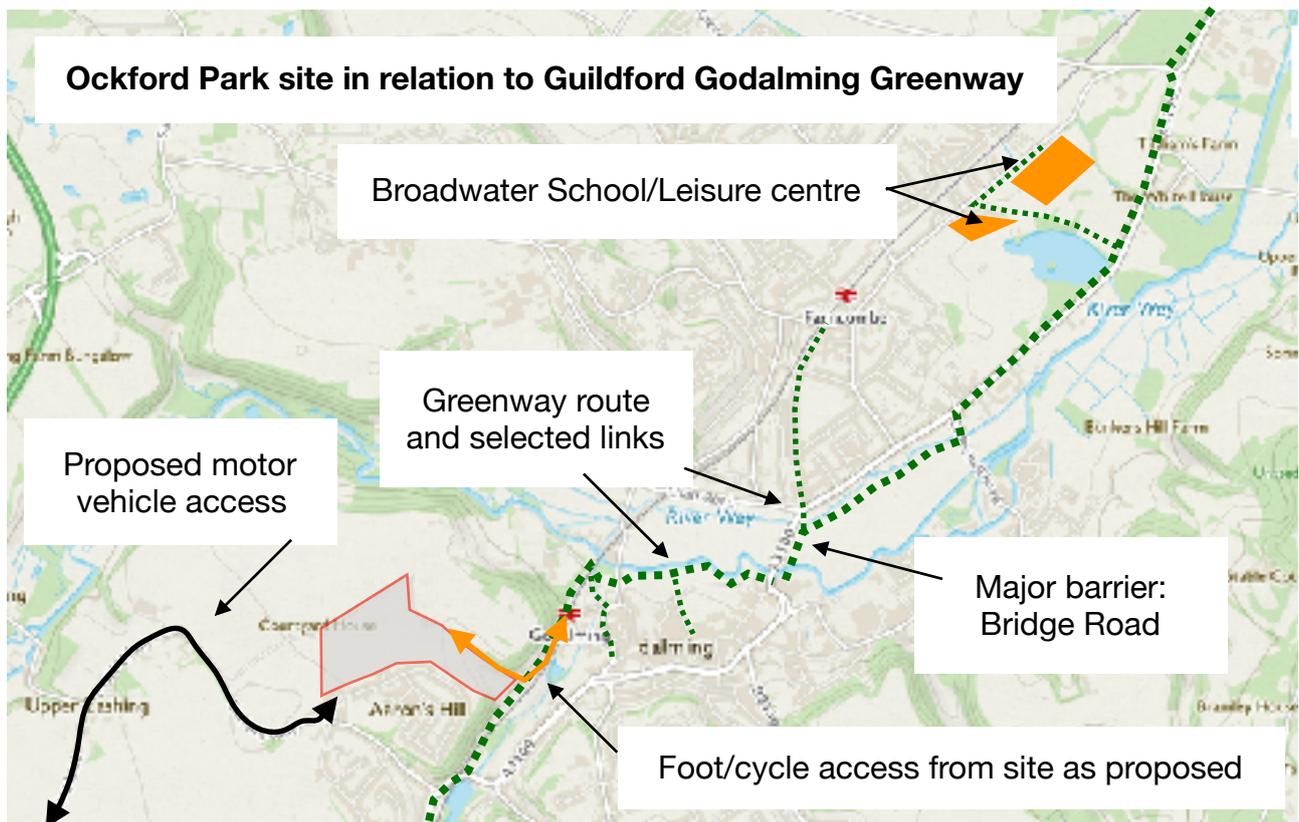


Comments on Ockford Park from Godalming Cycle Campaign

Our principal concerns lie with the the provision for walking and cycling from the site, as well as the very low level of planning gain to be obtained from a prime, greenfield site.

The site is close to the proposed Guildford Godalming Greenway, a proposed family-friendly route between the towns. We believe that the Ockford Park development could become a more sustainable location and succeed in getting more of its residents and visitors to travel to the site on foot and by bike if it provides planning gain to support improvements to the Guildford Godalming Greenway route.



