



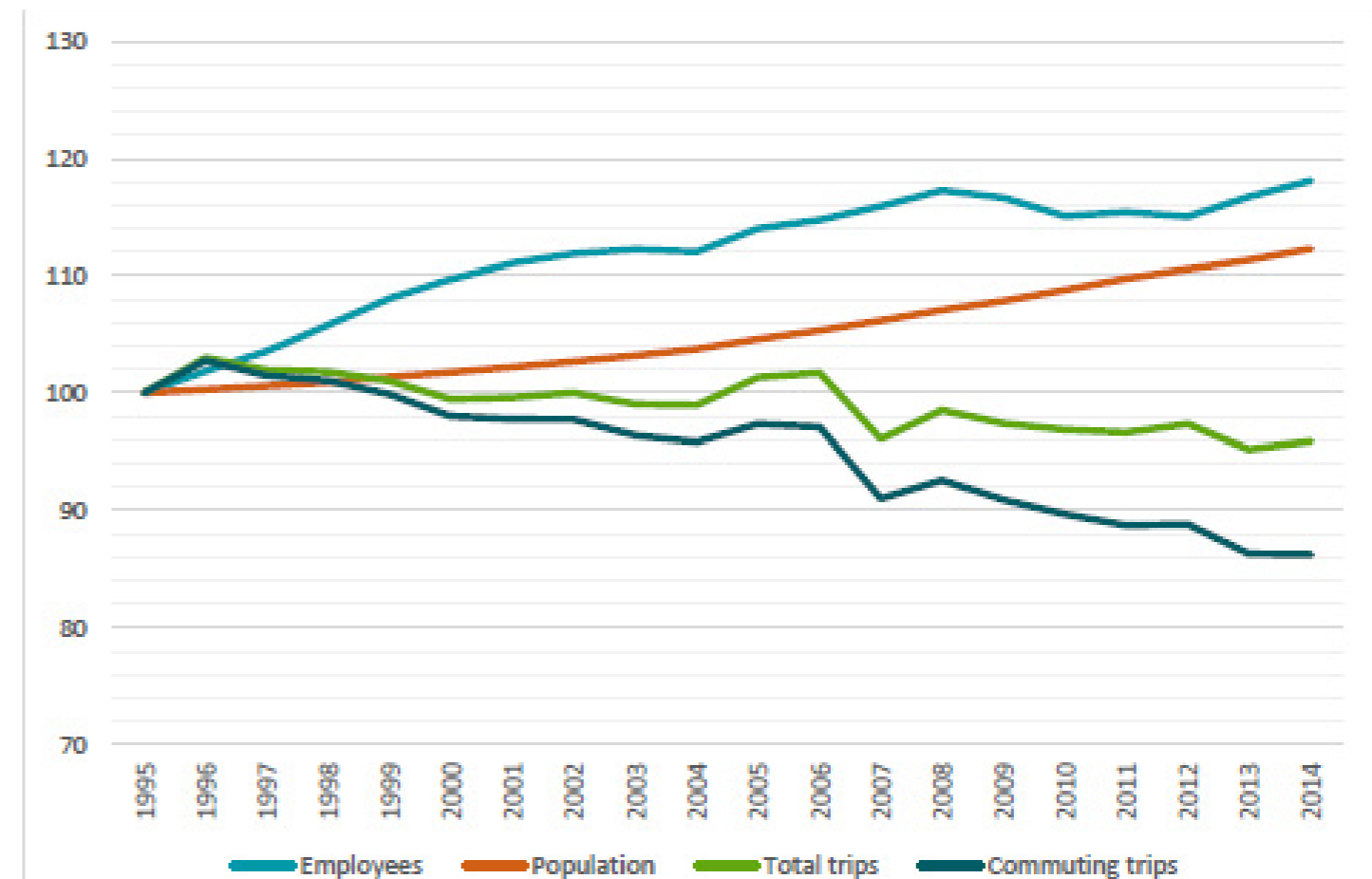
# Relevant Transport Trends

## Sustainable Transport Strategy Goals

- There has been a 14% reduction in commuting trips per week since the mid 1990's
- Between 2008 and 2018 the number of people working from home almost doubled Flexitime working has also increased. This trend is expected to continue
- Young people are waiting until later in life to pass their driving tests and also face a decline in disposable income. These affect travel choices and make car ownership a lower priority
- In 1983 46% of 16 year olds had a driving licence. This dropped to 26% in 2017

## Our Assumptions

**40% affordable housing**  
**A good proportion will be flats which generally have lower car ownership and less car use**



Employees, total population, total journeys and commuting journeys in England (100 = indexed to 1995 levels). Sources: Labour Force Survey, ONS Population Estimates, National Travel Survey



# Illustrative Masterplan

The Weyside Project Team will be submitting a Planning Application based on the following masterplan

- 1 River Wey
- 2 Riverside Nature Reserve
- 3 Existing residential
- 4 Weyfield Primary School
- 5 Slyfield Industrial Estate
- 6 Existing trees
- 7 Lock Keeper's cottage
- 8 Pump House
- 9 Mixed-use centre
- 10 Central square
- 11 Employment
- 12 Gypsy and Traveller site
- 13 Primary substation
- 14 Green corridors
- 15 Bellfield Rd entrance
- 16 Woking Road entrance
- 17 Slyfield Green entrance
- 18 Moorfield Road entrance
- 19 Sustainable Movement Corridor (SMC)
- 20 Riverside Walk
- 21 Green buffer
- 22 Pedestrian and cycle link connections from Weyfield neighbourhood

Please note that this is a conceptual masterplan. The application that the Weyside Project Team will be submitting 'Outline Planning Application'.





# A Sustainable Development

Green and sustainable travel modes form the heart of the Weyside Urban Village Transport Strategy, and the development aims to provide excellent transport infrastructure and facilities to enable positive travel choices.

- Travel Plan
- Managed parking provision on site
- Improved cycle and walking facilities
- Better bus services and infrastructure
- Green linkages
- Internalisation of trips



