

Responses to Godalming Greenway Gateway Consultation

From the 10th October 2021 to 21st November 2021

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The logo for Waverley Borough Council is located in the bottom right corner. It features a large blue shape that resembles a stylized 'W' or a wave, with a smaller teal circle overlapping its top left. The word 'Waverley' is written in a white, cursive script across the middle of the blue shape, and 'BOROUGH COUNCIL' is written in a smaller, white, sans-serif font below it.

Waverley
BOROUGH COUNCIL

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REVISION	DATE	ORIGINATED	REVIEWED	AUTHORISED	DATE
0.1	29/03/22	Thomas Lankester	Internal, officers		
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DOCUMENT NOTES

This document contains a summary of the representations received during the Godalming Gateway Greenway consultation which took place in October and November 2021. The consultation was managed by Surrey County Council (responsible for the Guildford Godalming Greenway development) with support from Waverley Borough Council (responsible for the connecting Godalming Gateway Greenway).

Each summary statement relevant to the Borough of Waverley is accompanied with an officer response.

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COMMENTS ABOUT PHILLIPS MEMORIAL PARK ROUTE

PMP-1. Cyclist attitude

1.1 CYCLISTS THINK THEY HAVE MORE RIGHTS THAN, AND HASSLE, PEDESTRIANS

Response:

The hierarch of transport clearly gives pedestrians higher priority than cyclists. This principle of ‘greater power brings greater responsibility’ was enshrined in the latest update of the Highway Code, in January 2022.

Undoubtably, a small minority of individuals prioritise their own travelling convenience above those of other road or path users. By improving the convenience and safety of cycling, the council intends to make cycling more inclusive. The council also intends to provide a designated, improved, path in order to better manage current and future cycling in Phillips Memorial Park.



PMP-2. New infrastructure in Phillips Memorial Park

2.1 LOSS OF (GREEN) SPACE

Response:

The route presented at public consultation through Phillips Memorial Park has been realigned to reduce the loss of greenspace and make better use of the existing paths to the west and north of the bowling green. As well as reducing the loss of greenspace, this realignment avoids fragmentation of the most popular grass areas around the bandstand and towards the war memorial.

Note: the selection of an on-carriageway ‘cycle street’ option along The Burys further minimises the loss of greenspace in Phillips Memorial Park.

PMP-3. Cycling through Phillips Memorial Park

3.1 PRINCIPLE OF CYCLING IN THE PARK

Comments were against the principle of cycling in the park or directing extra traffic through the Park.

Response:

Cycling in Phillips Memorial Park is not banned by Waverley Borough and already occurs for both access to the Park and for through journeys. The council is working towards its climate action goals of reducing CO₂ and air pollution emissions by encouraging a switch from private car usage to walking and cycling. There is the potential of conflict between users in Phillips Memorial Park as cycling becomes more widespread in the population. The Council's proposal aims to address this by expanding capacity and facilitating cycling along a designated route, away from the most popular pedestrian areas.

3.2 PURPOSE OF / NEED FOR ROUTE

The necessity of the route and its need to go through the western end of Philips Memorial Park were questioned with alternatives, such as secure cycle parking at Crown Court put forward.

Response:

An east-west route from Bridge Street to Borough Road (and onwards to Godalming Station) is a strategic link in a wider network of cycle routes being planned for Godalming. The route will facilitate and improve the capacity for cycling whilst preserving the comfort of pedestrian and mobility users.

Specifically, the route will facilitate:

1. access to the northeast of the town centre (Waitrose, Bridge Street, Sainsburys) from the northwest of Godalming (Hurtmore, Charterhouse, Frith Hill, etc.);
2. travel to/from Godalming Railway Station from/to Cattershall Lane.

As such, stopping the route at Crown Court would not address its purpose and would risk letting levels of cycle increase through Phillips Memorial Park without management.

