

**Guildford Local Plan 2017 - Examination June 2018**  
**Statement by G-Bug (Guildford Bike User Group) – The Guildford Cycle Campaign**  
**regarding ID/3 – Matters and Issues for Examination**  
**Doug Clare - [doug.clare@g-bug.org](mailto:doug.clare@g-bug.org) Date - 9<sup>th</sup> May 2018**

9.1 We support the spatial strategy providing that the infrastructure required for the new sites as discussed in the Guildford Transport Strategy 2017 is implemented to encourage Modal shift away from the motor car.

9.2 The infrastructure to encourage Modal shift must be in place before the allocated sites are developed. We note under **Policy ID3 : Sustainable Transport for new developments Para 4.6.22** states that the planning process provides the opportunity to maximise the use of sustainable transport. This opportunity **must** be implemented with a full integrated cycle network established, shared use pedestrianisation of the town centre, and the Sustainable Movement Corridors completed prior to the development commencing. In the Guildford Master Plan the suggestion was that the use of cars needed to be reduced by 25% to allow the Town Centre to function. We note however that **Para 4.6.28** states that despite a significant program of schemes to provide and improve opportunities to use active modes GBC still forecast that there will be an absolute increase in traffic volumes! If this is the case the Local Plan proposals for new housing in Guildford will not work, as Guildford already reaches gridlock on numerous occasions each year.

9.3 We agree the business land and floorspace allocations but propose that all business developments are obliged to include facilities for cyclists and pedestrians to encourage more Modal shift and use of non-motorised transport to the workplace. This should be part of the new healthy workplace scheme.

### **Modal Shift**

We suggest that the Inspector should specifically examine the infrastructure proposals and insist that significant modal shift away from car use is a central part of the Local Plan. All the Items in **Appendix C Infrastructure Schedule** must be implemented but for example the Comprehensive Cycle Network is only proposed to start in 2017 but not be completed until post plan? How can Guildford expect Modal shift to happen if this is not made a top priority! The Guildford BC Transport Strategy 2017 which includes most references to modal shift, walking and cycling is only a supporting document for the Local Plan and part of the evidence base, we suggest this document should be included in the Local Plan. G-Bug is keen to be part of this debate.

G-BUG has made submissions to the Local Plan and tries to work with GBC and SCC. However, we are seriously concerned that the infrastructure requirements to achieve sustainable development are only mentioned as desirable but not essential delivery requirements. While Modal Shift is mentioned, there is no evidence as to how it will be achieved.

G-BUG want to ensure residents have alternative transport methods to the motor car. The plan should be enhanced to explicitly show budgets and delivery dates for continuous shared use footpaths/cycleways to provide the integrated cycle network that we have been promised throughout the borough. This together with the Sustainable Movement Corridors for buses must be implemented in advance of any new housing development. For the Local Plan to work, Modal Shift away from car use must be moved to the top of the agenda not tucked away in Supporting documents.

**Town Centre**

Having studied the Guidance Note and the list of Matters for Examination I see no discussion re the Town Centre, Infrastructure and Modal shift. This very important topic should be discussed and G-Bug would like to be party to these discussions. The Local Plan is seriously devoid of a definitive proposal for the town centre gyratory system and surrounding area. Without this ad hoc town centre planning just carries on in Guildford as can be seen with the permission given for the station redevelopment at appeal. The Guildford Town Centre Regeneration Strategy should also be a supporting document.

**Doug Clare - [doug.clare@g-bug.org](mailto:doug.clare@g-bug.org) Date - 9<sup>th</sup> May 2018**