



Guildford – Godalming Greenway

Public Consultation Report – May 2022



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1. EXECUTIVE SUMMARY

This report describes the public consultation process and provides the analysis of responses received for the proposed Guildford to Godalming Greenway.

These proposals have been developed in order to provide a more continuous, attractive and safer walking and cycling route between Guildford and Godalming, as well as providing links to other nearby destinations. The proposals aim to encourage modal shift to active travel and reduce carbon emissions associated with transport.

A public consultation was carried out across a six week period, starting on 14 October 2021. 1,098 individuals responded directly to the questionnaire, with a further ten groups and organisations submitting comments separately. This large sample of responses has provided a useful range of views about the proposals consulted on. All responses have been considered.

The analysis has showed that 66% of individuals that responded generally support the proposals overall. 60% expressed “strong support” and another 6% expressed “support”. All individual sections of the proposed route received support from a majority of respondents.

A number of issues were commonly raised by respondents; both positive feedback and concerns were raised. If further funding is received and the scheme progresses to the next stage, detailed design, several of these issues will be considered further, although the final designs will need to balance quality of walking and cycling infrastructure, physical space available, impact on other transport modes, impact on greenspace, and value for money. Although the majority of respondents supported one or multiple of the options presented through the Lamas Lands and the Phillips Memorial Park, these aspects of the scheme proposals raised the greatest number of concerns, reflected in comments raised. Further investigation into the constraints, deliverability, and mitigation of potential negative impacts related to these scheme elements will be required as part of progressing potential options here further. The Project Team’s responses to commonly raised issues are detailed in section 6 of this report.

Subject to funding being awarded and necessary approvals, the Project Team recommends that this scheme proceeds to the next design stage, detailed design. At this stage all consents to take final designs through to construction would be progressed. All elements that are not within the bounds of the public highway will need to be agreed with landowners, which in most cases is either Guildford Borough Council or Waverley Borough Council.

2. INTRODUCTION

Surrey County Council (SCC), Guildford and Waverley Borough Councils have all declared climate emergencies and therefore are keen to develop infrastructure to support non-motorised and low-carbon modes of travel. 46% of Surrey's climate emissions come from the transport sector. By switching to cycling and walking, especially for shorter trips, we can all contribute to reducing emissions and the associated negative impacts.

In line with this ambition, feasibility proposals are being developed for a 7km-long Greenway (cycling and walking route) between Guildford and Godalming.

The need for a safe cycle link between Guildford and Godalming has become well established to serve cyclists who are not comfortable cycling on busy roads. The distance between both towns and the topography means that there is a high propensity to cycle this route. Some of the route proposed is already served by paths on which cycling as well as walking is permitted. However, the quality of the existing paths along this route is very poor in places. This scheme is looking to provide high-quality infrastructure for cycling and walking.

Initial scheme proposals were developed and then publicly consulted on by SCC towards the end of 2021. The proposals were displayed online using a platform called Commonplace which allowed the public to view these proposals and provide their opinion on both their priorities for the area and the proposals developed to date. This consultation was important to assess the level of the public support for the scheme, and to inform the potential next stage of the scheme subject to further funding being allocated.

3. CONSULTATION METHODOLOGY

On 14 October 2021, the Guildford to Godalming Greenway public consultation was launched on Commonplace which included a map of the route, details of the infrastructure proposals, and a survey. The survey was active for approximately six weeks, receiving 1,098 responses.

Two public consultation exhibition events were held as part of this process. The first at Godalming Library on Saturday 30 October between 10.00 and 13.00 and the second at Waverley Borough Council Offices on Thursday 4 November between 15.00 and 19.30. Three SCC members of staff were on hand at each of the exhibition events as well, as a Waverley Borough Council Officer, to discuss the proposals. Paper copies of the plans were also on show, and staff members were available to help attendees fill out a survey.

To advertise the consultation, letters were sent to residents and businesses that front the route. Posters were also displayed at various points along the route as well as Guildford and Godalming train stations. Notification of the consultation was also sent via email to various interest groups including local schools, transport user groups and Surrey Coalition of Disabled People.

To further raise awareness of the consultation, it was also promoted by social media including Instagram and Twitter. Residents who live in the area were targeted via Facebook advertising which directed them to the Commonplace page.

4. WHO RESPONDED TO THE CONSULTATION?

4.1 Individuals

1,098 individuals responded to the consultation questionnaire. To understand the degree to which the respondents are representative of the wider population impacted by the scheme, certain key characteristics of respondents can be considered and compared with Census data (2011) for Guildford and Waverley Borough, where the majority of the respondents reside.

Regarding the age of respondents, the most common age categories were 45-54 (18%), 35-44 (17%) and 55-64 (12%). As shown below in Figure 1, only 10% of respondents identified themselves as being aged less than 35, and only 3% as 75 or over. Whilst 31% of respondents did not identify their age at all, it is likely that younger residents, and residents aged 75 or over, are under-represented amongst the respondents (10% and 3% respectively is lower than the actual proportions of residents within these age groups).

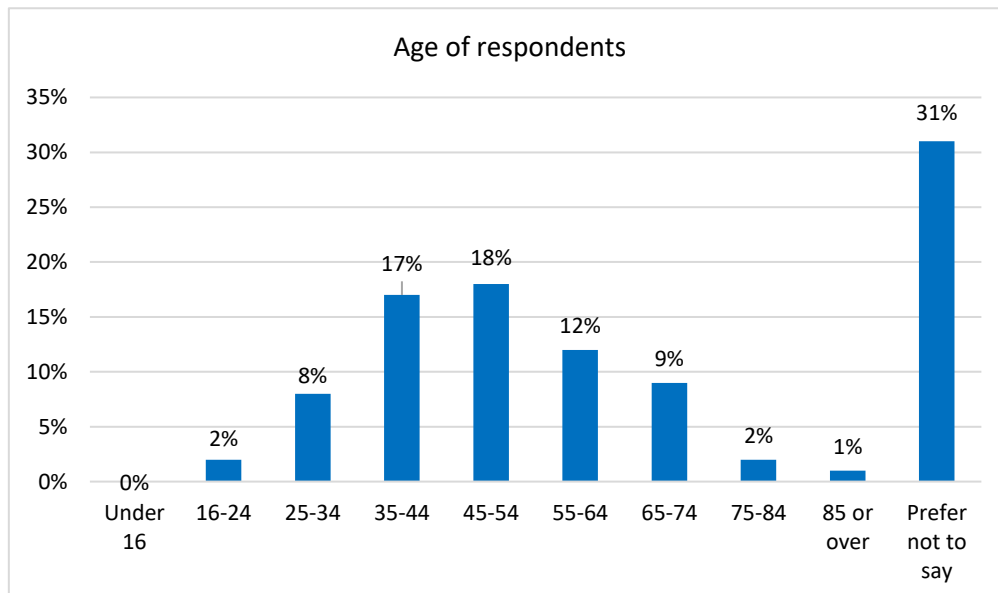


Figure 1: Age of respondents

Regarding gender, 50% of respondents did not disclose their gender as part of this consultation, however based on those that did, there is generally even distribution between males and females amongst the respondents. 27% identified themselves as male and 23% as female in contrast with 50.5:49.5 (male: female) ratio in Guildford and 51.2:48.8 ratio in Waverley in the 2011 Census data.