PMP-4. Shared use

4.1 CONCERN

Based on the assertion that pedestrians and cyclists do not mix, segregated provision is preferred over a shared-use path.

Response:

There is a balance between the creation of new, fully segregated cycle tracks and the loss of greenspace in Phillips Memorial Park (see comment PMP-2.1). Currently all the paths in the park are open for shared use. An on-carriageway 'cycle street' along The Burys and a realigned route for cycles around the east and north of the bowling green are proposed. In combination, these measures will direct cycling along just a 250m section of widened path. This should leave 850m of pathway in Phillips Memorial Park predominantly for pedestrians and mobility users. The new alignment avoids the heavily used paths by, and between, the play area and bandstand. Widening of the paths along the designated route will provide more space for shared use, increasing comfort for all Park users.

PMP-5. Affecting use of the bandstand**5.1 LIKELY TO CAUSE DISTRACTION AND POTENTIAL CONFLICT**

Several members of the public were concerned about cyclists passing through the crowded space around the bandstand during concerts arranged by the Go Godalming Association on Sundays through the summer months.

The Go Godalming Association themselves stated: "Whilst supporting this initiative, maybe the planning for this part of the route will be re-considered."

Response:

The alignment through the west of Phillips Memorial Park has been reassessed to account for the popular use of the grassed areas around the bandstand by pedestrians and family groups. A realignment of the route will now avoid this area and direct cyclists along widened paths to the east and north of the bowling green.

PMP-6. Affecting the vulnerable, young children, elderly, etc.**6.1 SAFETY**

Several comments expressed concerns about cyclists posing a danger to young children and the more vulnerable pedestrians in general, especially in the busy areas near the bandstand and young children's' play area.

Response:

Godalming Town, Waverley Borough and Surrey County Councils have all declared a Climate Emergency and are working to promote more active travel as an alternative to private, polluting, car use. Currently all the paths in the park are open for shared use and with increasing levels of walking and cycling there is a potential for conflict. By designating a Greenway route through the western end of Phillips Memorial Park, Waverley Borough Council aims to accommodate increased use whilst minimising conflict. A realignment of the route will now

avoid the most heavily used area of the Park and direct cyclists along widened paths to the east and north of the bowling green. This will provide a convenient, wide route directing cyclists away from the children's playground and the bandstand. The 250m section of widened shared use path will leaving 850m of pathway in Phillips Memorial Park predominantly for pedestrians and mobility users.

PMP-7. Affecting nature

A number of comments objected to a route through Philips Memorial Park on the basis that it was a (protected) natural habitat or would adversely affect different aspects of the natural environment of the Park.

Response:

Historically the site was predominantly open grazing land with trees until it was purchased in 1913 for the purpose of providing public walks and pleasure grounds and to provide a setting for the Phillips Memorial Cloister. The park itself does not have a designation however it does contain the Phillips Memorial Cloister and Godalming Town War Memorial, both of which are Grade II Listed Buildings. A section of the park, including the majority of the revised route, falls within the Godalming Centre conservation area. The revised route will remove the need to build a completely new path (with associated ground works) across the grass in front of the War Memorial by utilising and widening existing paths.

7.1 TREES AND VEGETATION

Response:

The revised route around the bowls green means there shouldn't be a need to remove any vegetation or trees (unless any tree work has already been scheduled as part of our on-going inspection programme for trees on Waverley sites across the borough). We would look to preserve healthy trees close to the route by using alternative construction and surfacing methods as demonstrated in other parts of the park (ie at the base of the Swamp Cypresses near the library and by the Weeping Willows along the riverside path).

7.2 BIRDS

Response:

Using the revised route and preserving the trees / vegetation will reduce the effect on bird and other wildlife populations within the park.

7.3 RIVERSIDE SETTING

Response:

The realigned route through Phillips Memorial Park will only run along the riverside for 75m. This short stretch is already fenced off from the River Wey and overshadowed by the existing sport pavilion.

