



AVOID FUTURE GRIDLOCK!

Suggestions by the
Guildford Society Transport Group
for measures to relieve some of
Guildford's Transport problems

May 2013

transport@guildfordsociety.org.uk

A summary of the thoughts of the Guildford Society's Transport Group as to what it sees as the major traffic and related problems facing Guildford both now and as the town develops over the next 25 or more years. Outline solutions with, in several cases alternatives, are proposed as a contribution to a dialogue the group would welcome with GBC, SCC and other interested parties. Further work is needed on parking provision, rail and bus services and cycle routes.

The challenges

It is widely held that Guildford's traffic congestion which results in unreliable and unacceptable journey times has reached a point which makes the town and its environs unattractive to some new activities – whether business, commercial, retail or cultural. With an estimated increase in population of the borough of some 18% over the next 25 years these problems will only get worse.

As well as congestion caused by vehicles, pedestrians are faced with difficult access to and across Guildford and, even where dedicated thoroughfares are available, these are generally unpleasant and well below the standard to be expected of a 21st-century town.

There is a pressing need to separate through traffic, local traffic and pedestrians so as to allow people in and out of the town efficiently, whilst offering them a certain tranquillity and attractiveness of surroundings once they have arrived. There is also a growing need to link the burgeoning activities to the west of the town (the University and its Research Park, RSCH, etc) with the town centre. With the anticipated increase in retail activities in central Guildford there will be a continuing need to increase park-and-ride facilities.

Outline proposals

Although a study of traffic flows yielding origin/destination information is needed to ensure optimum benefit from any investment, the following proposals are based on observation of the current situation.

Through traffic: Traffic not destined for Guildford currently has to travel so close to the town centre that, especially at peak times, serious traffic delays occur both to this and to local traffic. A radical solution to north-south through traffic would be to build a new northern bypass located between Guildford and Woking, or to substantially increase the capacity of the existing A3 by widening or conversion into a two-level highway.

Through traffic journey times would benefit greatly (and would significantly reduce town centre congestion) from the construction of a new road linking the Cranleigh area with the A3 south of Guildford.

Local traffic: The gyratory traffic would be substantially reduced by building one or more of the following:

- (i) A north-south relief road close to the town centre leading from Friary Bridge to Woodbridge Road (A25).
- (ii) An east-west link over the river and railway between York/Woodbridge Roads extending to the Cathedral roundabout.
- (iii) A south to east tunnel linking Millbrook and York Road.
- (iv) Two-way traffic on parts of the gyratory, thus reducing the flow in Bridge Street.

Pedestrian traffic: By far the busiest pedestrian thoroughfare in Guildford is that between the station and the town centre. This currently involves pedestrians battling their way along the northern side of Bridge Street and crossing the gyratory system at Onslow Street, an altogether soulless experience. Some suggestions are made for enabling pedestrians to avoid Bridge Street altogether.

Link to the University, etc: This area to the west of the town probably represents Guildford's greatest economic resource but is poorly connected to the town centre. Given that the activities here will continue to increase apace, a new road linking the Woodbridge Road area to the Cathedral roundabout is highly desirable.

Park and ride: Given the limited facilities for car parking in the town centre area (even with new developments), the anticipated increase in retail activities in central Guildford calls for a continuing need to extend park-and-ride facilities.