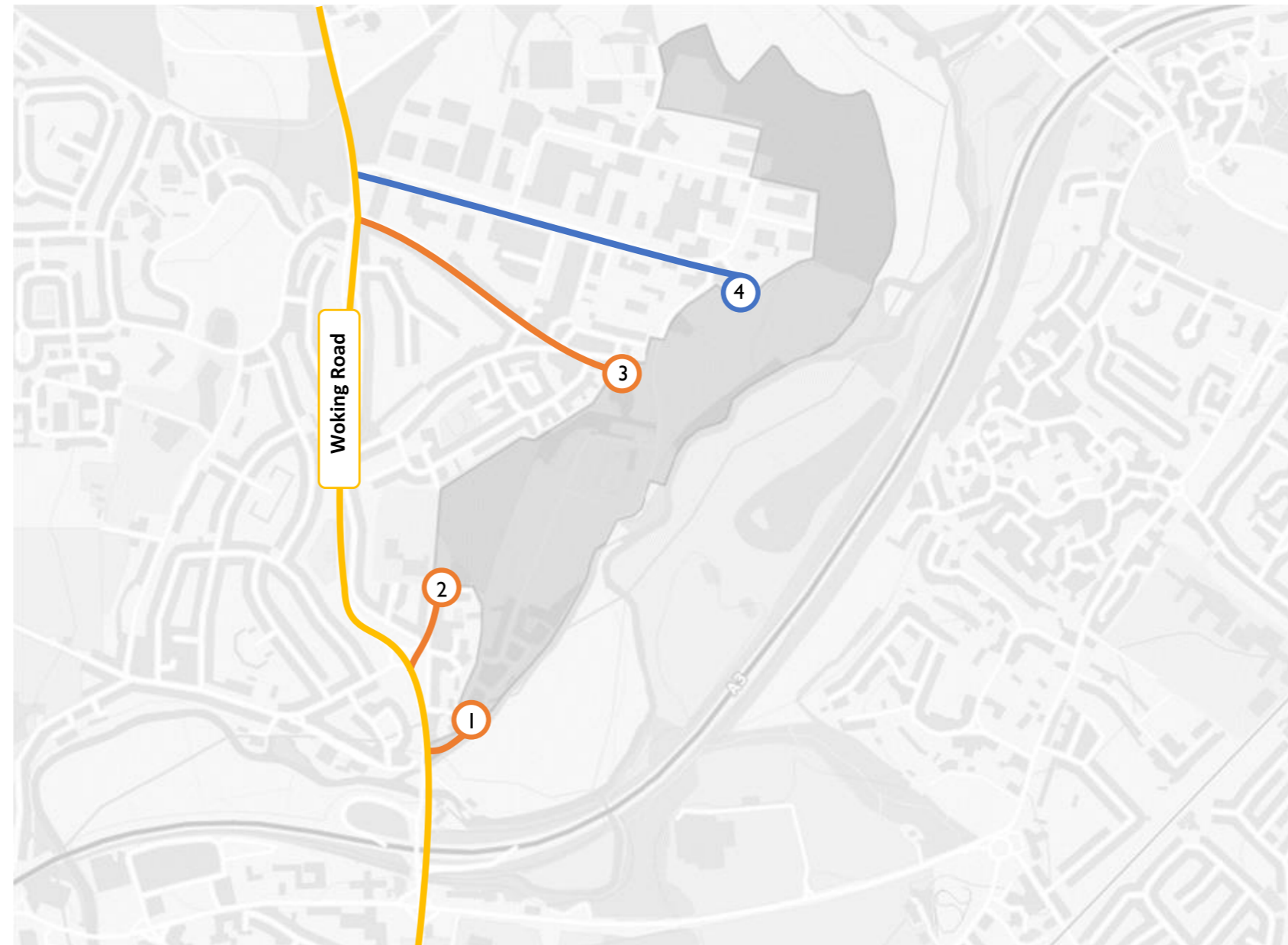


# Access Points

Four main access points to the site have been established:

- 1 **GBC Depot Road**  
Bus & vehicle access
- 2 **Bellfields Road**  
Vehicle access
- 3 **Woodlands Road**  
Vehicle access
- 4 **Moorfield Road**  
Bus access and car access into employment area