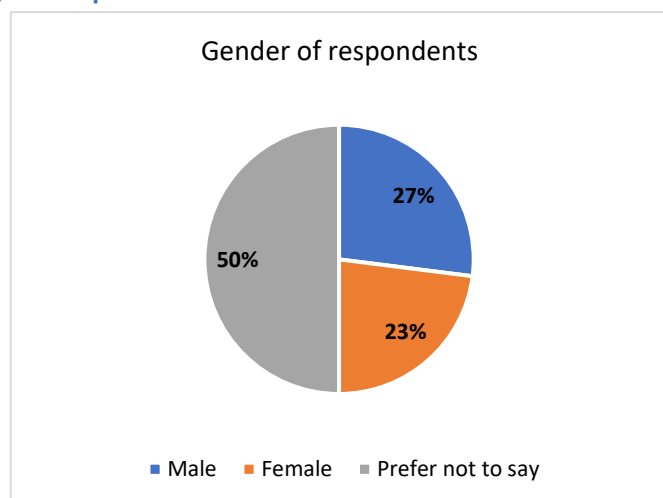


Figure 2: Gender of respondents

Whilst it must be highlighted that the sample or respondents is not wholly representative, most notably with younger and elderly residents likely to be more under-represented, the large sample size of those that responded has provided a useful range of views about the proposals consulted on. As shown in Figure 3, the majority of respondents who provided an answer to the corresponding question in the survey live in the area indicating that the survey reached those most impacted by this scheme. There was also a reasonably good representation of those who visit for leisure/sport, shopping and work.

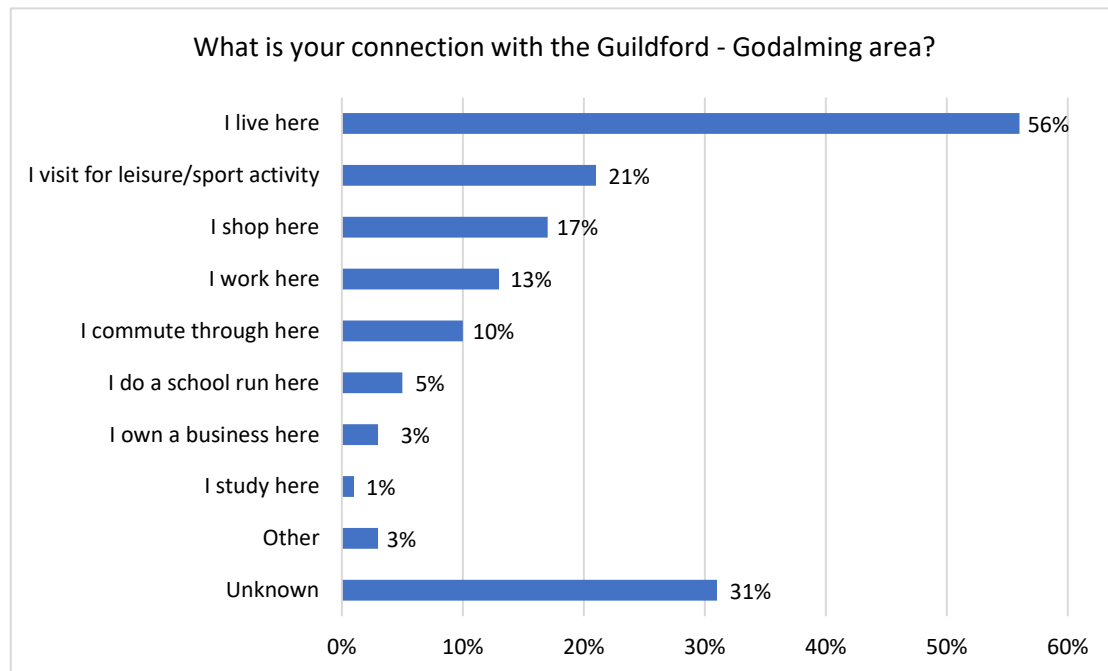


Figure 3: What is your connection to the Guildford – Godalming area?

The survey also included a question to understand the mode of transport respondents most rely on (see Figure 4). A large proportion of respondents (31%) did not provide an answer, but in line with broader national data from the National Travel Survey and Census 2011 travel to work data for Surrey, travel by private car is the most common primary mode of transportation. The responses do indicate an over-representation of those whose primary mode of travel is cycling, although the total proportion is still less than half of those who drive. This over-representation may be associated with cyclists having a greater interest for these scheme proposals, and we are aware that members of two local cycling user groups engaged well with and responded to the consultation. However, we are also aware of some organised local opposition, encouraging responses, for example by posting notices on the entrances to the Lammas Land in Godalming.

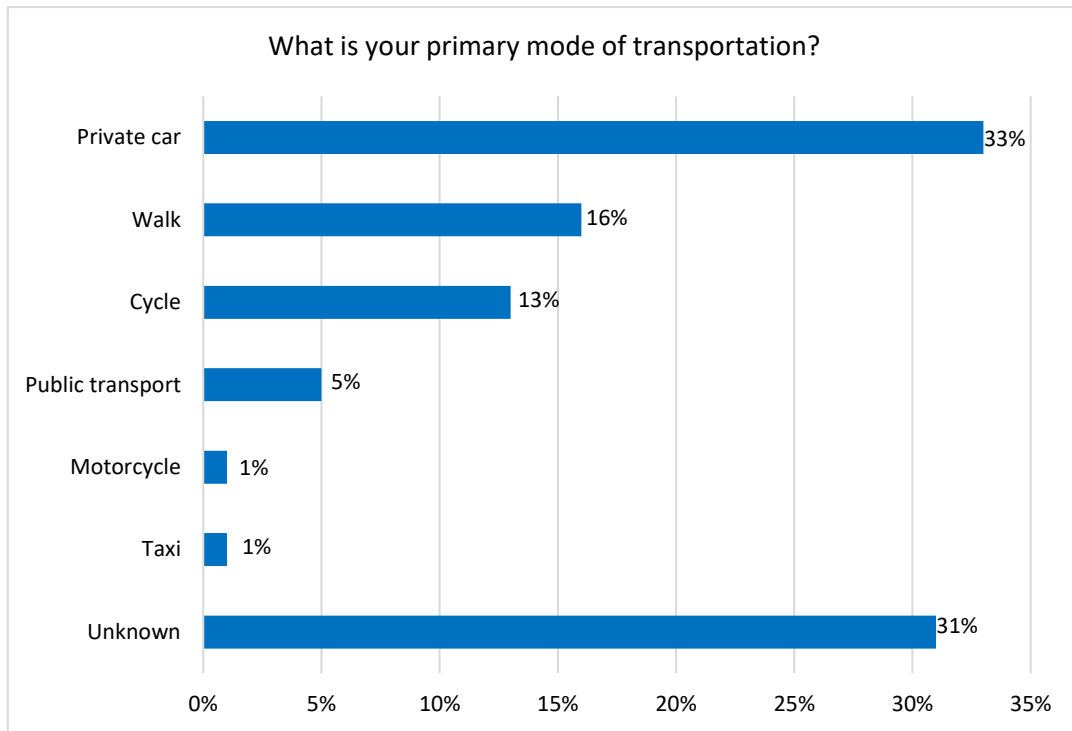


Figure 4: What is your primary mode of transportation?

