

# Charging for Transport in Guildford.

Guildford Society Transport Group May 2021

DRAFT For Consideration

# Background

- This slide pack is a Draft of ideas being considered by the Society
- Guildford has to address the following
  - Car Dependency impacting centre of the Town and constraining options for development.
  - Guildford also needs to be mindful of congestion in the centre causing issues in surrounding villages e.g. Rat Running
  - The Government is encouraging 'Active Travel' for Environmental and Health Reasons.
  - The UK Government is focussing spend on 'Levelling Up' which is likely to support little infrastructure investment in the Guildford Area

# Technology provides opportunity.

- Charging for Transport has come a long way
  - Dartford Crossing uses electronic Tokens and Automatic Number Plate Recognition Cameras (ANPR).
  - Oyster Cards in London provide seamless charging across Buses, Trains, and Cable Cars.
  - Freiburg, our twin town, has a travel card that covers Buses, Trams, Short term car hire, Bike Hire etc.
  - Tokens are used extensively on Roads for Charging e.g. France, USA etc.

# A sign of the Times.

*Highways England continue to design major capacity and safety enhancements such as at Junction 9 on M3 near Winchester, to ensure that the route between the south coast ports and the Midlands has sufficient capacity to support both the local and national economy.*

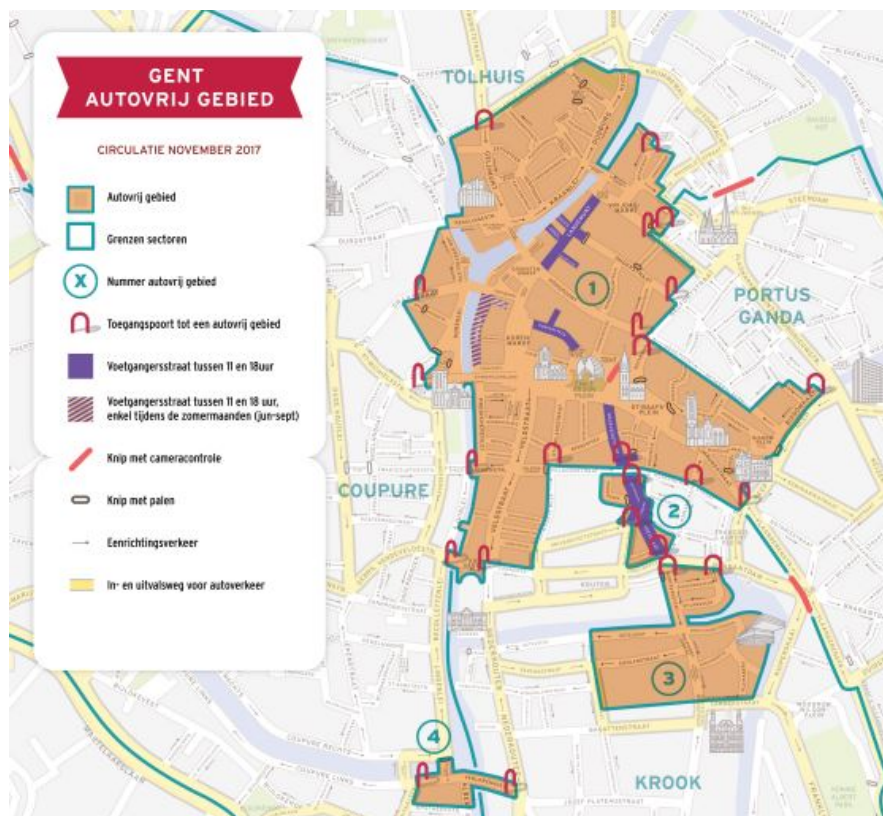
*They are also developing proposals along the A3 at Guildford as to how they can use travel demand management measures to seek to drive travel behaviour change and thereby contribute to improving air quality in and around Guildford and help to address the significant congestion problems that inhibit the local economy.*

