

# **WAVERLEY BOROUGH COUNCIL**

## **Executive Committee**

**5 JULY 2022**

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**Title: Godalming Greenway Gateway route selection**

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**Portfolio Holder: Cllr Steve Williams**

**Head of Service: Richard Homewood**

**Key decision: Yes**

**Access: Public**

**Note pursuant to Section 100B(5) of the Local Government Act 1972:**

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### **1. Purpose and summary**

- 1.1 The council is promoting greater cycling and walking, as part of the Climate Emergency response, to reduce carbon emissions and improve air quality. As well as supporting with Surrey County Council (SCC) to develop a spinal Guildford to Godalming Greenway, Waverley is leading on a project to deliver an east – west ‘Gateway’ section.
- 1.2 The purpose of this report is to:
- a. inform the executive of the results of the public consultation and the route selection for both Philips Memorial Park and The Burys;
  - b. seek approval to continue to detailed design, costing and procurement of the recommended routes.

### **Phillips Memorial Park route review**

- 1.3 At inception, the council was informed by the “Godalming Gateway Cycle Route – Options Study”, provided by consultants Transport Initiatives. The council went to public consultation with the consultants’ recommended route through Phillips Memorial Park but with options for segregated or shared use paths (see Figure 1).

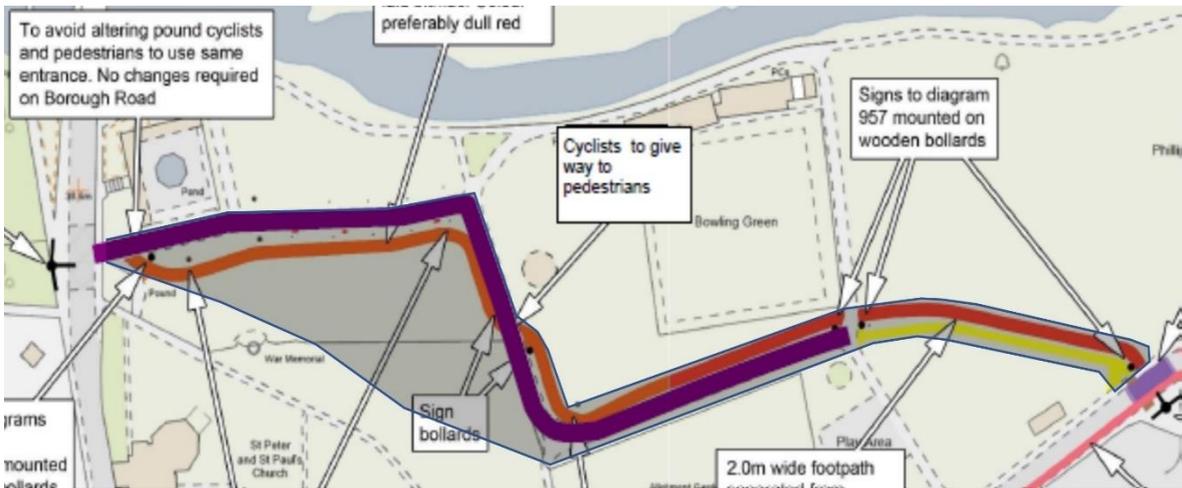


Figure 1: Phillips Memorial Park route options put to public consultation.

The option for a segregated cycle track is shown in red with the alternative option, a shared use path, shown in purple.

- 1.4 At public consultation only 26% of respondents to the Phillips Memorial Park route supported neither option, there was a general concern expressed about increased levels of cycling in the most popular areas for families. Specifically, several members of the public were concerned about cyclists passing through the crowded space around the bandstand during the Sunday concerts. Full analysis of the consultation responses can be found in Annexe 1.

In response, Waverley officers, along with the Godalming Town Clerk, carried out a site visit to look at 2 alternative alignments through the western end of Philips Memorial Park. As Shown in Figure 2, one alignment involved creating a new path behind the benches overlooking the bandstand but between the War Memorial and flagstaff (the War Memorial alignment). The second alignment was slightly longer, widening existing paths to direct cyclists north of the bowling green and sports pavilion (the Sports Pavilion alignment).



Figure 2: Phillips Memorial Park alternatives alignments considered following public consultation.

The new Sports Pavilion alignment north of the Bowling Green directs cycling away from the main gathering / family sitting areas around the bandstand and War Memorial. It also addresses concerns about isolating the War Memorial and subdividing the open grass areas in an historic park This route has been identified as the preferred route.