NB. Clay Lane link



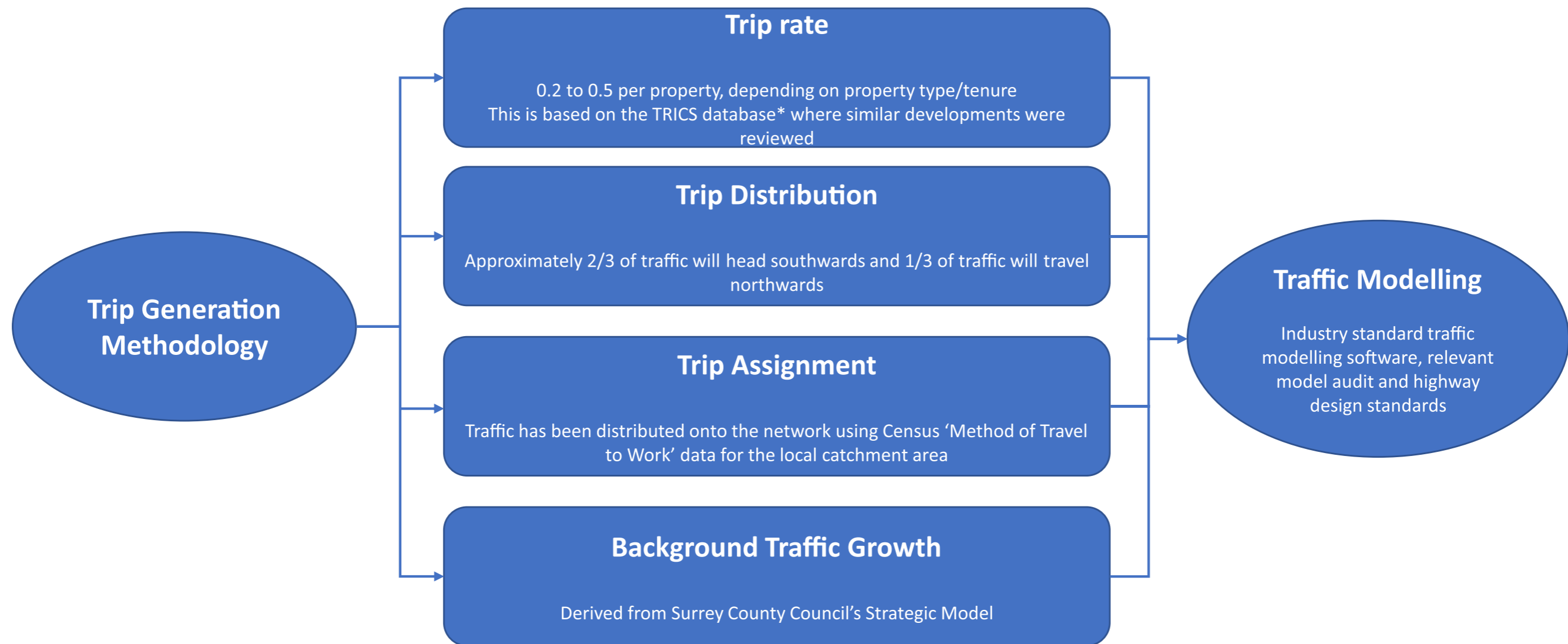


# Our approach to assessing the development's traffic impact



# Trip Generation and Traffic Modelling

## Methodology and Parameters

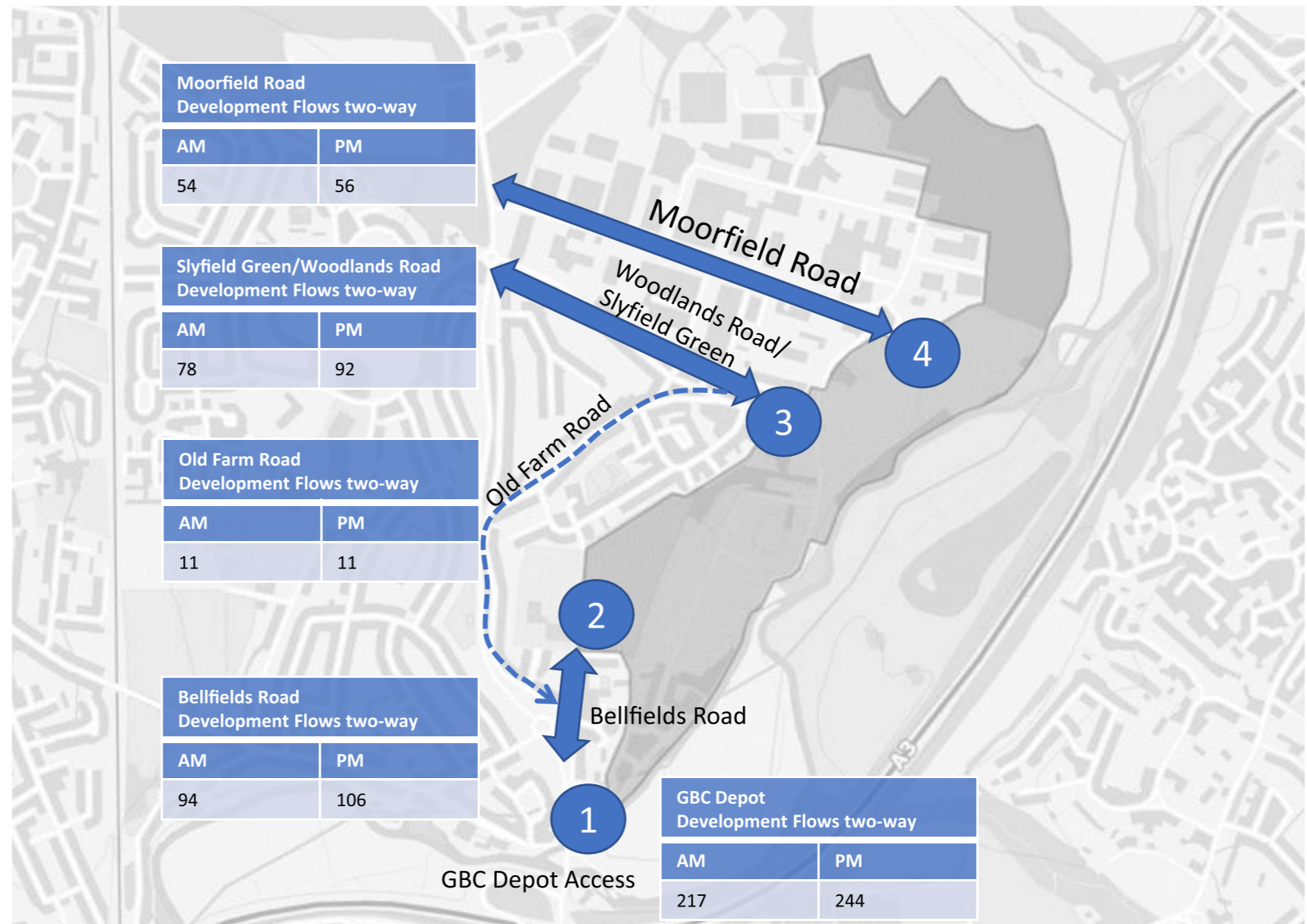


*\*TRICS is an industry-standard traffic database*



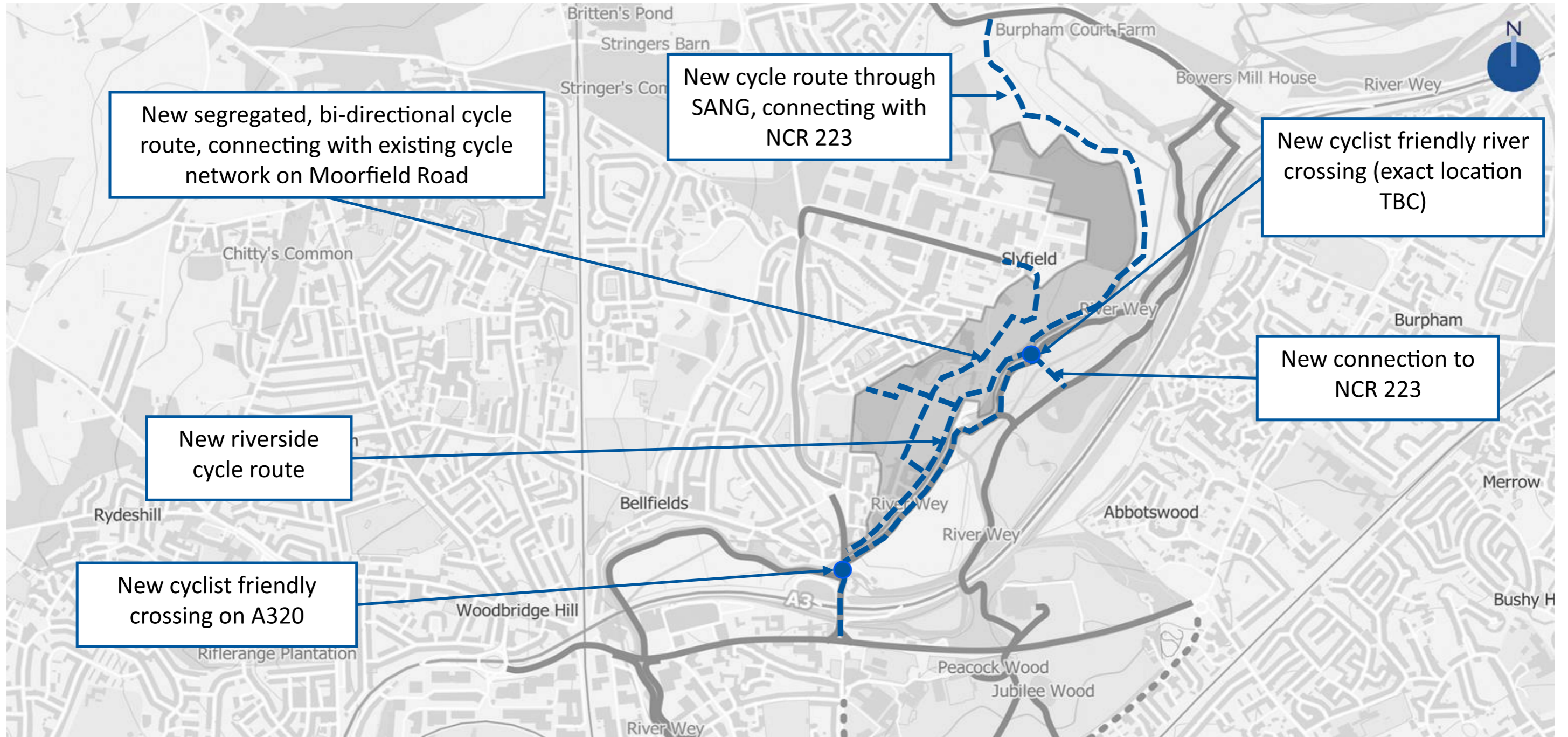
# Trip Generation - Peak Hour Flows (in Design Year 2033)

- ① **GBC Depot**  
Vehicle & Bus Access
- ② **Bellfields Road**  
Vehicle access
- ③ **Slyfield Green / Woodlands Road**  
Vehicle access
- ④ **Moorfield Road**  
Bus and Employment Access only