# Enablers

- A integrated Bus service – use the Bus Back Better white paper as key driver [Bus Strategy England 2021](https://www.guildfordsociety.org.uk/guides-and-reports/bus-back-better-white-paper-2021)  
 [\(guildfordsociety.org.uk\)](https://www.guildfordsociety.org.uk)
- Cycleways – use latest standards as proposed in the government [Standards for Cycling Infrastructure](https://www.guildfordsociety.org.uk/guides-and-reports/standards-for-cycling-infrastructure)  
 [\(guildfordsociety.org.uk\)](https://www.guildfordsociety.org.uk)
- Rail funding for re-opening or improving lines

# Be Bold

## May Need to be Bold like Gent



## Why is the Circulation Plan necessary?

Ghent is a vivid, vibrant and growing city. A busy city like Ghent has plenty of advantages but also a number of challenges, because the pressure on the city keeps on growing. For that reason, the city council has made some decisions ensuring that both citizens and visitors will get more space.

Ghent also needs to stay viable and accessible TOMORROW. That is why TODAY, the city council has made decisions ensuring that citizens and visitors:

- Will get more space to enjoy Ghent;
- Will be able to move safely;
- Will be able to live, work and study in a healthy living environment;
- Will be able to easily reach their destination.

### What is changing?

- The restricted traffic area/pedestrian area is going to be extended.
- The city center is going to be divided in 6 sections surrounding the restricted traffic area.
- Transit traffic on important roads will be prevented by closing streets for motorized vehicles.
- There is a change of travel direction in various streets.
- The inner ring (R40) will get you from section to section.
- The main ring road (R4) will get you from municipality to municipality.

This way, there will be more space available for pedestrians, cyclists, buses and trams. Traffic that really needs to be in the city, will easily reach their destination. Emergency services, public transport, refuse collection vehicles (IVAGO), taxis and healthcare providers with permits, (electric) bikes, cargo bikes and class A and B mopeds are allowed to pass through streets closed for motorized vehicles.

# Gent has a sophisticated set up - for example

5 restricted traffic areas

17 different permit categories.

- Not all permits will automatically grant access to all restricted traffic areas. A resident domiciled in one restricted traffic area won't automatically be able to drive through another restricted traffic area. However, access to different restricted traffic areas may be granted.
- Suppliers with delivery addresses in multiple restricted traffic areas may request a permit for each restricted traffic area. Please be aware that supplying your customers within the restricted traffic area is only allowed from 6pm to 11am, with an exception of the restricted traffic area in Overpoortstraat, there access is allowed from 5am to 6pm.

From paper to digital

- Digital permits
- Licence plate numbers of vehicles with a permit will be added to a digital list. The vehicles mentioned on this list are permitted to enter the restricted traffic area. Access control is done by ANPR-cameras. These camera's will scan your licence plate and check if your vehicle has been added to the digital list.

Fixed entry points

- A permit for a restricted traffic area will give access through all or a limited number of entry points. Each entry point has its own access control camera. Entering a restricted traffic area without a permit will result in a fine of 58 euro.