## The Burys route review

- 1.5 The Transport Initiatives consultants' report "Godalming Gateway Cycle Route – Options Study" recommended options for on and off carriageway cycle routes along The Burys.
- 1.6 Both options for a route along The Burys comply with current design guidance and provide a more direct link to the town centre (Bridge Street) than a riverside alignment through the eastern end of Phillips Memorial Park.

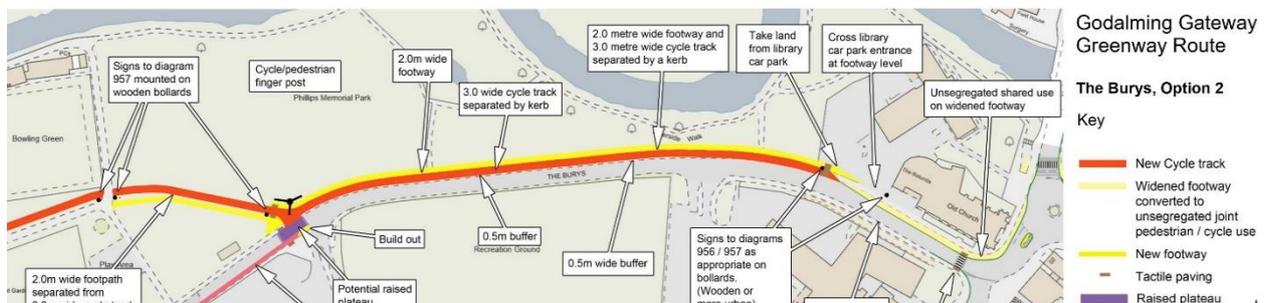


Figure 3: The Burys off-carriageway option continues the segregated cycle track using the southern edge of Phillips Memorial Park as far east as Godalming Library. From here, a shared-use path is required due to width restrictions.



Figure 4: The Burys on-carriageway option proposes a 'cycle street' approach. This would see the centre line removed and replaced by advisory cycle lanes each side of a central motor vehicle lane. It avoids the need for a shared-use path at the eastern end of the route where pedestrian footfall is highest.

- 1.7 At public consultation only 22% of respondents to The Burys route supported neither option. 42% expressed support for the off-road segregated track against 25% supporting the 'cycle street' option. Conversely the special interest groups (Sustrans and FoE Godalming) favoured the cycle street option. Godalming Cycle Campaign favoured the off-carriageway option whilst acknowledging that a well implemented cycle street option provided clear safety and priority improvements, encouraging cycle use.

Comment on the off-carriageway option expressed concerns about the shared use space between Godalming Library and Bridge Street. For pedestrians this is the busiest section with movement in/out of the library and movements across The Burys. The concern was that the safety of small children and the elderly would be vulnerable to cycle sharing the footway.

These concerns were explored with both an Equality Impact Assessment (Annex 2) and a Department for Transport Route Selection Tool (RST) comparison of the 2 options (see Annex 1, Section TB-2). These assessments demonstrates that

the shared space introduced with the off-carriageway option would negatively affect some protected characteristic groups and decrease comfort level for cyclists. The 'Dutch-style' cycle street option avoids these negative effects, bringing benefits for all vulnerable road users.

- 1.8 The on-carriageway option, converting The Burys to a 'cycle street' is the recommended option as it:
- bringing benefits for all vulnerable road users, avoiding conflict and potential negative impact on protected characteristic groups
  - scores better on a route assessment of key cycling issues;
  - has a (~£40k) lower cost;
  - avoids the loss of 700m<sup>2</sup> of greenspace from the edge of Phillips Memorial Park;
  - requires less construction, use of material and consequently a lower embodied carbon footprint.

### **Forecast cost for delivering the Godalming Greenway Gateway**

- 1.9 According to the estimates from consultants Transport Initiatives, the Godalming Greenway Gateway that includes the two sections Phillips Memorial Park and The Burys will cost between £260k (utilising The Burys cycle street option) to £325k (with an off-carriageway cycle track beside The Burys). These costs are yet to be market tested and are indicative of the scale of the investment required.
- 1.10 The project is divided into 3 phases:
- Phase 1: traffic survey, stakeholder and public consultation (completed), and detailed design and costing work.
  - Phase 2: procurement specification, the contractor procurement and construction of the section crossing Phillips Memorial Park.
  - Phase 3: securing Highway and planning agreements, bidding for Highway construction funding, Highways contractor procurement and construction of the section along The Burys, associate Highways work and linkage to Bridge Street.