COMMENTS ABOUT THE BURYS ROUTE

TB-1. Need for route

Several comments on the public consultation reflected a misunderstanding of the purpose of the Gateway proposals. These comments saw the Gateway as an (unnecessary) extension to the Guildford-Godalming Greenway that had no independent purpose or destination for visitors to the town centre. Three sub-categories of comment were identified.

1.1 THE GODALMING GREENWAY GATEWAY GOES NOWHERE / IS OF LITTLE VALUE

1.2 THE ROUTE IS A DIVERSION FOR SHOPPERS (COMING FROM THE GUILDFORD - GODALMING GREENWAY)

1.3 THE ROUTE IS NOT NEEDED FOR ACCESS TO PHILLIPS MEMORIAL PARK

Response:

The Godalming Greenway Gateway is a key east-west section of a Greenway and cycle route network for Godalming. The route will facilitate and improve the capacity for cycling whilst preserving the comfort of pedestrian and mobility users. Specifically, it will facilitate:

1. access to the northeast of the town centre (Waitrose, Bridge Street, Sainsburys) from the northwest of Godalming (Hurtmore, Charterhouse, Frith Hill, etc.);
2. travel to/from Godalming Railway Station from/to the residential and business areas on Cattershall Lane.

This section of the Godalming Greenway network is not principally intended to support shoppers coming from Guildford. Depending on the final route of the Guildford-Godalming Greenway, however, it will provide a safe crossing of The Burys to the shops, cafes and restaurants on Bridge Street.

As noted above, access to Phillips Memorial Park is not the principal purpose of the Godalming Greenway Gateway. However, by converting The Burys to a 'cycle street' and providing a designated and improved route for cycles at the western end of the Park, cycle access to Phillips Memorial Park will be both safer and more convenient.

1.4 THE SECTION IS KEY TO ACCESSING THE TOWN CENTRE AND STATION

Response:

The east-west connectivity will enable town centre access from the northwest (Hurtmore, Charterhouse, Frith Hill, etc.) and cycling from the east towards the railway station. It will form a central east - west link as part of a planned, coherent, network of greenways.

TB-2. Off-carriageway option (segregated and shared pedestrian/cycle path)

2.1 SAFETY

Concern expressed about the safety of pedestrians (especially for the elderly and toddlers) of the shared use section of this option in the vicinity of Godalming Library.

Response:

The chosen 'cycle street' option directly addresses this concern as it avoids shared pedestrian / cycle use at the eastern end of The Burys outside the Library and approach to Bridge Road and Bridge Street.

2.2 OFF CARRIAGEWAY

For cycling, an off-carriageway approach is preferred.

Response:

The off-carriageway option includes a 70m section of shared pedestrian / cyclist path outside Godalming Library, approaching the junction with Bridge Street. The DfT Route Selection Tool (RST) was used to compare the route options on 5 'Key Outcomes' for cyclists. Figure 1 (below) illustrates the differences between the 'cycle street' and off-carriage way options for The Burys.