# Principles for Guildford Traffic Management?

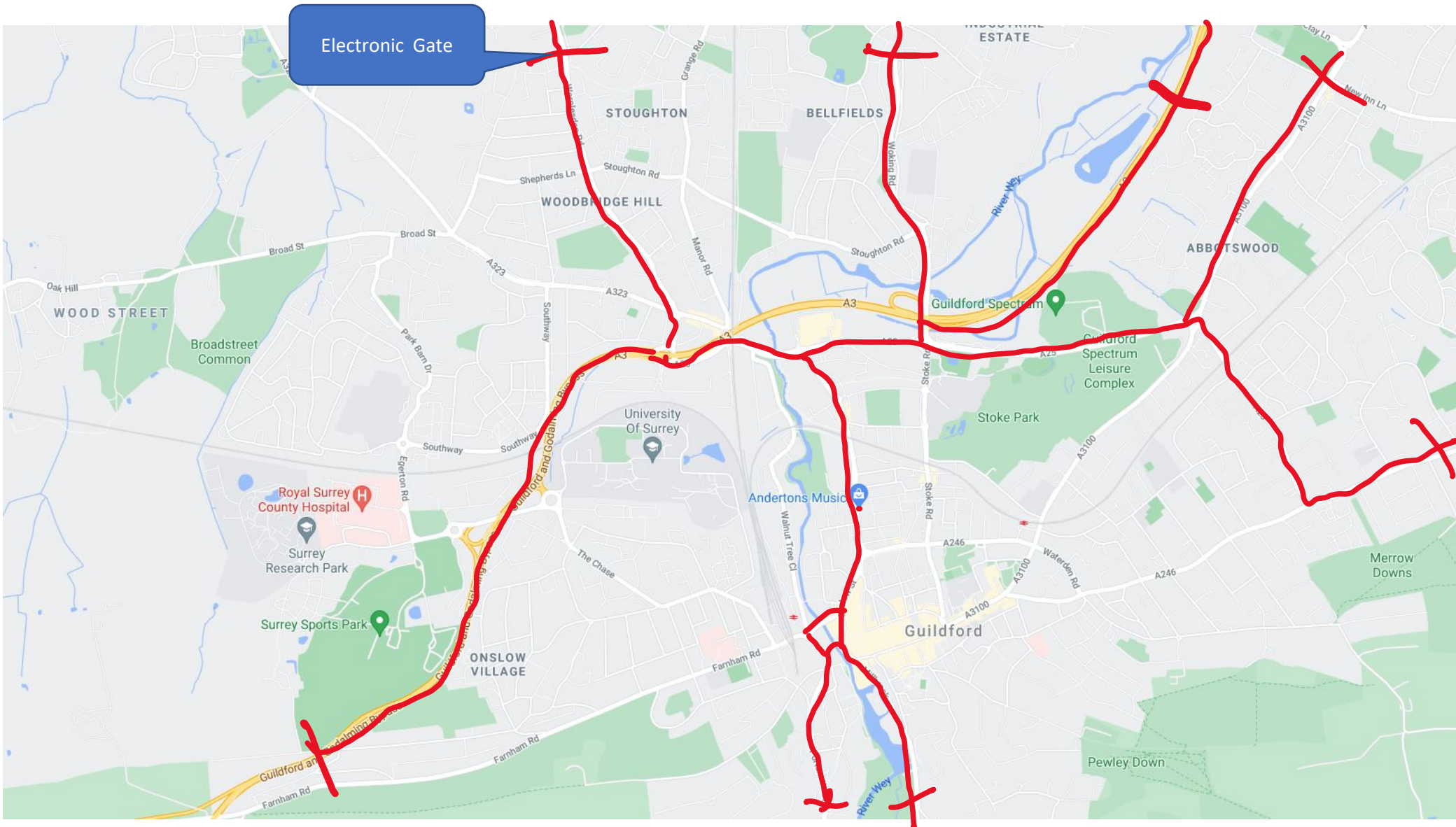
- Recognise that a proportion of Transit Traffic e.g. Horsham to A3 or Bracknell needs to be allowed for as it avoids impacts on surrounding minor roads.
- Traffic from outside Guildford accessing Core Areas, Town Centre, Slyfield, and Research Park should be intercepted by high Quality Park and Ride Facilities.
- Within Town Traffic e.g. Merrow to Burpham should be discouraged and Active Travel and Bus/Train promoted instead.



# Through Network

- Guildford cannot get rid of through traffic
- 2016 indicates roughly 20% is through traffic
- Through traffic if stopped may spill over into surrounding minor roads
- Strategy Allow, Charge modestly to provide some revenue, Charge to encourage movement outside peak hours, heavy charges incurred if timings indicate stopping within Guildford area.