# Cycle Network Improvements







# Local Benefits

## 1. Bellfields Road Improvements

- Additional parking spaces for existing residents
- New drop-off/pick-up area within Weyfield Primary School boundaries
- Improved safety for pupils and pedestrians

## 2. Introduction of Parking Measures

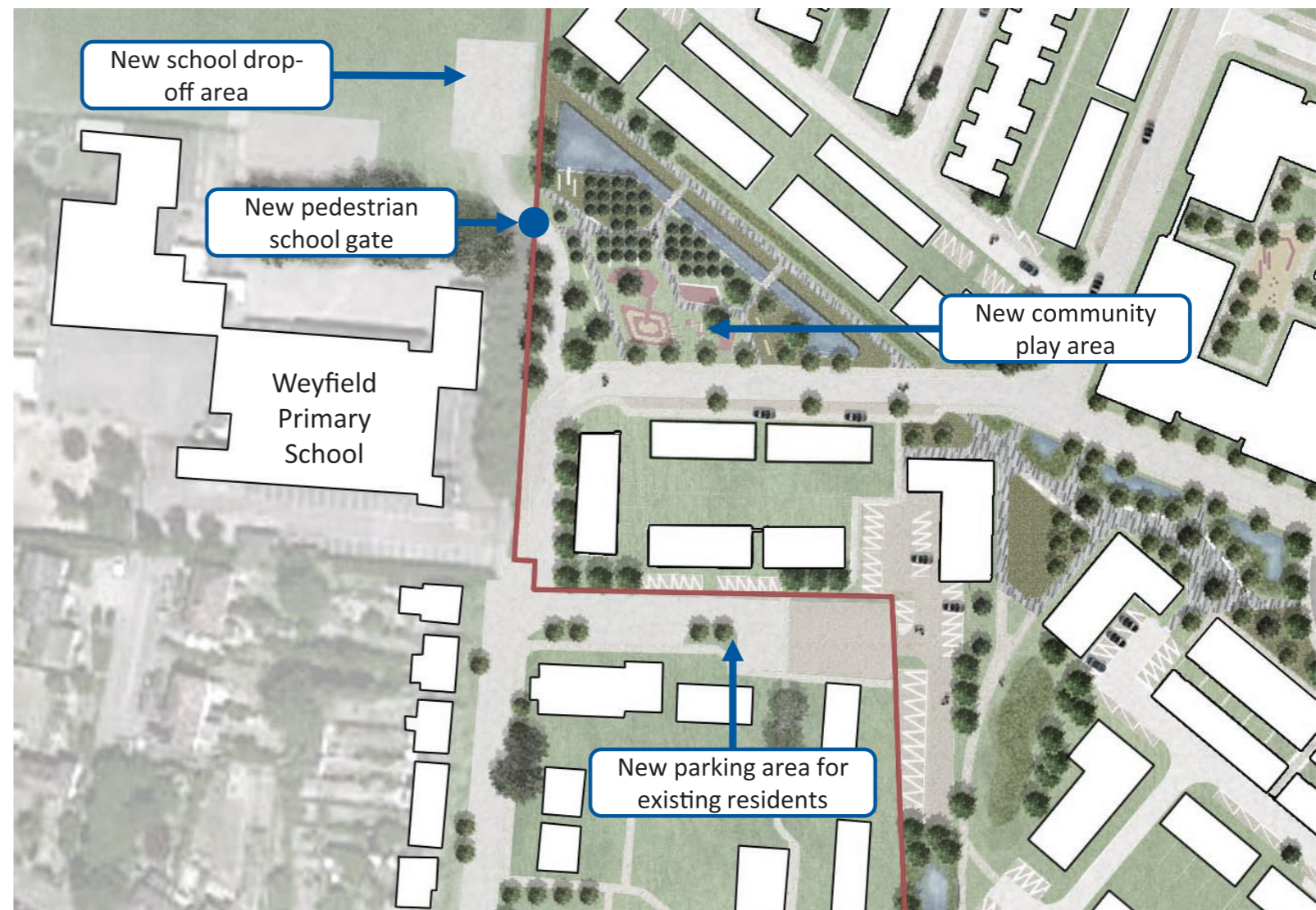
- We are taking forward options to reduce industrial estate parking on local roads
- New parking bays on Slyfield Green.

## 3. One-Way System at the Parrots

- We will move forward with a one-way system around the Parrot Slyfield Green
- There will be minimal impact on existing green space
- Getting in and out of Slyfield Green will become easier

## 4. 20mph Zone

- A 20mph zone will be in place across the site and will be extended to the local area