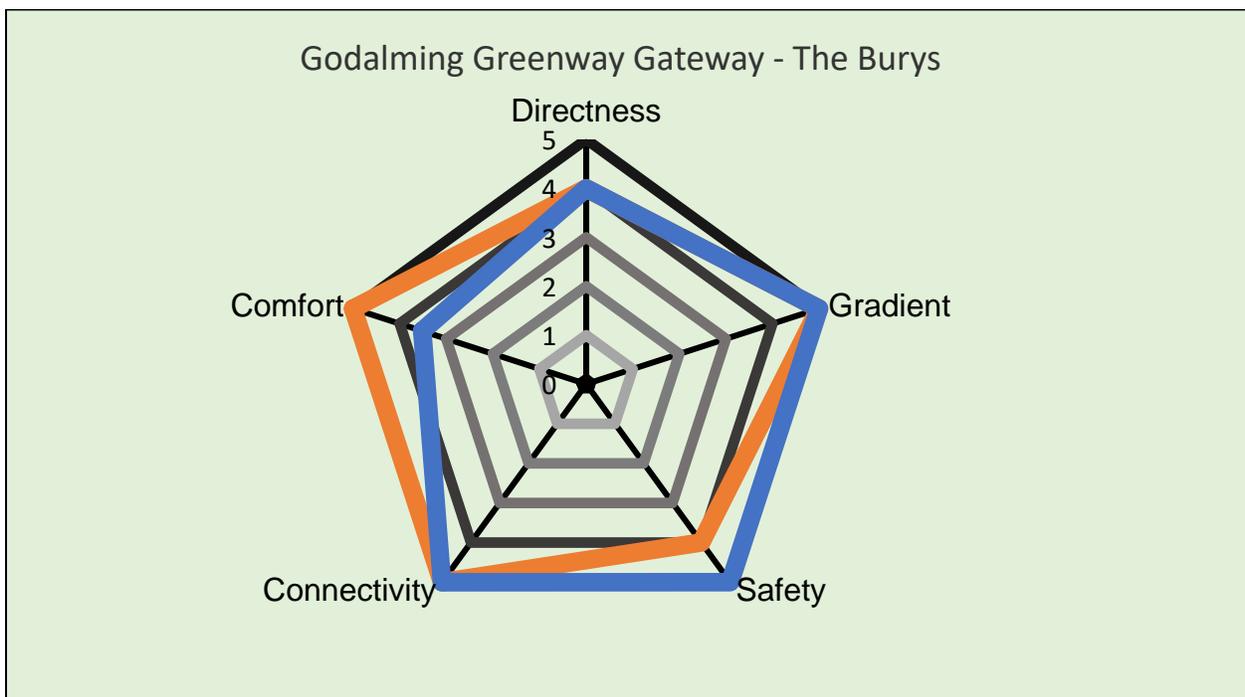


Figure 1: Spider diagram showing the Route Selection Tool key outcome scores for the off-carriageway (blue) and 'cycle street' (orange) alternatives along The Burys.

The off-carriageway option achieves the maximum safety outcome of 5 compared to a (still high) safety score of 4 for the 'cycle street'. In terms of the comfort score, however, the scores are more than reversed with the off-carriageway path achieving a score of just 3.52.

TB-3. Cycle street

3.1 MOTOR VEHICLES CROSSING CYCLE LANES

Concern about conflict at the entrance/exit of Crown Court Car park (and other locations) where motor vehicles will cross the cycle lanes

Response:

This would be considered at detailed design with a presumption to provide a Copenhagen crossing to prioritise walking, cycling and mobility access across the Crown Court Car Park entrance / exit (plus traffic from Moss Lane / Great George Street). Similarly, a parallel crossing is proposed for the eastern junction of The Burys with Bridge Street.

More generally, the cycle lanes (unlike a shared-use path) will emphasise the priority of cyclists over (motor) vehicles turning into The Library or the council offices. The recent (29th January 2022) changes to the Highway Code make it very clear that cycles and pedestrians crossing these entrances have right of way over any vehicles turning into them.

3.2 MOTOR VEHICLE COMPLIANCE

Concern about drivers complying with the advisory cycle lanes and 20mph speed limit.

Response:

The advisory cycle lanes, 20mph speed limit, along with centre line removal and introduction of speed platforms, form a package to maximise compliance. This is widely used on continental Europe as the 'cycle street' concept. Government design guidance (LTN 1/20, Sections 6.4.14 to 6.4.18) detail the use of advisory cycle lanes in combination with centre line removal to both reduce traffic speeds and to highlight cycle priority. With the additional use of speed tables, this is intended to create a 'self-enforcing' 20mph zone along The Burys. It should be noted that a traffic survey conducted in July 2021 as part of the proposal preparation, found that current average speeds (24.25mph) are already below the posted speed limit of 30mph along The Burys.