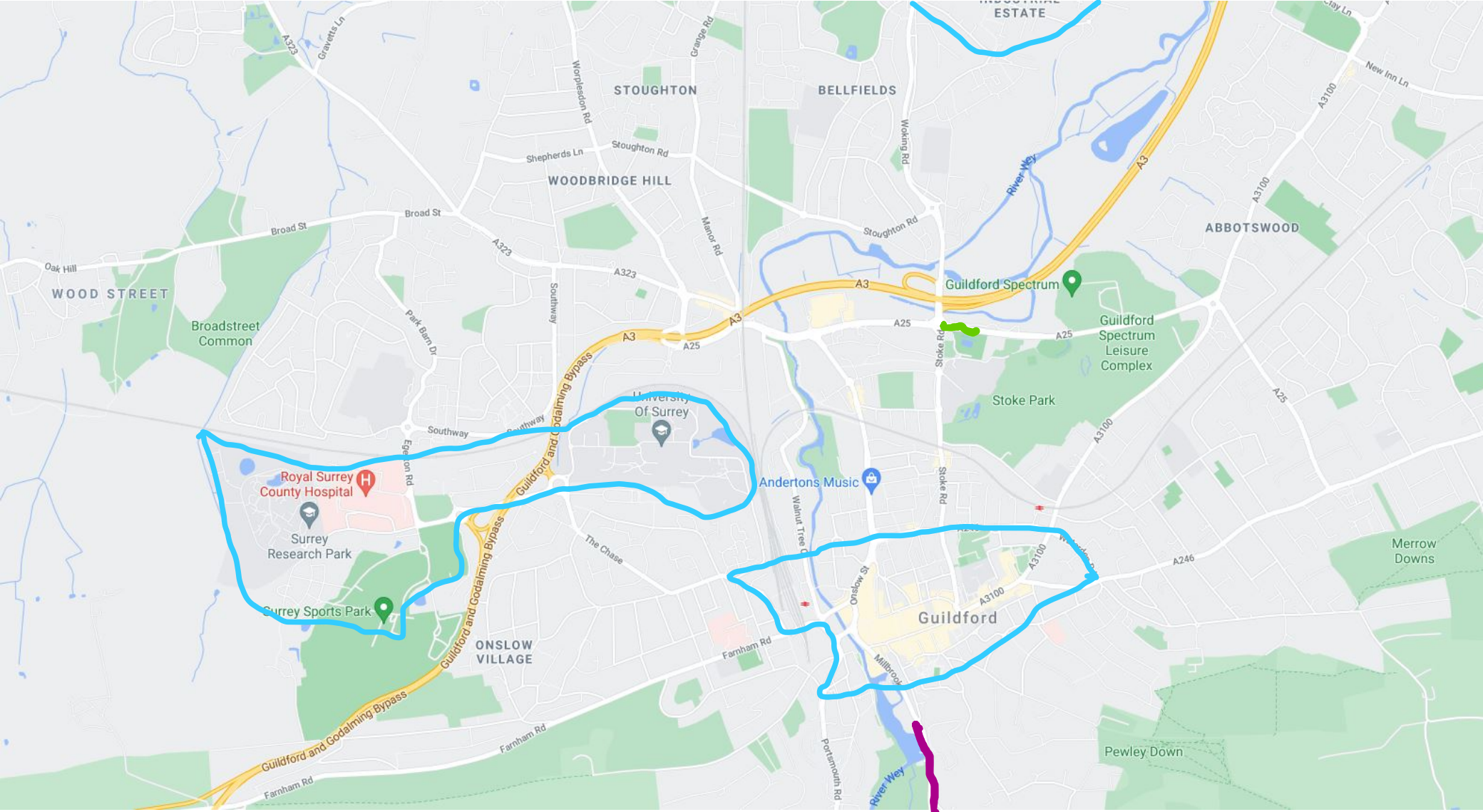
# Key Through routes



# Core Area Strategy

- Probably three areas Town Centre, University-Research Park, Slyfield
- Limit parking and encourage access by Park and Ride Active Travel, Public Transport.
- High costs to access, with exceptions e.g. Delivery Vans
- People living in core areas with allocated parking would have minimal charges to commute outside Guildford
- Timing would allow Town Centre at low rates for evening economy