### **Finance and Budget updates**

- 1.11 A successful bid for CIL fund has secured £200k. To date none of this funding has been used as the Phase 1 traffic surveys and public consultation were carried out by SCC.

This CIL funding should be sufficient to cover the remainder of Phase 1 (detailed design and costing) and Phase 2 construction of the western section through Phillips Memorial Park.

- 1.12 Phase 3 of the project will be delivered by SCC and it will require further funding. Once detailed costing has been produced, an additional application to Godalming Town Council CIL funds will be submitted. There is also existing Section 106 developer contributions for active travel in Godalming town centre as identified by SCC Transport Development Planning. These funds may also be used to complete phase 3 for the Godalming Greenway Gateway.

## **Conclusions**

- 1.13 To accommodate increasing levels of cycling and walking, the Godalming Greenway Gateway will provide improved infrastructure between Borough Road and Bridge Street.
- 1.14 Responding to concerns raised at public consultation, a designated cycle route through the west of Phillips Memorial Park, on widened paths, has been defined to direct cycles away from the most heavily used spaces in the Park.
- 1.15 East of this, the conversion of The Burys to a 'cycle street' is the preferred option as it benefits all vulnerable road users, is less costly and has a lower environmental footprint.

## **2. Recommendation**

It is recommended that the Executive:

- a. Approve the new Sports Pavilion alignment route of the Godalming Greenway Gateway as the preferred route through Phillips Memorial Park and proceed to Phase 2 of the project.
- b. Approve the "cycle street" option for The Burys section of the Greenway Gateway for SCC to include in the main Godalming Greenway contraction phase.

## **3. Reason for the recommendation**

Approval of a designated route for the Godalming Greenway Gateway will enable the project to proceed to procurement of detailed design, costing and construction of the first section through Phillips Memorial Park.

## **4. Background**

- 4.1 The Godalming Gateway will facilitate and improve the capacity for cycling whilst preserving the comfort of pedestrian and mobility users. Specifically, it will facilitate:
  - access to the northeast of the town centre (Waitrose, Bridge Street, Sainsburys) from the northwest of Godalming (Hurtmore, Charterhouse, Frith Hill, etc.);
  - travel to/from Godalming Railway Station from/to the residential and business areas on Cattershall Lane.
- 4.2 The close cooperation with the Highways design team at SCC through the public consultation will be maintained to ensure integration with the planned Guildford – Godalming Greenway.

**5. Relationship to the Corporate Strategy and Service Plan**

This report is directly linked to the delivery of the aims of the Climate Emergency, one of the Councils key priorities, which is also part of the service plan.

- 6. Implications of decision**
- 6.1 Resource (Finance, procurement, staffing, IT)**  
Waverley has £200,000 Community Infrastructure Levy approved to support this project. Further external funds will be sought from Godalming Town Council and Surrey County Council to fund the remaining cost. At this stage no further budget approval is sought.
- 6.2 Risk management**  
The development of the Godalming Greenway Gateway mitigates the risk of the Council not meeting its Carbon Neutrality Action Plan objectives. It also manages the risk of conflict between users of Phillips Memorial Park as rates of cycling and walking increase.
- 6.3 Legal**  
Legal advice (internal or external) will be required to ensure that the proposals set out within this report comply with any and all existing land ownership and land restrictions that exist in relation to all of the areas covered by the proposals.
- 6.4 Equality, diversity, and inclusion**  
This report addresses issues of inclusive mobility, gender equality and the age diversity of active travel. An Equality Impact Assessment report is provided as Annex 2.
- 6.5 Climate emergency declaration**  
This report is directly related to the Climate Emergency declaration. The Carbon Neutrality Action Plan is the proposed path to achieving its target and includes a focus on active travel and improving air quality.
- 7. Consultation and engagement**  
  
This report covers the results and responses to the public consultation carried out from 10th October 2021 to 21st November 2021.
- 8. Other options considered**  
  
Route options considerations are covered in Section 1.
- 9. Governance journey**  
  
Management Board 17<sup>th</sup> May  
Executive Briefing 25<sup>th</sup> May  
Executive 5<sup>th</sup> July

**Annexes:**

- Annexe 1 – Responses to the Godalming Greenway gateway public consultation  
Annexe 2 – Equality Impact Assessment report consultation
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## **Background Papers**

There are / are no background papers, as defined by Section 100D(5) of the Local Government Act 1972).

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Finance: Rosie Plaistowe: 12<sup>th</sup> May 2022

Strategic Director: MB

Portfolio Holder: Steve Williams: 13<sup>th</sup> May 2022