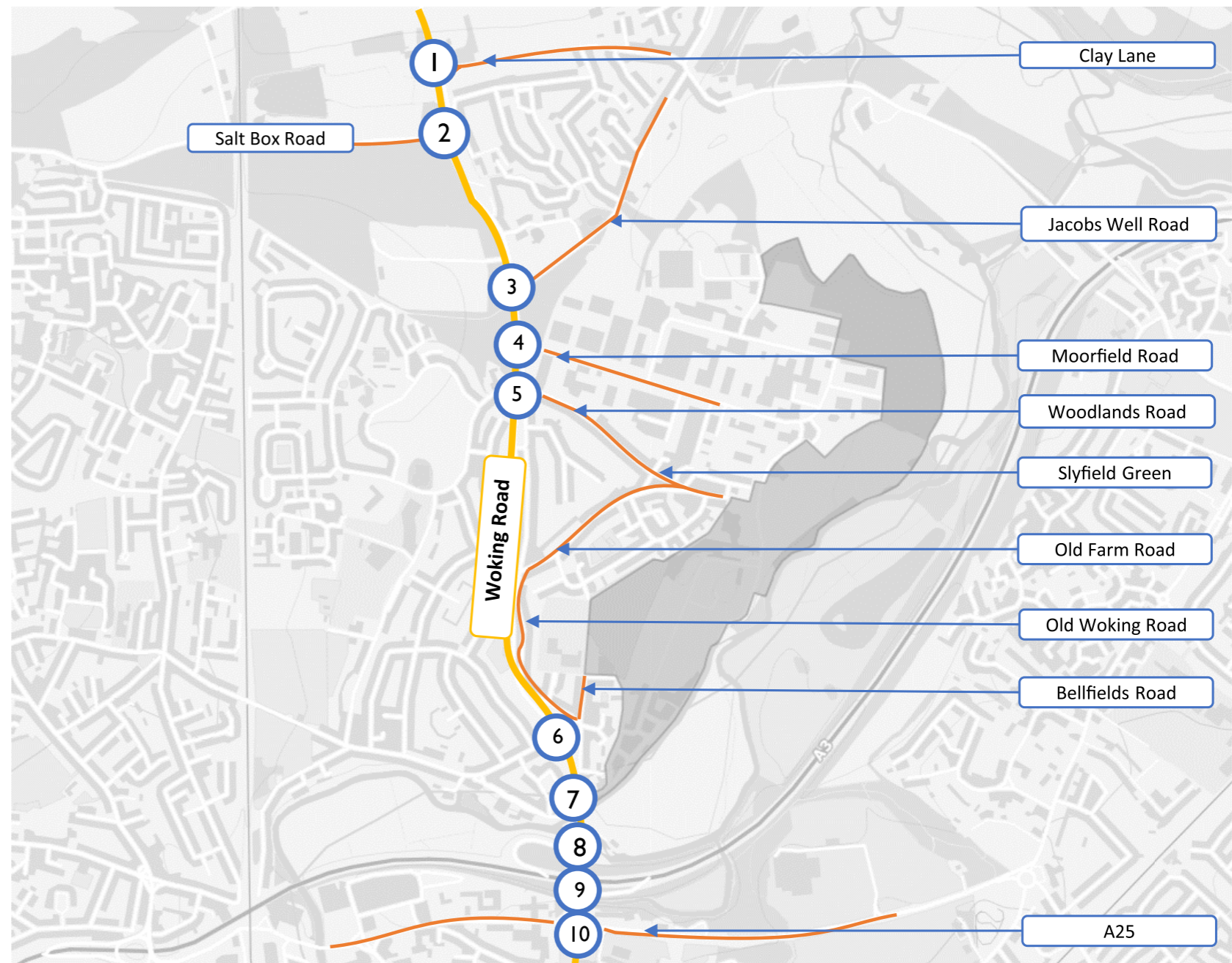
Bellfields Road Improvements



# Junction Testing

The following junctions have been modelled to test the impact of Weyside Urban Village on the local road network, and have identified where additional traffic mitigation measures may be necessary.

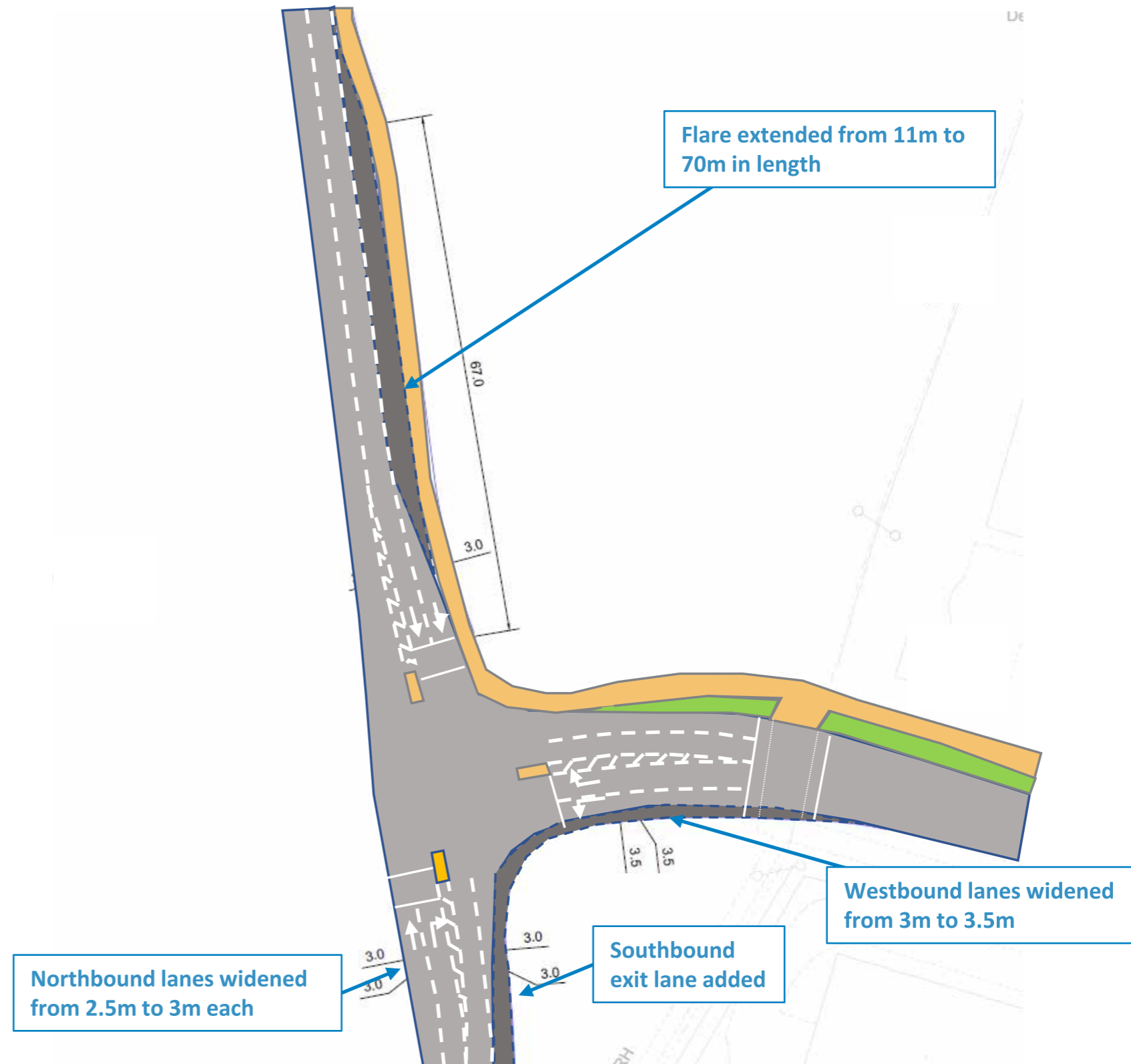
- ① Woking Road / Clay Lane
- ② Woking Road / Salt Box Road
- ③ Woking Road / Jacobs Well Road
- ④ Woking Road / Moorfield Road
- ⑤ Woking Road / Woodlands Road
- ⑥ Woking Road / Bellfields Road / Stoughton Road
- ⑦ Woking Road / GBC Depot
- ⑧ Woking Road / A3 on-slip
- ⑨ Woking Road / A3 off-slip
- ⑩ Woking Road / A25 / Stoke Road