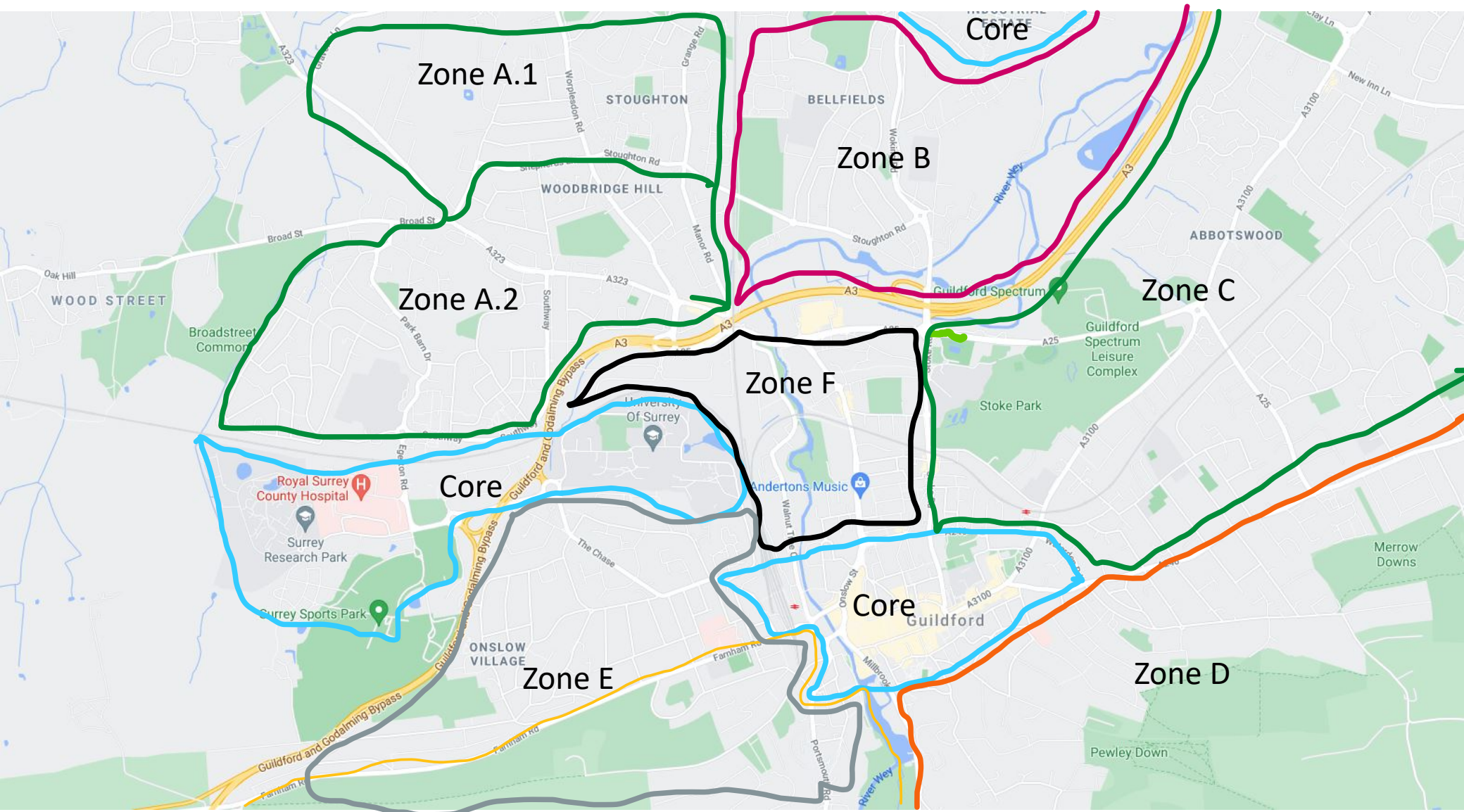
# Core - Town Centre, University, Research Park, Slyfield



# Urban Area Strategy

- Divide Town into Sectors
- Limit parking and encourage access by Park and Ride  
Active Travel, Public Transport.
- High costs to access, with exceptions e.g. Delivery Vans
- Minimal charges to commute outside Guildford
- Timing would allow Town Centre at low rates for evening economy
- Make it cost to move across Urban Sectors at certain times in the day e.g. discourage dropping children at school.

