anticipated	£10m				Y	Y	Could have Network Rail funding depending on delivery timescale
SMC3	Sustainable Movement Corridor: Town Centre Phase 1	Anticipated	£5-10m				Y	Y	Unlikely to get sufficient S106 funds from developments in this area due to individual small cumulative impacts therefore CIL funded scheme.
SMC4	Sustainable Movement Corridor: Town Centre Phase 2	Anticipated	£5-10m				Y	Y	Unlikely to get sufficient S106 funds from developments in this area due to individual small cumulative impacts therefore CIL funded scheme.
SMC5	Sustainable Movement Corridor: North	Anticipated	£20m	A24	Y	Y	Y	Y	S38/S278 - allocation as required within the site and to provide a connection to highway network - improvements further afield CIL
SMC6	Sustainable Movement Corridor: East	Anticipated	£20m	A25	Y	Y	Y	Y	S38/S278 - allocation as required within the site and to provide a connection to highway network - improvements further afield CIL
BT1	New Guildford town centre bus facilities	Anticipated	£5-10m	A6	Y				North Street site requires the relocation of the bus station either on or off site
BT2	Bus interchange at Effingham Junction rail station (or alternatively Horsley rail station)	Anticipated	£0.25m	A35		Y		Y	Required as part of bus improvements for the site in perpetuity but unlikely to be deliverable by the developer due to third party land.
BT3	Significant bus network serving the Land at former Wisley airfield site and key destinations including Effingham Junction railway station and/or Horsley railway station, Guildford, Woking and Cobham to be provided and secured in perpetuity	Anticipated	TBC	A35	Y				Required as part of bus improvements for the site in perpetuity to meet minimum sustainability criteria.
BT4	Significant bus network serving the Land to the south of Normandy and to the north of Flexford site and key destinations including Guildford and the Blackwater Valley to be provided	Anticipated	TBC	A46	Y				Required to meet minimum sustainability criteria.
AM1	Guildford Wayfinding signage system - Phase 2	Anticipated	£0.22m				Y	Y	Small schemes in town centre use CIL
AM2	Comprehensive Guildford cycle network	Anticipated	£20m				Y	Y	CIL funded schemes (excluding those directly required as transport sustainability requirements Wisley, Blackwell Farm, Gosden Hill, Normandy and Flexford).
AM3	Off site cycle network from the Land at former Wisley airfield site to key destinations including Effingham Junction railway station, Horsley railway station/Station Parade and Ripley, with improvements to a level that would be attractive and safe for the average cyclist	Anticipated	TBC	A35	Y				Required to meet minimum sustainability criteria.
AM4	Off site cycle network from the Land to the south of Normandy and to north of Flexford site to key destinations including Wanborough railway station and to the Christmas Pie Trail, with improvements to a level that would be attractive and safe for the average cyclist	Anticipated	TBC	A46	Y				Required to meet minimum sustainability criteria.