4.2 Groups and organisations

Ten groups and organisations submitted comments outside of the survey structure. These have been analysed and reported on separately in the sections that follow as they represent the views of more than one person, although it is recognised that individuals from these groups and organisations may have also responded individually.

The organisations and groups that responded to the questionnaire were:

- Guildford Borough Council (GBC)
- Waverley Borough Council (WBC)
- Shalford Parish Council (SPC)
- The National Trust
- Godalming Flood Group (GFG)
- Sustrans – sustainable transport charity
- G-BUG – Guildford based local cycle user group
- Godalming Cycle Campaign (GCC) – Godalming based local cycle user group
- Waverley Friends of the Earth (WFOE) – environmental activist group
- Go Godalming – organisation which promotes and co-ordinates cultural, social, commercial and other activities in Godalming.

5. OVERALL LEVEL OF SUPPORT FOR THE SCHEME PROPOSALS

5.1 Level of support for the scheme proposals as a whole

The survey asked respondents questions to gauge feelings towards the scheme proposals.

One of the questions generally asked whether respondents support measures to reduce traffic speeds and/or volumes to help keep those cycling and walking safe. As shown in Figure 5, 63% of individuals that responded selected yes, showing that overall, there is appetite for change to rebalance some roads and public spaces to better accommodate those walking and cycling. This is in line with the general ambition of the Guildford to Godalming Greenway proposals.

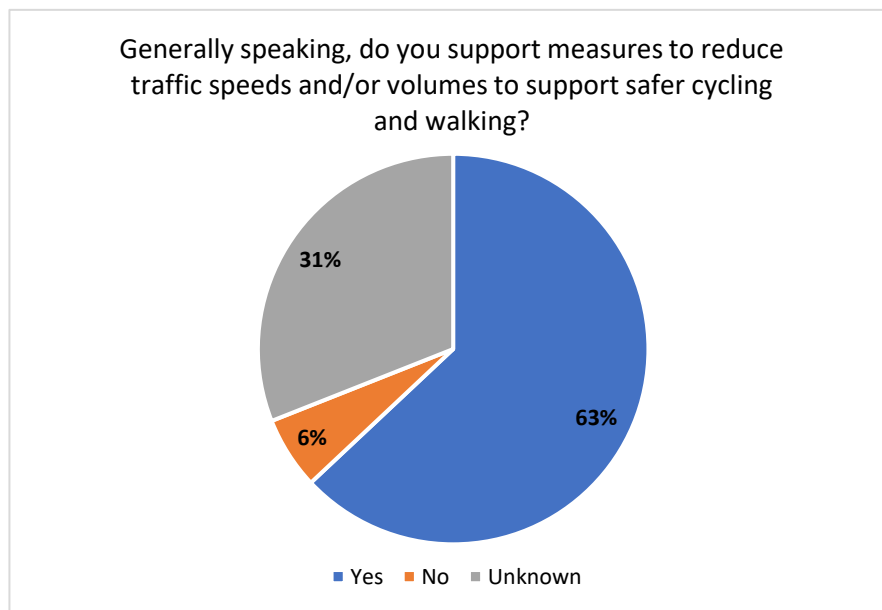


Figure 5: Support for measures to reduce traffic speeds and/or volumes to support safer cycling and walking

More specifically and directly, individuals were also asked whether they support the proposals of the scheme. Respondents could comment on the whole route proposed, or specific sections of the route. Figure 6 provides a breakdown of level of support for the proposals. It provides a view on overall sentiment, level of support for those that responded for the whole route, and level of support for the different sections which combines whole route responses and responses for the individual corresponding section ('n =' in the chart is the number of corresponding respondents).

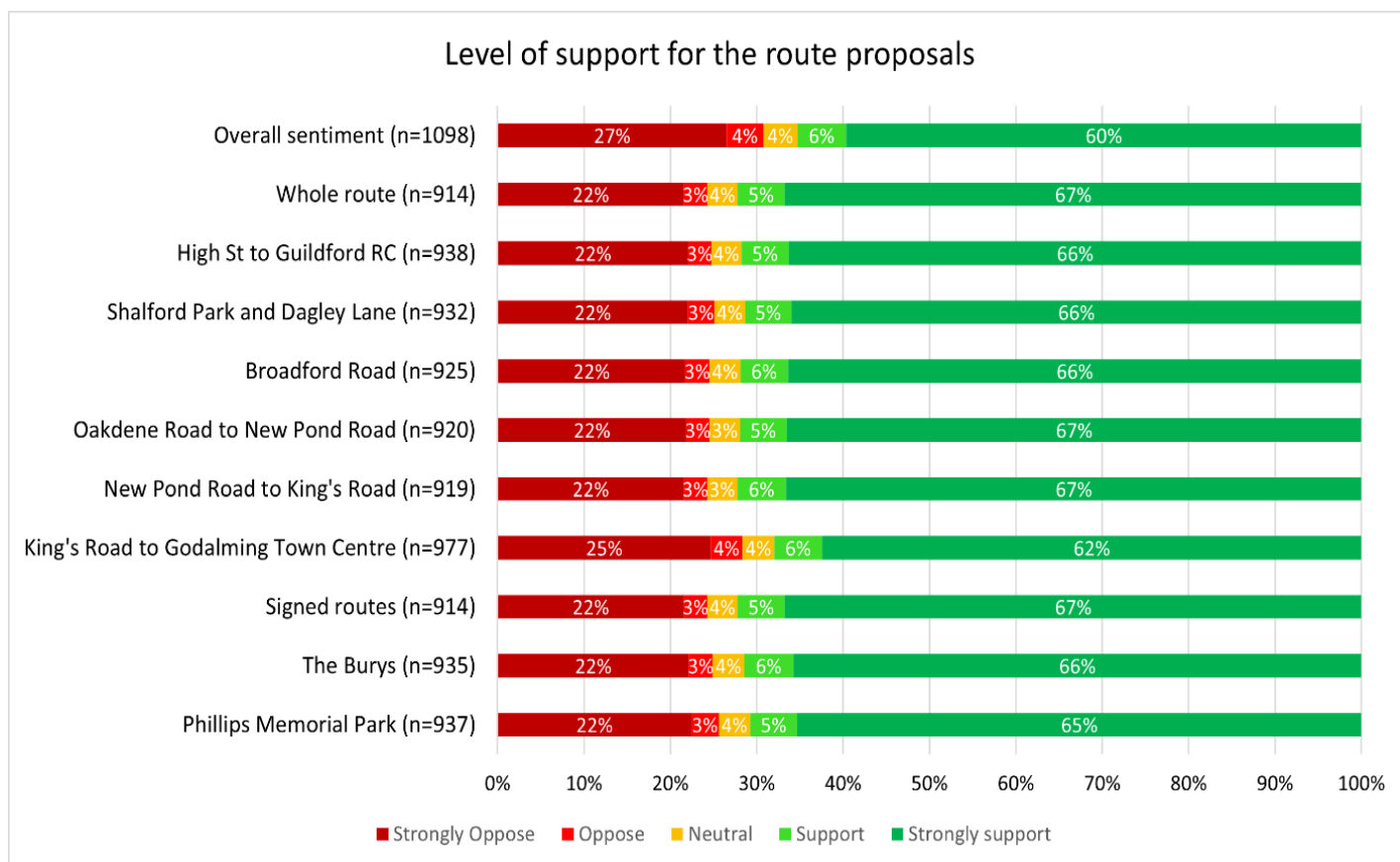


Figure 6: Sentiment towards the scheme proposals

As shown in Figure 6, 66% of respondents stated that they support or strongly support the proposed scheme. It is clear that there is also support for the individual sections of the scheme.