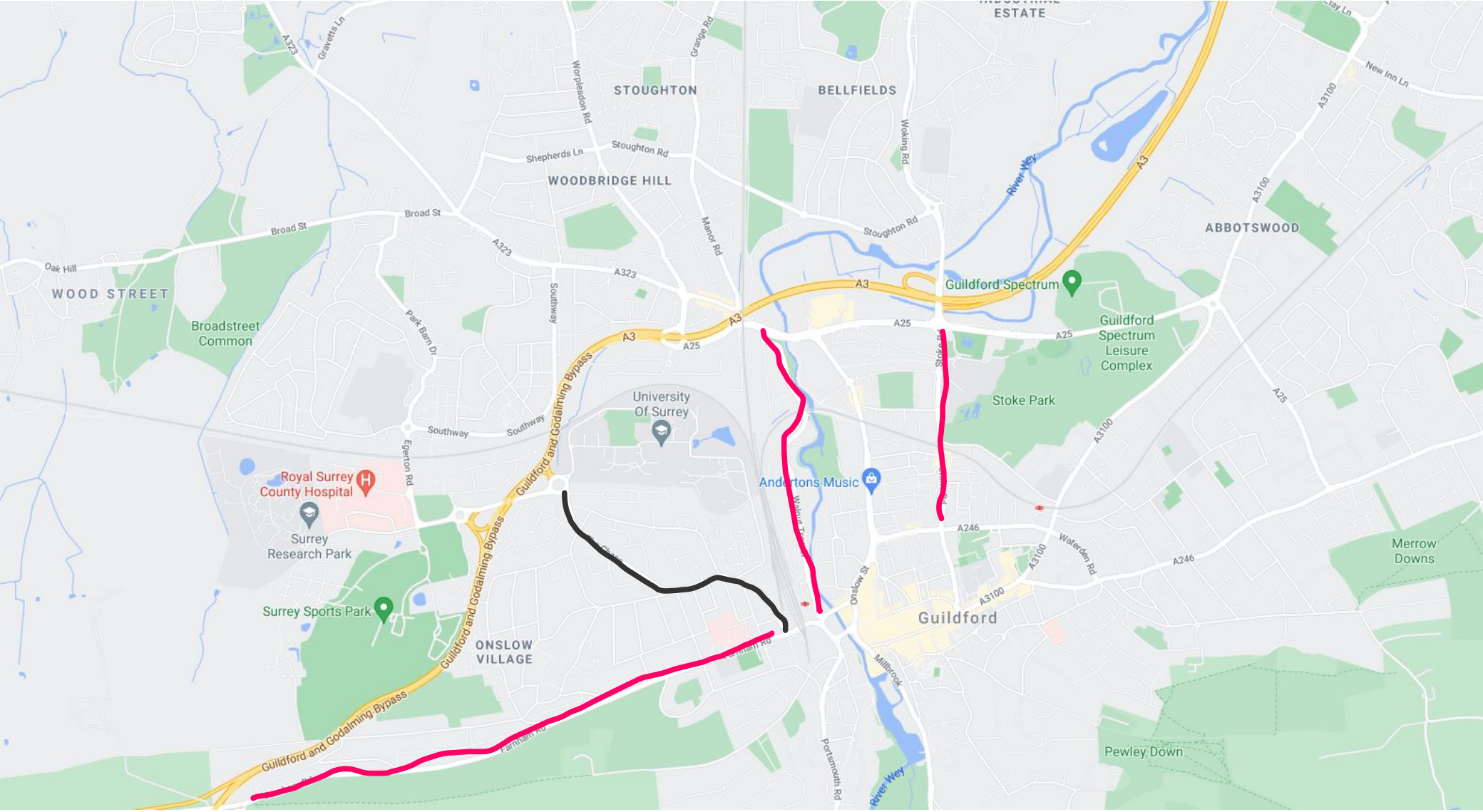
# Urban Areas – Rough Example (Possible Inner and Outer



# Repurpose Roads.

- Farnham Road – make it a local access road, channel A31 via A3?
- Stoke Road – Local Access and Bus Corridor?
- Walnut Tree Close – Make local access and SMC with Yorkies Bridge rebuilt as access to University
- Madrid Road, The Chase operate with Walnut Tree closed as bus route out of town?

# Change Road Use





# Parking

- Park and Ride Extensions
  - Shalford, Worplesdon/Slyfield
- Town Centre Car Parks discontinued

# Matrix of Charges

	Core	Inner	Outer	External	Park Ride	Transit
Core		£3	£2	£0	50P	NA
Inner	£3	NA	£1	£0	50P	NA
Outer	£2	£1	NA	£0	25P	NA
External	£3	£2	£1	NA	£1	£1
Park n Ride	NA	50P	25P	£1	NA	NA
Transit	NA	NA	NA	NA	NA	£1