Summary of points:

- The site with 262 dwellings is likely to yield revenues of >£100m with virtually no costs to ameliorate the greenfield land. The level of planning gain for improved infrastructure seems negligible for the uplift in land value obtained by removing it from the Green Belt.
- The site should be connected into the Guildford Godalming Greenway, which would link key facilities in the town, as well as part of a longer distance network to Guildford (8kms - a cycleable distance) and the Downs Link.
- The pedestrian crossing of Eashing Lane must be improved - this is the main link between the site and Green Oak school. The present flat-top courtesy crossing should be upgraded to a zebra.
- The Consultant underestimates the potential demand for access using Bridleway 6/New Way/Westbrook Road to the Town Centre.
- The proposal offers insufficient width and surface quality of proposed Bridleway 6 resurfacing.
- The proposal fails to provide for low level lighting on the Bridleway 6 / New Way route.

- Bridleway 6 is a crucial link to the town centre from the whole of the Ockford Ridge/Aaron's Hill/Ockford Park area, and should be signed as such.

These comments are based on review of the Transport Assessment provided by the Applicant.

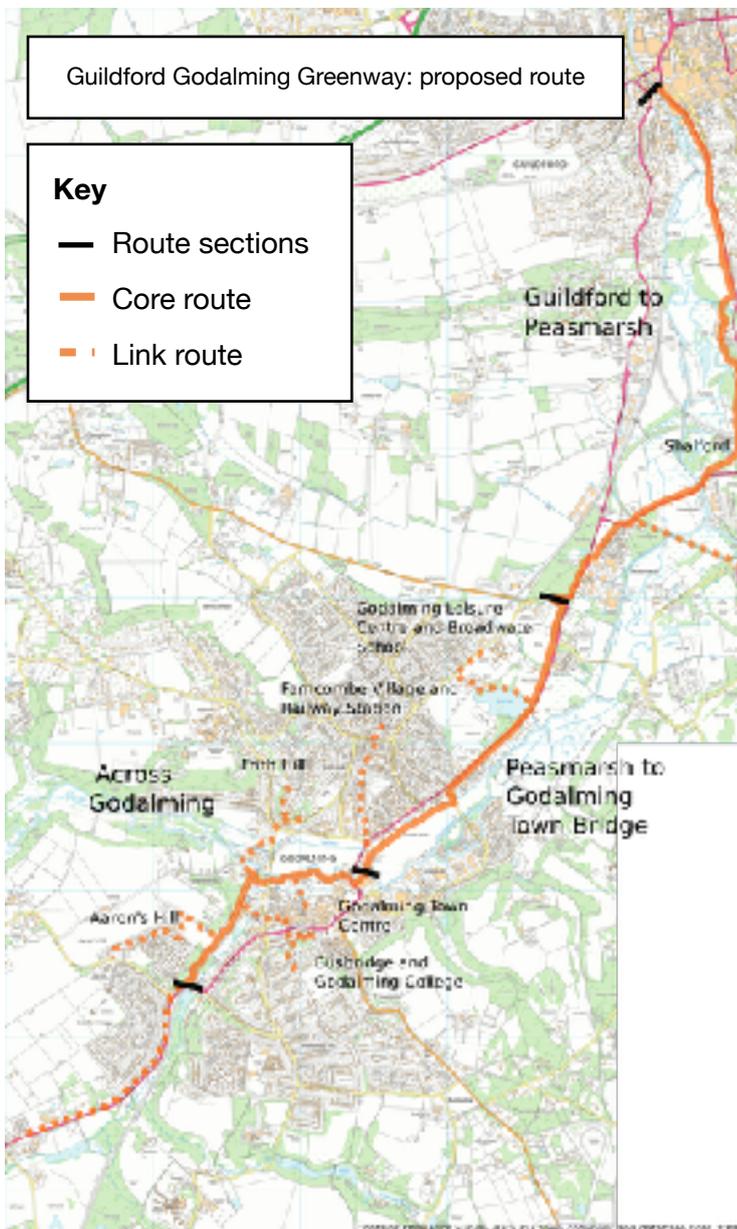
Lack of planning gain

Unlike the contaminated town centre sites such as the recent Prime Place (Key Site) or Riverside developments, the site is arable land and therefore will cost very little to make ready for development. 262 new dwellings will result in revenues of over £100m, yet the infrastructure proposals from the developer appear minimal.