Overall, all groups and organisations that provided a general view on the scheme proposals, supported the overall ambition, although comments on details along the route were raised; these are covered in section 6 of this report.

5.2 Lammas Lands

As different options were presented within the proposals, individual respondents were asked more specifically whether they support the options presented across the Lammas Lands, The Burys and The Phillips Memorial Park in Godalming. For the Lammas Lands options, respondents could state whether they support both options, either one of the options or none of the options.

As shown below in Figure 7, overall there is majority support for proposals across the Lammas Lands, with 59% of respondents expressing support for at least one of the options. However, just over a third of respondents also specifically expressed opposition to all of the proposals.

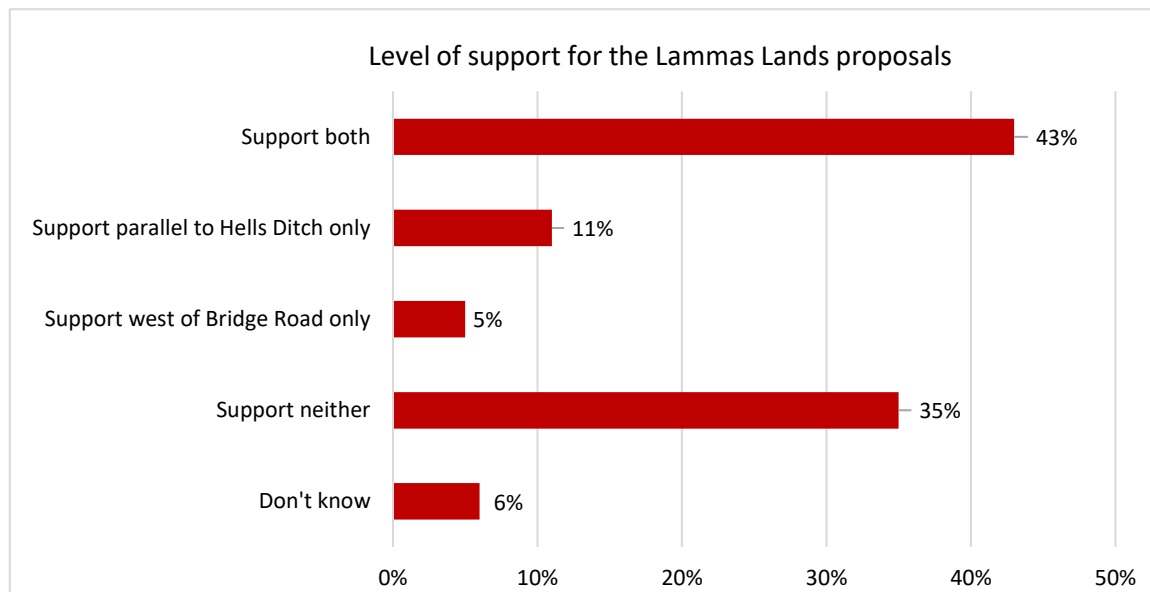


Figure 7: Sentiment towards the Lammas Lands proposals

Regarding preferences of groups and organisations, both local cycle user groups G-BUG and GCC expressed general support for both options. In particular, G-BUG highlighted the importance of the option parallel to Hell Ditch for directness and to reduce on-carriageway cycling. Sustrans highlighted the benefit of the west of Bridge Road option in providing a traffic free link and an additional bridge into Godalming. The Godalming Flood Group (GFC) did not support the options and raised detailed concerns.

5.3 The Burys

Figure 8 shows the responses of individuals when asked which of the two proposals for The Burys in Godalming that they preferred. The off-road segregated track was the most popular option with 42% of respondents choosing it as their preferred proposal, although this option would result in significant surfacing over greenspace.

The cycle street option is also reasonably well supported with 25% of respondents selecting this option and therefore 67% of respondents would support one of these options. 22% supported neither of the options proposed to make active travel safer and more accessible.

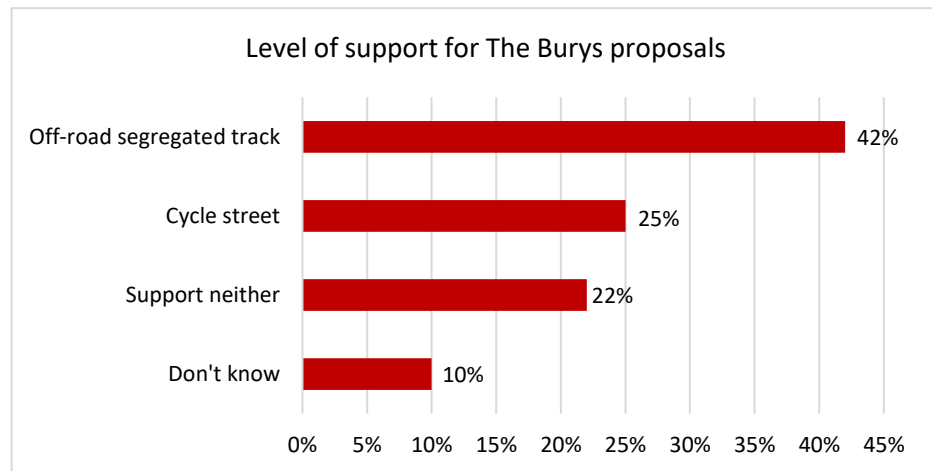


Figure 8: Sentiment towards The Burys proposals

Out of the options proposed, both local cycle user groups G-BUG and GCC specified preference for the segregated track option although commented that if the cycle street option was selected, this could benefit users if delivered with suitable infrastructure changes. Sustrans and WFoE supported the cycle street option, with WFoE highlighting the need for speed tables and a 20mph speed limit.

5.4 Phillips Memorial Park

Individuals were also asked to choose their preferred proposal for Phillips Memorial Park. As shown in Figure 9, there was the greatest support for the segregated cycle track option (46%). A further 19% of individual respondents preferred the shared use footpath/cycle path, highlighting that the majority of respondents are in support of at least one of these options. 25% support neither option.

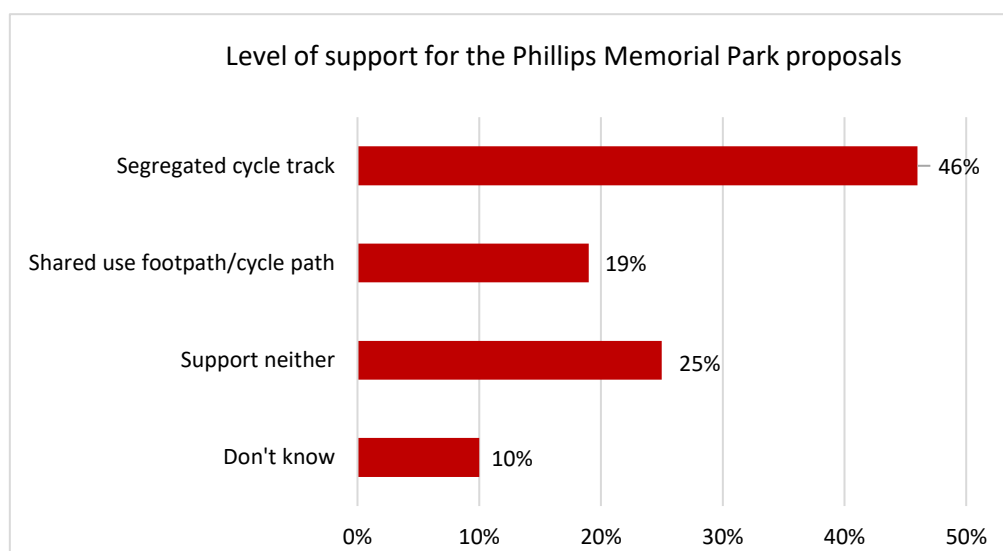


Figure 9: Sentiment towards the Phillips Memorial Park proposals

The segregated cycle track option was selected as the preferred option by both local cycle user groups (G-BUG and GCC), Sustrans and WFoE. Go Godalming objected to both proposed options.