# Moorfield Road Junction Proposals

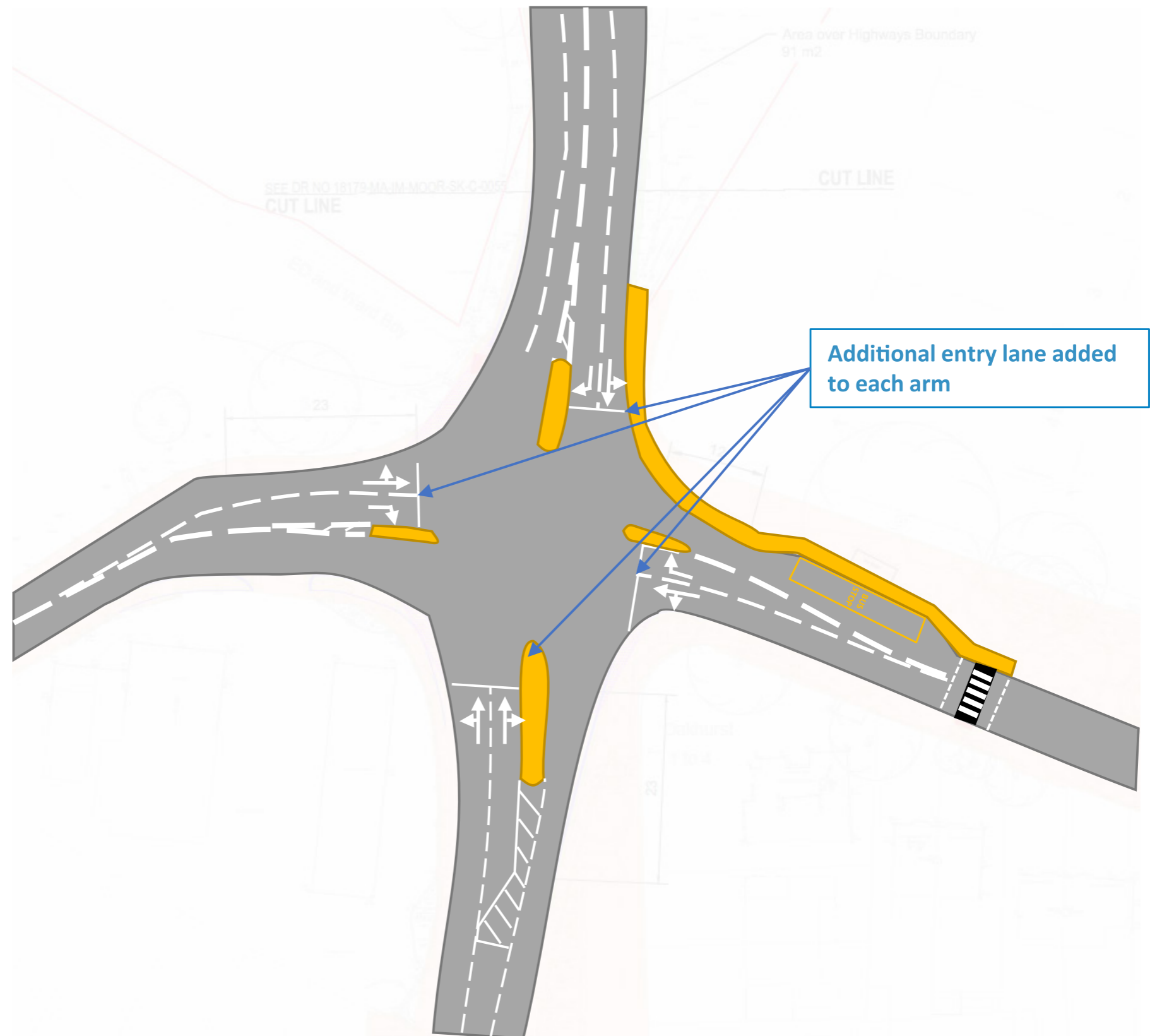
- Southbound widening extended from 11m to 70m in length
- Westbound lanes widened from 3m to 3.5m
- Additional southbound exit lane added with both southbound lanes being 3m wide each
- Northbound lanes widened from 2.5 m to 3m each
- This design means that even when the development is finished and there is more traffic, the junction will perform better than it does now





# Woodlands Road / Woking Road Junction Proposals

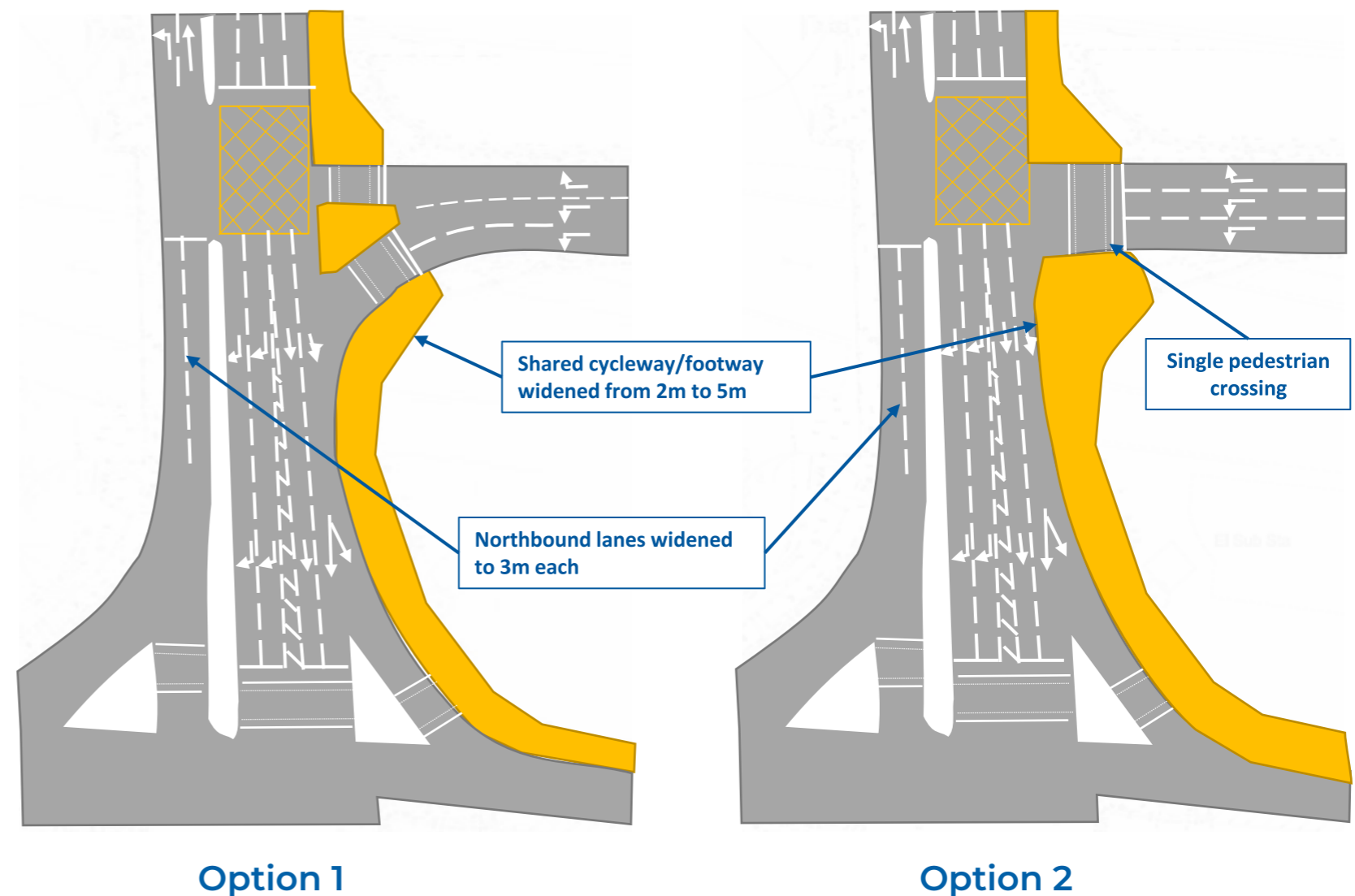
- Roundabout converted into signalised junction
- Extra entry lane for each arm from 1 lane to 2 lane entry