The changes proposed to Eashing Lane (speed limit reductions, visual narrowings) are very small, and will do little to improve this lane for anyone on foot or bike. Presently speeds are high and the lack of footways make this an unsafe route for people trying to travel on foot between Godalming and Eashing.

The resurfacing of the New Way route (bridleway 6) is far below standard (see below) and more should be done to ensure onward safety for pedestrians and cyclists seeking to reach the town

centre, with an adequate crossing of Station Road near the town centre, to safely connect those walking/cycling along Westbrook Road travelling to shopping and leisure activities.



What is the Guildford Godalming Greenway?

The Guildford Godalming Greenway is a concept for a family-friendly route between the two towns, with links to key destinations and other settlements. It comprises upgrades to existing paths, changes to the designations of existing paths, and some new paths. Full details of the route, including estimated costs, can be found here: <https://guildgodgreenway.wordpress.com/>

A summary map of the proposed route (currently under discussion with Surrey County Council), can be found below.

The Ockford Park development has the potential, we believe, to be well served by elements of the Guildford Godalming Greenway route for those on bikes or on foot. The proposed route of the Greenway includes New Way, and would provide a very pleasant, motor traffic free route through the town.

The railway station will be well within walking distance from Ockford Park using the proposed path upgrade, but other facilities in the town are just beyond (Sainsbury's, Broadwater

Leisure Centre, Broadwater School).

Ensuring a high quality cycle route to these destinations has the potential to reduce traffic impacts of the development on the centre of Godalming.

Eashing Lane crossing

The existing courtesy crossing on a flat-topped road hump of Eashing Lane should be upgraded to a zebra crossing. This will provide a better link to Green Oak school, the Quarry Hill Londis and the other facilities in Ockford Ridge from Aaron's Hill, and for residents of Ockford Ridge to better access the route to New Way through the new development and facilities in Aaron's Hill.

Underestimation of the use of New Way/Westbrook Road route

The Consultant investigated the levels of use of Westbrook Road (Transport Assessment, p. 31) and found that there were 322 pedestrian movements, 84 cycle movements and 392 vehicles using Westbrook Road across the day they surveyed:

"In response to local interest in the implications for development at Westbrook Road (specifically relating to cycle safety at the road under rail bridge), a multi-modal two way count of demand was undertaken from 0600 to 2000 hours on Wednesday 13 June 2018.

This survey identified the following two-way movements:

- *Morning peak hour:*
 - *21 two-way pedestrian movements;*
 - *10 two-way cycle movements;*
 - *39 two-way vehicle movements.*

- *Evening peak hour:*
 - *15 two-way pedestrian movements;*
 - *5 two-way cycle movements;*
 - *22 two-way vehicle movements.*

- *Average hourly two-way flows:*
 - *23 two-way pedestrian movements;*
 - *6 two-way cycle movements;*
 - *28 two-way vehicle movements.*

- *Minimal conflict between road users travelling in opposing directions was observed during the peak hours – there are typically no more than one pedestrian / cyclist / vehicles using the bridge at a time. 4.7.15 On this basis, Westbrook Road is a lightly trafficked street, by motorised traffic (no more than one movement every one to two minutes), pedestrians (one movement every three minutes) and cyclists (one movement every six minutes) alike."*

This is therefore already a considerable level of cycle and walking use. Further enhancing the conditions for walking and cycling along this route will help reduce the need for people to drive for shorter journeys.

The Consultant retained by the developers takes the view that the new development will only lead to an increase in **25 walking trips and 4 cycle trips in each direction**, based on extrapolation from existing Census data (see Table 8.5 above).

We believe that these estimates are likely to represent a potential underestimate of the increase in foot and cycle traffic on this route for the following reasons:

- There are already substantially more walking and cycling trips using Westbrook Road despite the fact that the surface quality on Bridleway 6 is often very poor.