6. COMMENTS AND ISSUES COMMONLY RAISED BY RESPONDENTS WITH SCC PROJECT TEAM RESPONSES

The survey included questions inviting comments about the proposals from individual respondents. Detailed comments were also sent by groups and organisations that responded. Below, some of the comments and issues that were raised more commonly have been listed. Where relevant, a response from the SCC Project Team has also been provided.

6.1 General / whole route comments

1. Comments raised by individuals, groups and organisations raised multiple reasons for the importance of this scheme, but a central reason was the belief that the scheme would enable residents and visitors to shift their travel behaviours to active travel modes, through improvements in accessibility to towns, villages and key destinations along the active travel corridor proposed between Guildford and Godalming. The importance of encouraging active, more environmentally friendly modes of travel was supported amongst respondents, especially given the high proportion of carbon emissions currently attributed to transport behaviours in Surrey.

2. Many comments highlighted that several sections of the existing route between Guildford and Godalming are currently dangerous. They identified that the proposals would create a safer, more continuous route for all, including for children travelling to and from school. Local cycle user groups G-BUG and GCC highlighted the need for infrastructure to be inclusive to all ages and abilities, and different types of non-motorised users (not just cyclists).

3. Several comments recognised the importance of the route to not only encourage more people to walk and cycle, but also its role in reducing car use, congestion, pollution levels and noise, and creating more people friendly places and spaces. GCC commented that the scheme would not only benefit local users, but could also attract visitors to Guildford and Godalming, benefiting local businesses.

4. Respondents highlighted that the maintenance of the route is important, particularly sections which are more vegetated and the boardwalk proposals; without proper maintenance infrastructure delivered could come become inaccessible. G-BUG and GCC also raised this as an essential issue.

SCC Project Team response: Should the scheme proceed to construction, a maintenance strategy would be developed as part of the delivery of the project.

5. Comments raised stated that cycle parking is needed in Guildford and Godalming.

SCC Project Team response: This is an element of the scheme that is recognised as essential and will be considered at the detailed design stage.

6. Some respondents challenged that these proposals do not offer value for money and that public funding should be spent on other priorities.

SCC Project team response: The feasibility study has included an economic appraisal. The monetised benefits calculated through this appraisal identifies that the project would deliver 'high' value for money. Funding opportunities targeted would generally be applicable to sustainable transport schemes (rather than other priorities).

7. Some comments recognised that the link between Guildford and Godalming is an important one but raised concerns that this route may be at the expense of green space across the route.

SCC Project Team response: Where possible the route has looked at options within the existing public highway, however limited physical space means this is not always feasible and therefore there are some locations where the route is proposed through green spaces: Shalford Park, Dagley Lane, the Lammas Lands and the Phillips Memorial Park (proposal being led by WBC). These locations also benefit from being distanced from motor traffic, which is an important factor for providing more attractive pedestrian and cycle infrastructure. With regards to Shalford Park and Dagley Lane, the proposals are to improve existing paths to ensure provision of widths and higher quality surfaces in accordance with national Cycle Infrastructure Design guidance, and will make these more suitable for shared use. As the changes will be to existing paths, the impact on greenspace is relatively limited. The Lammas Lands and Phillips Memorial Park are discussed in more detail at 6.8 and 6.10 respectively. Overall, the scheme would be expected to have considerable environmental net benefits.

8. Comments raised stated that an existing route using the towpath is suitable and with some improvements with less impact on road space and green areas could serve the same purpose as these proposals.

SCC Project Team response: The National Trust manages the towpath between Guildford and Godalming and its representatives have made it clear that it is not suitable for utility cycling. The National Trust considers it necessary to maintain the historic construction and width of the towpath and has no intention of upgrading it to improve it as a facility for cyclists. The current towpath route scores poorly in terms of level of service provided to cyclists. Even if the towpath was to be considered as an appropriate route, some locations (e.g. Farncombe) served directly by the proposals would not be served directly by the towpath, and it would be necessary to address poor connections to and from the towpath to communities and destinations.

9. There were a number of comments raised associated with the issues below:

- That the proposals are not ambitious enough in terms of infrastructure proposed and segregated facilities should be provided where possible rather than paths shared by pedestrians and cyclists which may lead to conflict between users.
- That the scheme should be looking to implement other ideas such as one-way systems and speed limit reductions.
- That the proposals are limited in scope and should extend beyond those presented, including safe links to an increased number of destinations.

SCC Project Team response: Regarding infrastructure quality, the proposals have been developed with consideration of the latest national cycle infrastructure guidance (LTN 1/20), to meet the standards where possible. Designs have been developed to balance quality of cycle and pedestrian infrastructure, physical space available, impact on greenspace, impact on other transport modes, and value for money. At detailed design the option to segregate more sections of the route will be reviewed, but generally shared paths have been proposed where there is either insufficient highway width for segregated infrastructure, across interurban areas where there is lower footfall, or across greenspaces where there is a need to balance surfacing against loss of greenspace. The designs have been developed to ensure shared paths will be sufficiently wide to best mitigate conflict between pedestrians and cyclists and signing would be installed to remind users to consider others, promoting a 'share with care' culture. Whilst cycle usage would

be expected to increase on wider shared use paths, road sport cyclists are likely to continue cycle on-road so would not be travelling at high speeds on a shared path.

With regards to the scope of the project in terms of areas and routes covered, this feasibility study, funded by National Highways Designated Funds, is limited to a route between Guildford and Godalming town centres, however SCC is developing Local Cycling and Walking Infrastructure Plans for both Guildford and Waverley which will cover the wider areas and look at connections between key trip attractors suggested by respondents.

6.2 High St to Guildford Rowing Club

10. A number of comments highlighted that these proposals would much improve a currently unsafe, intimidating stretch of road to cycle along, particularly for new cyclists and children. Respondents acknowledged that this would encourage others to use active travel modes. All groups and organisations that commented on this element of the scheme supported the overall principle put forward.

11. Comments from some individuals and Shalford Parish Council raised concerns that the reallocation of road space would make traffic congestion worse at this location.

SCC Project Team response: Traffic modelling has been carried out at this location which indicates that the relocation of a traffic lane would have negligible impact on traffic flows within the bounds of daily variation. Should the proposals here proceed, the reallocation of road space would rebalance transport priorities which are currently heavily weighted towards motorised transport. Given the high footfall of this town centre location, segregation of pedestrians and cyclists is preferred.