# A25 and A3 Slip Roads Junction Proposals

- Widening of eastern shared cycleway/footway from 2m to 5m
- Removal of one northbound exit lane, keeping the two remaining 3m wide
- **Option 1:** A3 off-slip left largely unchanged
- **Option 2:** A3 off-slip pedestrian crossing converted to easier, one movement crossing
- Junction layout and traffic light operation enhancements will result in improved movement (reduced delay) through the junction after the development is fully delivered, even with additional development traffic volumes





# How will we support sustainable travel?



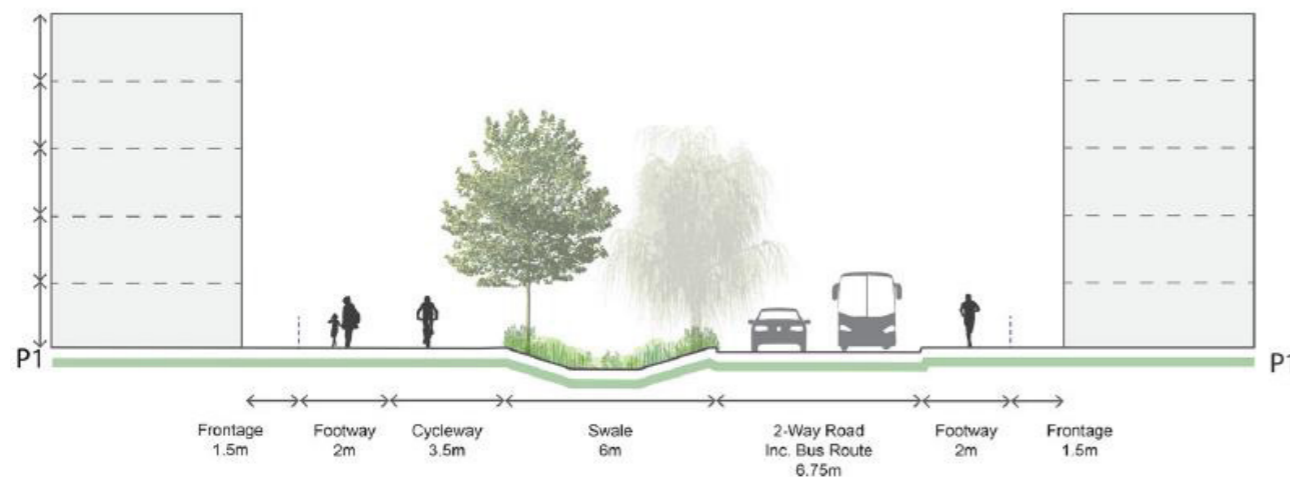
# Key Elements of the Sustainable Transport Strategy

Green and sustainable travel modes form the heart of the Weyside Urban Village Transport Strategy. The development will be designed to provide excellent transport infrastructure and include measures to enable positive travel choices.

## Elements include:

- Internalisation of trips
- Reduced car parking
- Soft measures B old Travel Plan for Active Travel
- Hard measures Cycleways, footways, greenways and bus improvements

## Sustainable Movement Corridor Cross Section:





# Sustainable Travel - Bus

The Sustainable Movement Corridor will operate through the site, prioritising bus travel and creating an efficient bus corridor. A segregated foot and cycleway will run alongside this corridor.

A high quality public realm will encourage active travel and patronage of buses for local journeys and to Guildford Station and the Town Centre.

## Proposals:

- A new bus service connecting Weyside Urban Village with Guildford Station and Town Centre, Slyfield Industrial Estate, and other key destinations
- Bus priority infrastructure, improving bus performance and reliability
- Bus stops positioned in three locations along the length of the bus corridor, ensuring almost all the site falls within 400m walk distance of a bus stop
- Bus tokens subsidising bus travel for an introductory period







# Sustainable Travel - Cycling

New cycle facilities will connect with existing cycling infrastructure or infrastructure currently being designed in Guildford. The proposals will create a direct, commutable cycle route to Guildford Town Centre, and will link to existing cycle lane provisions.

## 1 Site Layout

- New segregated bi-directional cycle lanes will be provided through the site to serve the industrial estate and local centre

## 2 Woking Road Proposals

- New convenient and safe crossing
- Improved cycle connection from site entrance to A25, that could continue north to the signed advisory route on Old Woking Road

## 3 New connection to National Cycle Network

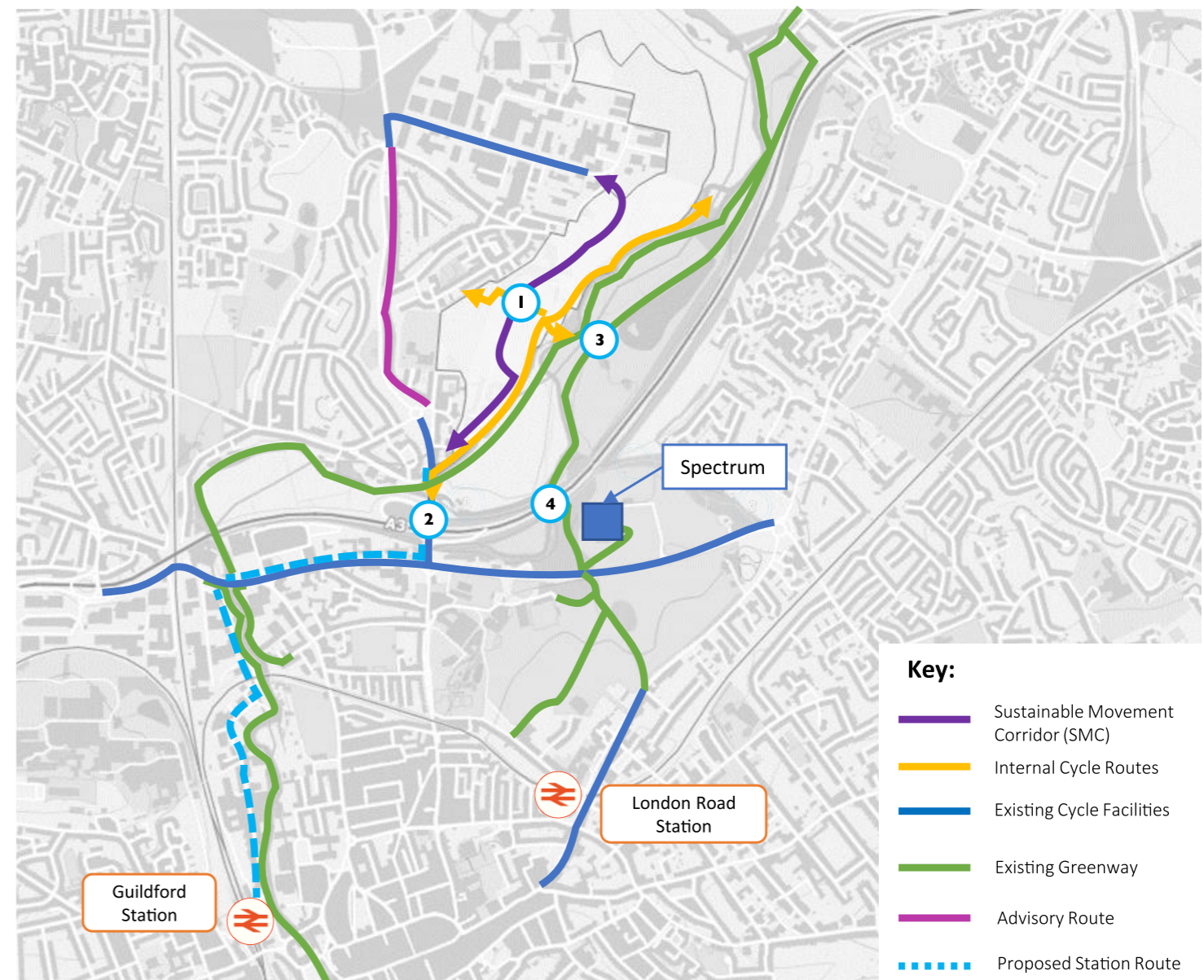
- New cycle friendly connection from site to National Cycle Route 223