Table 8.5: Pedestrian and Cyclist Trip Generation of Site

	AM Peak	PM Peak
A. Total Vehicle Trip Generation	146	143
B. Car Mode Split (Waverley 010 MSOA) (ref: Census travel to work)	60.1%	
C. Total Site Trip Generation (A / B)	243	238
D. Pedestrian Mode Split (Waverley 010 MSOA)	10.3%	
E. Cyclist Mode Split (Waverley 010 MSOA)	1.7%	
F. Increase in Pedestrian Trips (C x D)	25	25
G. Increase in Cyclists Trips (C x E)	4	4
H. Total (F + G)	29	29

Source: Consultant's estimates / TRICS / Census 2011

- The proposed resurfacing of Bridleway 6 (New Way) will make walking and cycling a far more pleasant alternative than under current conditions.
- Currently those living in Aarons' Hill walking to the town centre have two alternative routes: a footpath that descends to Eashing Lane, followed by the route along Ockford Road, or the route through several unsurfaced (often muddy) footways and bridleways to New Way. Neither option is appealing in the dark, and there is no cycle access whatsoever by either route.
- Existing modal share is taken from the MSOA for the south western area of Godalming, which doesn't accurately reflect the opportunities that better conditions will provide. By contrast, for instance, the MSOA for the northern part of the town has higher levels of cycling and walking to work, with double the cycle mode share, thanks to better routes.
- The modal share also ignores the fact that 20% of commuters travel by rail - most of these will access the station by foot or by bike, implying higher levels of pedestrian and cycle access using New Way. Given the importance of this link as a route to the station, the quality of the route should be improved to reinforce its importance.

Improving Bridleway 6

The proposed 'Hoggin' surfacing of 2 metres width suggested in the Transport Assessment (drawing ITB12206-GA-024) would be sub-standard, and needs to be improved. The current surface is a much degraded metalled surface, in many places buried under years of accumulated leaf mould and mud. Even basic maintenance and a reinstatement of the metalled surface would be preferable to a 'Hoggin' surface.

The proposed unbound 'Hoggin' surface on a steep gradient with enclosed sides would quickly be eroded into gullies and eventually deposit of the material into a gravel pile at the foot of the slope. Use of such a material on a steep slope is not recommended by Sustrans in their Technical

Low level lighting on Bridleway 6 and the connecting footpath would further improve this route, particularly for those accessing the railway station.

Pedestrian/cycling should be signed from the entrance to the development from Aaron's Hill with discreet time-based signage (ie: Godalming Station 4 min cycle, 10 min walk), as a means of promoting the route, or as a simple reminder of the ease of access by foot/cycle.



We support the measures proposed to give priority to cycles passing through the bridge on Westbrook Road.

Onward connections from New Way

A) Godalming Station to the Town Centre

The conditions for both pedestrians and cyclists from Godalming railway station to the town centre are well below standards. For pedestrians there is no footway along Station Approach, and, while informal road hump crossings have been installed from Mill Lane and Vicarage Walk, there is no crossing across Station Road on the direct desire line from the station to the town centre. From Westbrook Road, the Guildford Godalming Greenway proposes a link via Station Road to the Red Lion. This would benefit from further steps to traffic calm this road.

B) Vicarage Walk and the Phillips Memorial Park

The proposed Guildford Godalming Greenway route runs through through Vicarage Walk, the narrow pedestrian route between Chalk Road and Westbrook Road. Ideally, this needs to be widened to make it suitable for cycling, which would require extensive work.

A reasonable quality courtesy crossing already exists on Borough Road, leading from Vicarage Walk to the Phillips Memorial Park. From here, the Greenway Route would use the paths through the park until Bridge Road, with a spur leading up to Crown Court, to provide links to the High Street.

C) Bridge Road

Broadwater Leisure Centre and secondary school are both 2.5 miles from the Ockford Park site. These are easily cycleable distances, but the conditions for some of the route is below standard.

The biggest barrier to movement by foot or bike across Godalming is Bridge Road and the associated roundabouts on either side. This is a busy road with uncontrolled crossings with footways that are narrow in places. The 2002 Local Plan identified the need for a dedicated link for walking and cycling parallel to Bridge Road, acknowledging that conditions alongside the busy road here are not conducive to active travel.

The Greenway Route echoes this historic need, and has identified a route through the Lammas Lands from the town centre to Catteshall Lane.

We believe that the Ockford Park development should make a contribution to securing this long-term route, enabling residents of the site - and of other neighbourhoods in Godalming - to access the secondary school and leisure centre by bike, and reducing the need to travel by car.