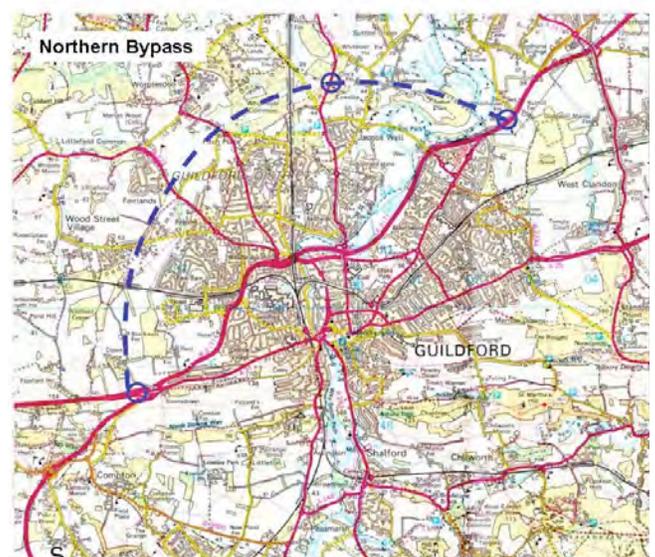
Possible schemes

A list of possible solutions is offered below. The proposals roughly follow the headings of the previous section but as any one proposal can have a "knock on" effect, the proposals themselves do not neatly follow the categories listed above; clearly not all the proposals would be necessary: some of the bigger schemes would render some smaller schemes unnecessary. It is important, however, that no smaller (and therefore probably more rapidly undertaken) schemes are implemented that would jeopardise bigger, longer-term developments. In some cases the proposals are little more than concepts.

1. Through traffic – major new road schemes

1.1 A northern bypass or tunnel situated between Guildford and Woking to separate through traffic from local movements. The adjoining diagram illustrates conceptually what we envisage.

It is understood that HA/SCC are considering such a project, including the possibility of a tunnel.

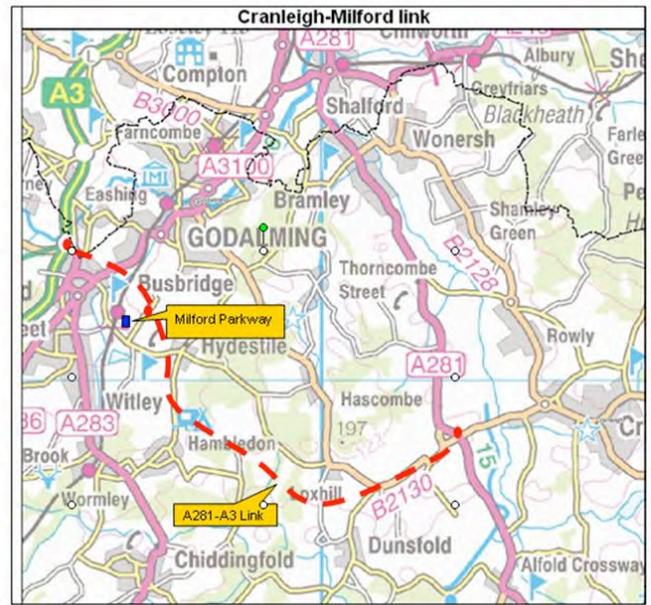


1.2 A new east-west link.

There is a perception that a high proportion of traffic (including HGVs) through the gyratory system originates south of Guildford on the A281, flowing through the villages of Bramley, Shalford, and Compton. If confirmed by the origin/destination survey, a link from the A281 near Cranleigh to the A3 at Milford would divert this and reduce journey times.

A Parkway facility could also be provided to serve Milford station and reduce the numbers driving to Guildford station.

Any additional load on the A3 could be accommodated via the northern bypass described above.