12. Comments raised stated that the proposals need to take into account future developments at the old Debenhams site.

SCC Project Team response: SCC has been liaising with the developer's consultants. This liaison will continue as the scheme develops to ensure that there is coordination.

13. Respondents suggested that the route should cross the Wey at Guildford Rowing Club using a new bridge and run along this section into Guildford.

SCC Project Team response: This scheme has included the most direct route into Guildford town centre. This route option would be considered as part of Guildford's Local Cycling and Walking Infrastructure Plan, when this is advanced.

14. Comments raised by individuals as well as G-BUG stated that there should be better consideration of how cyclists continue through Guildford town centre and connect to the train station.

SCC Project Team response: This feasibility study, funded by National Highways Designated Funds, is limited to a route between Guildford and Godalming town centres and routes within Guildford are out of scope. These will be looked at as part of Guildford's Local Cycling and Walking Infrastructure Plan.

15. GBC and G-BUG in particular raised some questions regarding details on the design including how the proposed two-way cycle track would integrate existing accesses, crossings, bus stops, the extent of physical segregation from the carriageway within the design, and potential improvements at the access to Shalford Park. The need to extend the segregated track for as far as is feasible was emphasised.

SCC Project Team response: All of these details raised have been considered during the feasibility study and would be addressed further at detailed design. Regarding the extent of the segregated cycle track, it is proposed to continue this for as far as there is sufficient physical space.

6.3 Shalford Park and Dagley Lane

16. Several comments noted support for improvements to the surfacing along Dagley Lane to improve conditions for pedestrians (including wheelchair users) and cyclists, particularly during the winter months. All groups and organisations that responded on this route section, responded positively overall.

17. Comments raised stated that there could be conflict between users along the proposed shared paths in Shalford Park and along Dagley Lane, particularly if the path is less than 3m wide.

SCC Project Team response: These are existing shared paths used by pedestrians and cyclists. The designs would substantially improve on existing infrastructure by providing wide paths with smooth, bound surfaces, improving accessibility. Generally minimum widths of 3m are being promoted by SCC in order to provide sufficient space to mitigate conflict between different users, although this is subject to agreement with GBC, who is the landowner for the majority of these path lengths; SCC will need to agree the design details with GBC at detailed design. Signage would be installed to remind users to consider others, promoting a 'share with care' culture.

18. Comments raised environmental concerns along this route section with particular concerns regarding tree felling and the introduction of lighting.

SCC Project Team response: The proposals will result in improvements to existing shared use paths rather than completely new paths, limiting uptake of new greenspace. No/very limited tree felling is expected, with path alignment accommodating the presence of quality specimen trees; to be confirmed at detailed design. Following public consultation no lighting is being installed on the section of Dagley Lane between Shalford Thames Water and Dagley Lane Bridge which is under construction, although a lighting design and operation regime had been developed which was considered to have minimal environmental impact; working with the Surrey Wildlife Trust, mitigation had been built in. Surrey Wildlife Trust would be consulted during the detailed design of this section of the route to best mitigate any negative impacts and to build in ecological enhancements, as are being progressed through the section under construction through the installation of bat and bird boxes.

19. Concerns were raised about drainage in the area and a need to improve this as part of the Greenway scheme.

SCC Project Team response: Drainage is important in order to ensure that where possible, this is an accessible route throughout the year. This will be fully investigated by designers during detailed design.

20. Some respondents including groups/organisations that responded requested that the Greenway route has 'give-way' priority at the Shalford Park entrance off the A281.

SCC Project Team response: The plans developed to date provide priority to the Greenway and a raised speed table where the Greenway route passes through this area.

6.4 Broadford Road

21. Individual respondents highlighted that the proposals would provide a safer route for less confident cyclists who don't want to share the carriageway with motor vehicles, including HGVs. The majority of groups and organisations that responded were supportive.

22. Some comments raised concerns about the proposals including:

- Broadford Bridge is a narrow pinch point which ideally needs to be widened to provide a safer route for both pedestrians and cyclists.
- Shalford Parish Council raised concerns regarding removal of a section of the footway on one side of Broadford Road and that this would reduce accessibility to the nearby pub.
- The proposals need to reconsider certain elements including parking arrangements.
- G-BUG, GCC and WFoE said that lighting is an issue along Broadford Road with car headlights dazzling cyclists.
- The proposals may negatively impact properties located on Broadford Road.

SCC Project Team response: Highway width is particularly narrow on Broadford Road north-east of Broadford Bridge and on Broadford Bridge itself. The proposals have received majority support and on balance SCC's designers view that relocation of footway space north-east of the bridge would be beneficial, with the section identified for removal being very lightly used. The proposals are considered to improve on the existing situation, however, given the constraints here, options will continue to be reviewed, including potentially better integrating north-eastbound on-road cycling within the design. The design developed to date and to be progressed further at detailed design proposes to formalise parking arrangements and specifically a layby immediately south-west of Broadford Bridge, which would also ensure that there remains unobstructed designated space for pedestrians and cyclists. Widening of the Bridge is out of scope within this scheme.

6.5 Oakdene Road to New Pond Road

23. Comments supported the inclusion of a toucan crossing at the southern end of Oakdene Road.

24. Some concerns were raised associated with signing Oakdene Road as a cycle route including:

- Oakdene is heavily parked and narrow, making it unsuitable as a route for cyclists.
- There are visibility constraints for drivers, particularly at the Oakdene Road/James Road junction.
- The street lighting is poor on Oakdene Road.

SCC Project Team response: Oakdene Road is closed to through traffic and therefore experiences particularly low traffic volumes and speeds. As well as being more direct, this makes it a more attractive option than the alternative continuing along Broadford Road and then the A3100 which includes the need to cross the A3100. Whilst there is on road parking, a safety audit has not raised concerns regarding visibility issues, however the Oakdene Road/James Road junction would be looked at in greater detail at detailed design. The option to improve street lighting would also be considered.

6.6 New Pond Road to King's Road

25. Positive comments were received regarding this section, with respondents highlighting the narrow, shared use facility that is current in place and the improvement that the proposals would make for safety and accessibility. SPC, G-BUG, GCC and WFoE all provided positive responses.

26. Some concerns were raised about potential conflict between users on the shared path alongside the A3100 across this section.

SCC Project Team response: The majority of this length is an existing shared path. Designs have been developed and will continue to be advanced at detailed design stage to provide paths that are as wide as practical, to best mitigate potential conflict between pedestrians and cyclists, and improving upon the existing shared path infrastructure. Signing would be installed to remind users to consider others, promoting a 'share with care' culture.

27. Comments discussed the suitability of the option using the set back 'service road' and other paths set back from the road, in comparison to the A3100 roadside option. Some respondents stated that the set back option would be safer as it is further from fast moving traffic and there would likely be substandard sections along the A3100 due to restricted space. G-BUG, GCC and WFoE all raised the set back option as their preferred option in their responses. However, GBC raised concerns regarding the affect this would have on the Crematorium including users of the memorial gardens.

SCC Project Team response: The option set back from the road has been proposed as a 'daytime' route, which would benefit from being distanced from motorised traffic. However, this option is off the public highway and the decision on whether this would be progressed is a decision for the landowner, GBC. We understand that GBC are not supportive of this option and consequently it is likely that it will not progress.