## 4 A3 Underpass

- Enhance A3 underpass to encourage active travel along National Cycle Network Route 223

### Additional Possibilities:

- Towpath improvements, subject to outcome of discussions with National Trust





# New SANG Walking & Cycle Routes

Suitable Alternative Natural Greenspace (SANG) proposals are being developed for the land north-east of Weyside Urban Village:

- Direct links to Weyside Urban Village and existing PROWs
- New circular walking route
- New pedestrian crossings over Clay Lane
- New cycle route:
  - New green link providing traffic free route between Jacobs Well and Guildford Spectrum (and toward the town centre)
  - Links to NCR 223 in Riverside Park





# Travel Plan Measures

## Mobility Hub

### Cycle Centre

- Secure and well lit cycle parking
- Cycle maintenance area
- Provision for Public Bike Share scheme docking hubs
- New cycle lanes will mean more sustainable travel

### Car Club

- For use by both existing and new residents
- Initial discounted or free usevel

### Bus Tokens

- For use on the new bus route connecting Weyside Urban Village with Guildford Station and Town Centre, Slyfield Industrial Estate, and other key destinations
- New bus priority infrastructure

### Electric Vehicle Charging Points

### Car-Sharing Database

### Travel Plan Coordinator



*Mobility hubs create space designed specifically to house public and shared mobility modes and improve the public realm for local residents and businesses as well as travellers."*





# Sustainable Travel

## Buses

We have developed options for delivering the new bus service. We are also in discussions with Surrey County Council and Arriva to ensure the service is both:

- A high quality service that benefits residents
- Viable to operate long term

## Mobility Hub

The mobility hub concept, presented at the last public consultations, is being incorporated into the masterplan design.

## National Trust

We have had meetings with the National Trust to discuss potential towpath improvements and identify the best location for a new river crossing.





# Local Benefits

## Bellfields Road Improvements

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- Improved safety for pupils and pedestrians

## Introduction of Parking Measures

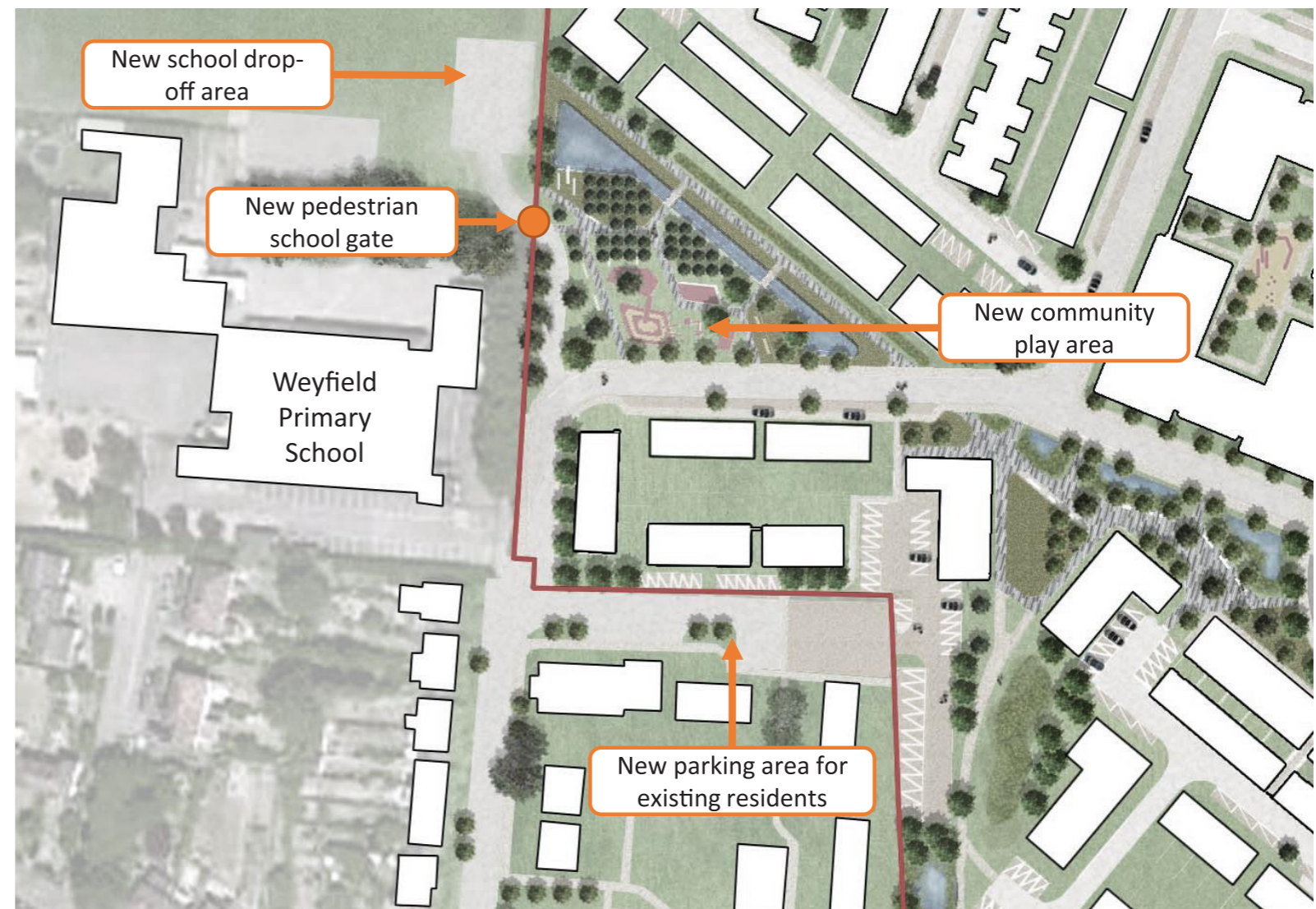
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Bellfields Road Improvements



# What happens next?



# Further Steps

1. Traffic report containing all analyses to be submitted in support of the planning application



2. Application to be supported by several other relevant docs (e.g. Travel Plan)



3. If the application is approved, several conditions will be set (e.g. when to carry out each highway improvement proposed)



4. No/limited houses are to be occupied before all the different conditions are satisfactorily discharged



5. There will be further public consultation opportunities before highway improvements on the local roads (e.g. Bellfields Road and Woodlands Road) are implemented