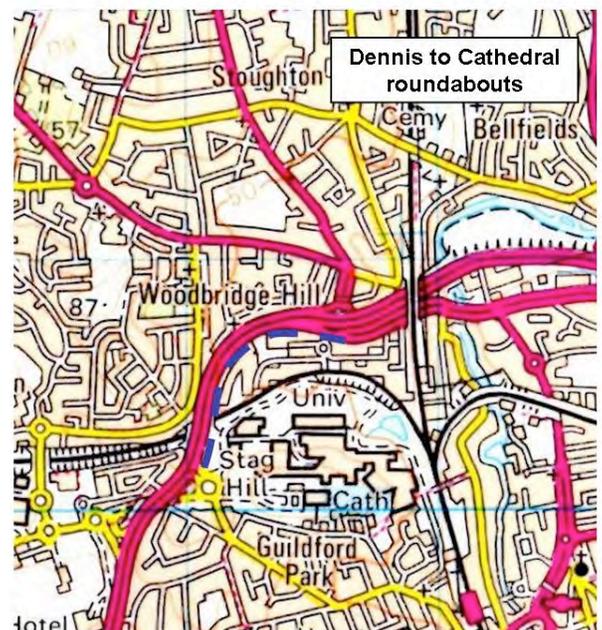


2. Through traffic – improvements and relief to existing roads

2.1 Implement HA's earlier (TfG, 2008) proposal to widen the A3 between the A31 and the "Wooden Bridge".

2.2 A new two-way road alongside the east side of the A3 between the Dennis (A322) and the Cathedral roundabouts.

This would keep local traffic in this area off the A3 altogether.



4. Local traffic – lesser new road schemes

4.1 A new link between Clay Lane and the A320 south of Jacob's Well with an improved A3 junction

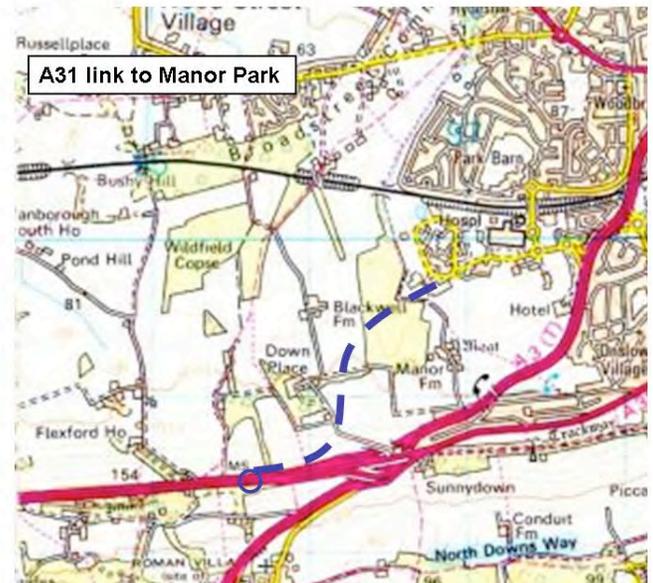
This would provide an alternative access to the A320 Woking Road and so reduce the load on the A3 Stoke Road junction.

It is understood that such a route would form part of the Slyfield development.



4.2 A link between the Hog's Back and the Manor Park and RSCH area

Provide an additional route in and out of this important business, hospital, and recreational area.



5. Local traffic – junction and other improvements

5.1 Grade separation at Stoke junction (A25 and A320)

5.2 Improvement of A3/A320 junction (Stoke Road)

It is understood that HA is considering a new northern slip-road which would reduce east-bound traffic on Ladymeard.

5.3 Farnham Road/Guildford Park Road mini roundabout.

Strengthen/widen the railway bridge to restore two lanes each way and a wider southern footway.

The SCC project to replace the roundabout with a signalised junction could create queuing eastwards towards the gyratory. Two westbound lanes will be required for stacking.

5.4 Introduce two-way traffic on parts of the gyratory thus reducing the flow in Bridge Street. Widen the footway on the northern side of Bridge Street.

It is understood that this is currently being considered by SCC.

6 Pedestrian schemes - Railway station to Town Centre

6.1 Long Term:

Create a high-level walkway through the Bedford Road site/Quadrant over Onslow Street to separate pedestrians from the traffic.

[Shown here in red]

This need has been highlighted in many recent discussions, particularly concerning the development of North Street. Such a route could be integrated within any development of the Bedford Road site.

6.2 Medium Term:

Provide a new footbridge over the river at Friary Passage to create a direct pedestrian route from Friary Street and North Street to the Railway Station subways and/or Bridge Street crossings.

[Shown here in blue]