28. Comments raised stated that a link should be extended to Broadwater School in order to improve safety for those travelling to school.

SCC Project Team response: The main scope and priority of the feasibility study has been to look at a spine walking and cycling route between Guildford and Godalming, however some links to destinations have been considered, not all presented in the proposals consulted on. Improved connectivity to Summers Road from the spine route is proposed and options are under consideration for a link through to the Broadwater area, but these would require agreement with external landowners to be progressed and would be subject to funding priorities.

29. G-BUG suggested that dutch style priority would be more beneficial at crossings and the toucan crossing across New Pond Road should be introduced closer to the roundabout to ensure it is more direct.

SCC Project Team response: A toucan crossing is considered necessary given the volumes and speeds of traffic in this location. The location has been proposed as close to the roundabout as is acceptable in accordance with design standards.

6.7 King's Road to Godalming town centre

30. The majority of feedback on the route proposals between King's Road and Godalming town centre relates to the Lammas Lands, The Burys, or the Phillips Memorial Park. For these elements of the route proposals, the comments are discussed separately across sections 6.8 – 6.10, although generally, in support of the overall proposals, some respondents highlighted that this section of the route would have the greatest positive impact on safety and ease of cycling and walking given the limited quality and extent of existing infrastructure.

31. Some Catteshall Road and Catteshall Lane residents raised concerns regarding the impact the proposals along here would have on parking. Residents also highlighted that these roads can be used as a rat run and measures to support a 20mph speed limit would be beneficial. Respondents suggested signing the route along Catteshall Lane towards its junction with Flambard Way, opposite Wharf Street, providing more direct access to the High Street.

SCC Project Team response: The proposals along Catteshall Road and Catteshall Lane would not have an impact on parking (no cycle lanes or off-road paths are proposed). Measures to support lower speeds and signing the route towards Flambard Way would be reviewed during the next phase of design work.

32. The relative indirectness of the proposed signed route through Farncombe was raised by respondents, as well as questions regarding the safety of the residential roads in Farncombe for cyclists. G-BUG, GCC and WFoE raised issues cyclists face at junctions within this residential area. WFoE also suggested an additional spur north from Broadwater Park West.

SCC Project Team response: As well as offering a quieter through route option, the purpose of the cycleway signage in Farncombe would be to sign roads that cyclists could use to join or leave the main spine route, benefitting Farncombe residents. Although less direct, the route if signed would provide an option which experiences lower traffic speeds and volumes than the parallel A3100. Along the A3100 there is insufficient highway space south of King's Road to provide cycle facilities (either off-road or on-road cycle lanes). Engineering measures to improve safety would be reviewed at detailed design as well as consideration of the additional spur.

33. Some respondents objected to the need for improved cycle infrastructure into Godalming or suggested the Wey navigation tow path as an alternative.

SCC Project Team response: It is felt that lack of adequate cycle infrastructure (as evidenced by level of service assessments) is one of the barriers to more people cycling trips in the area. Regarding reasons why the Wey navigation tow path is not seen as an appropriate alternative, please see section 6.1.

6.8 Lammas Lands

34. Comments about the Lammas Lands proposals were particularly common amongst respondents. The majority of respondents expressed support for at least one of the proposed options (see Figure

7) and supportive comments highlighted the appreciation that current level of service for walkers and cyclists into Godalming is poor and the proposals would make significant improvements and increase accessibility to those who find the existing infrastructure most challenging (e.g. wheelchair users, pushchair users, children).

35. However, the following reasons were commonly raised in opposition to the proposals:

- Some respondents do not want to see the Lammas Lands built on; the natural environment of the Lammas Lands should be retained. Concerns were raised regarding the impact on nature and wildlife, and the visual impact a boardwalk or bound path would have.
- Respondents were concerned by the proposals due to the fact that the Lammas Lands are an important part of the flood plain in this area. The Godalming Flood Group submitted a detailed response against the proposals and pointed out that deep and specialised foundations would be required for any infrastructure here, as well as a specialist maintenance regime. This would have financial cost implications.
- The proposal for a new bridge over the River Wey was questioned by respondents, including whether this would be acceptable with the Environment Agency and how this would accommodate existing water sports users.
- Some respondents raised concerns regarding the path or boardwalk being shared use and that this could create conflict with existing users (leisure walkers including dog walkers) and new users.
- The current poor state of some of the other boardwalks in Godalming was raised as a reason for not constructing a new boardwalk.
- Residents living adjacent to the Lammas Lands were particularly concerned regarding the impact the proposals would have and potential invasion of privacy.

SCC Project Team response: The Lammas Lands options have been proposed as there is insufficient highway space along A3100 Meadow and A3100 Bridge Road (the main route into Godalming) to provide cycle facilities (either off-road or on-road cycle lanes). The A3100 experiences heavy traffic which excludes most potential cyclists. The existing level of service for walkers is also poor; along these roads the footways are very narrow immediately adjacent to busy traffic. The Lammas Lands options would improve level of service for both walkers and cyclists into Godalming. The boardwalk option west of Bridge Road would be particularly beneficial for residents of Farncombe accessing Godalming. Whilst the proposals would introduce new man-made infrastructure on the Lammas Lands, these would be relatively confined to the edges of the Lammas Lands, which are already impacted by the road (visually or by road noise) and provision of specific infrastructure would be expected to confine users to this infrastructure, whilst offering more inclusive facilities. The facilities would be of width to mitigate potential conflict between users whilst balancing the impact on the Lammas Lands.

The proposals would only proceed if all necessary consents and permits are obtained, which will include those from the Environment Agency. Early consultation with the Environment Agency has taken place and this would be advanced should one of the options be developed further. Regarding impact on the natural environment and wildlife, Natural England have and would continue to be consulted on the proposals to ensure appropriate mitigation. If progressed, the alignment and detail (e.g. raised height) of proposals would be progressed to mitigate impact on adjacent residents.

Further investigation into the constraints, legal issues, deliverability, and mitigation of negative impacts is required for the options outlined during the consultation. As the Lammas Lands is Common Land, consent from the Secretary of State for the Environment, Food & Rural Affairs

would be required for both options proposed. The majority of Lammas Lands is under the ownership of WBC and therefore ultimately the decision on whether and how these proposed options proceed would be a decision for WBC, subject to the options being deemed deliverable.

6.9 The Burys

36. Some respondents commented that the proposals would be particularly beneficial for cyclists as the route provides a safe environment away from busier traffic in Godalming.

37. Some respondents questioned where this route section would be serving, with concerns that this proposal should end at a key destination.

SCC Project Team response: The Burys would provide a safe link into the Crown Court car park. WBC are planning to improve cycle parking within this car park which would therefore provide users with a convenient place to park cycles within the town centre.

38. Although a significant proportion of respondents (including some groups and organisations) supported the cycle street option, several respondents suggested that this option fails to consider interactions with motorised traffic at different locations along the section, including the entrances to the various car parks.

SCC Project Team response: Traffic counts and speed surveys have been carried out as part of the feasibility study and so there is an understanding of the different traffic movements as well as speeds along The Burys. The data indicates that there is potential for a cycle street to be introduced, including provision of a 20mph speed limit, supported by selective engineering measures (e.g. speed tables and road markings). This option would be investigated further at the detailed design stage. This option would not result in significant surfacing over greenspace that the segregated cycle track option would have and therefore would remain under consideration at detailed design.

39. A comment suggested that the proposals would negatively impact upon car access into Godalming town centre, therefore negatively impacting retailers.

SCC Project Team response: Both the cycle street option and the segregated path option will not restrict cars from travelling along The Burys. Contrary to this comment, research has shown that improved walking and cycling environments and corresponding increases in local trip making by walking and cycling can have economic benefits for high streets and urban centres.

6.10 Phillips Memorial Park

40. Although the majority of respondents expressed support for at least one of the proposed options (see Figure 9) as well as the majority of groups and organisations that commented specifically on this proposal, the following reasons were commonly raised in opposition to the proposals:

- Several comments stated that there is limited space within the park and the introduction of cycle infrastructure would introduce conflict between users and it would be less attractive for young families/children. Go Godalming highlighted that the proposals would also negatively impact upon community events that are held in areas of the park where the route was proposed.

- Comments raised stated the proposals would be detrimental to the environment with the removal of green space and potential impact on wildlife.
- Some respondents suggested alternative routes including staying on The Bury's and then using the path above the allotments, or the route ending at Crown Court with provision of cycle storage.

SCC Project Team response: This aspect of the Greenway is being led by the landowner, WBC. The Project Team has provided a summary of feedback to WBC to consider in future planning.

7. IMPACT OF THE PROPOSALS ON BEHAVIOURS

Respondents were asked what changes these proposals were likely to have on their walking and cycling behaviours (Figure 10). Cycling behaviours were seen to be the most likely change, with 52% of respondents saying that these changes would make them feel safer as a cyclist, 42% reporting that they would find it easier to cycle and 37% stating that they would start cycling or be encouraged to cycle more often.

On balance, walking behaviour is also seen to be positively impacted by the proposed changes. 24% stated that they would feel safer walking, 21% would find it easier to walk and a further 19% would start walking/do more walking.

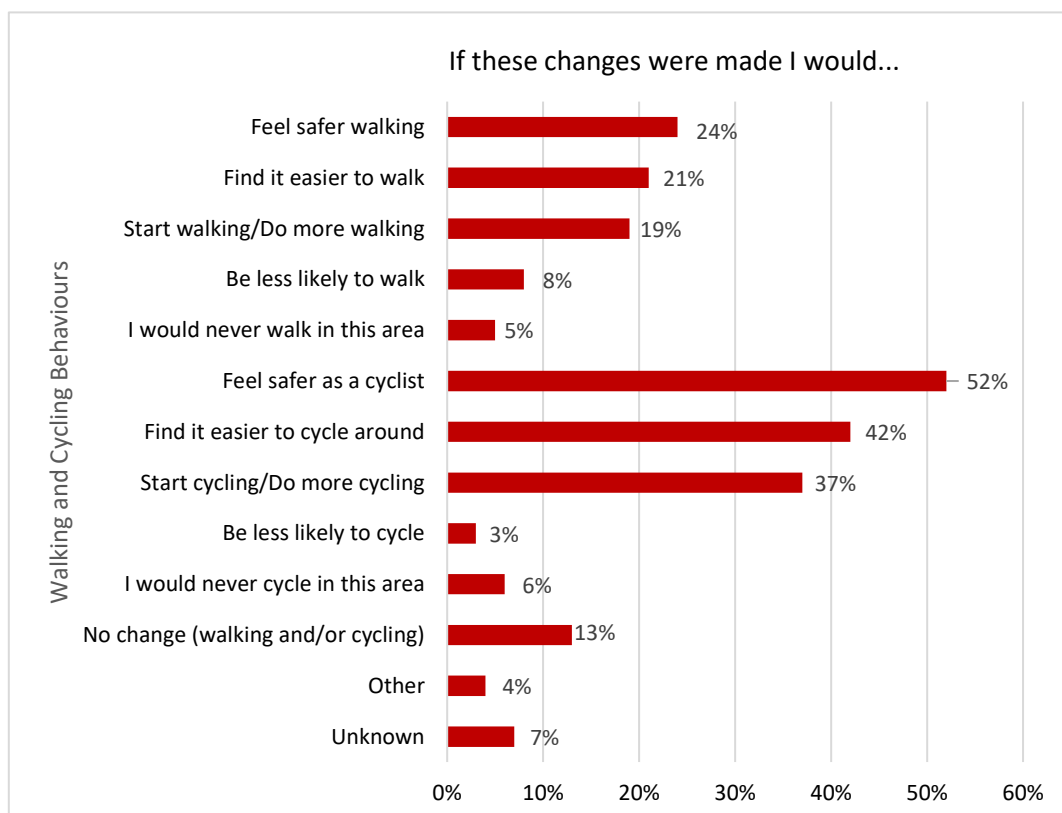


Figure 10: Impact of the proposals on walking and cycling behaviours

Comments made by some respondents also clarified that the proposals would build confidence and therefore make them more likely to cycle. A number of comments referring to changing cycling behaviours stated that this was related to improved safety.

8. CONCLUSIONS, RECOMMENDATIONS AND NEXT STEPS

The consultation received a high number of responses, with 1,098 individuals responding to the survey and a further ten groups/organisations submitting comments separately. This large sample of responses has provided a useful range of views about the proposals consulted on.

A total of 66% individuals who responded generally support the scheme proposals overall. 60% showed “strong support” and 6% showed “support”. All individual sections of the proposed route received support from a majority of respondents.

Commonly raised issues and themes have been identified from the responses and in many cases feedback from the Project Team has been provided. Many of the respondents recognised that the proposals would provide a more continuous, attractive and safer route for both pedestrians and cyclists between Guildford and Godalming, important to encourage active and more environmentally friendly travel.

Responses also highlighted some concerns associated with the proposals. If further funding is received and the scheme progresses to the next stage, detailed design, several of these suggestions would be considered further by the Project Team, although the final designs will need to balance quality of walking and cycling infrastructure, physical space available, impact on other transport modes, impact on greenspace, and value for money.

Although the majority of respondents supported one or multiple of the options presented through the Lammas Lands and the Phillips Memorial Park, these aspects of the scheme proposals raised the greatest number of concerns, reflected in comments raised. Concerns raised about the Lammas Lands options were mainly related to potential environmental impact, flood risk and flood impacts, future maintenance and impacts on adjacent residents (see section 6.8 for further details). Further investigation into the constraints, deliverability, and mitigation of potential negative impacts related to these scheme elements will be required as part of progressing potential options here further. A decision on potential preferred options going forward will ultimately be a decision for the landowner of these areas, Waverley Borough Council.

Some respondents recognised the need for cycle infrastructure to connect key trip attractors elsewhere across Guildford and Waverley. This feasibility study, funded by National Highways Designated Funds, is limited to a spine route between Guildford and Godalming town centres. However, a Local Cycling and Walking Infrastructure Plan (LCWIP) is underway for the borough of Waverley which will cover a greater number of routes within the local area. An LCWIP will also be developed for Guildford Borough over the coming months.

This report has highlighted that there is overall support for the proposed scheme. Subject to funding being awarded and necessary approvals, the Project Team recommends that this scheme proceeds to the next design stage, detailed design. At this stage all consents to take final designs through to construction would be progressed. All elements that are not within the bounds of the public highway

will need to be agreed with landowners, which in most cases is either Guildford Borough Council or Waverley Borough Council.