3.3 ADVISORY CYCLE LANES NON-COMPLIANT

The assertion is that the proposed advisory cycle lanes do not comply with government standards for "cyclepaths".

Response:

Government guidance has been provided by the Department for Transport in LTN 1/20 – “Cycle Infrastructure Design”. Appropriate levels of protection for cycles from motor traffic are indicated in Figure 2, below. For speed limits of 20mph, advisory cycle lanes are considered suitable for most cyclists with motor traffic flow rates of up to 4000 passenger car units per day.

Speed Limit ¹	Motor Traffic Flow (pcu/24 hour) ²	Protected Space for Cycling			Cycle Lane (mandatory/ advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
20 mph ³	0	Green	Green	Green	Green	Green
	2000	Green	Green	Green	Green	Green
	4000	Green	Green	Green	Yellow	Yellow
	6000+	Green	Green	Green	Yellow	Yellow
30 mph	0	Green	Green	Green	Yellow	Yellow
	2000	Green	Green	Green	Yellow	Yellow
	4000	Green	Green	Green	Yellow	Yellow
	6000+	Green	Green	Green	Yellow	Yellow
40 mph	Any	Green	Yellow	Yellow	Pink	Pink
50+ mph	Any	Green	Pink	Pink	Pink	Pink

- Provision suitable for most people
- Provision not suitable for all people and will exclude some potential users and/or have safety concerns
- Provision suitable for few people and will exclude most potential users and/or have safety concerns

- Notes:
1. If the 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
 2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow
 3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day

Figure 2: suitability of provision for cycling, as laid out in LTN 1/20, Figure 4.1, “Appropriate protection from motor traffic on highways”.

The limit of acceptable traffic flow in a 20mph zone, with cycle lanes, is outlined in red

Based on pre-pandemic usage data at Crown Court Car Park and a July 2021 traffic survey, the 7-day average vehicle flow rates are less than 2400 vehicles per day. This is well within the Department for Transport (DfT) cycle infrastructure design guidance highlighted in Figure 2.

An additional check on the safety and perceived safety of both the cycle street and the alternative off-carriageway option was carried out using the DfT cycle Route Selection Tool (RST). Referring to Figure 1, the safety score for the

'cycle street' option was 4, out of a maximum of 5. The comfort score, which accounts for perceived safety of pedestrian – cyclist interactions, for the off-carriageway option was lower at 3.52 where the 'cycle street' options scored the maximum of 5.

3.4 REDUCED VEHICLE SPEED AND INCREASED DRIVER FOCUS

Welcomes the proposed 20mph speed limit plus the measures to modify driver behaviour.

Response:

N/A.

3.5 CYCLIST GIVEN FULL PRIORITY OVER OTHER ROAD (MOTOR VEHICLE) USERS

Whilst welcoming the proposed 20mph speed limit plus the measures to modify driver behaviour, a suggestion was made to go further and applying the Dutch principle of 'cars as guest' (Fietsstraat - Auto te gast).

Response:

Whilst the scheme must work within the UK legal framework, the proposed measures do direct motor vehicle drivers to negotiate the road space with other road users more carefully. The detailed design should give cycles, pedestrians and mobility users priority at junctions, enforcing the new Highway Code "Hierarchy of Responsibility".

TB-4. Cost

4.1 HIGH / EXORBITANT

The cost effectiveness of the Godalming Greenway Gateway was questioned in terms of its usefulness and "exorbitant costs".

Response:

It is not clear on what basis the costs of the Godalming Greenway Gateway were considered exorbitant as no likely costs were provided at the public consultation on route options. Open design and construction procurement procedures will be followed to select the most cost-effective, bid compliant contractors.

The utility of the route is covered in section TB-1.

4.2 OTHER ROUTES LIKELY TO HAVE A BIGGER EFFECT

The benefit of a link to The Burys was questioned with respect to other route destinations such as Busbridge and 6th Form College or the High Street.

Response:

Waverley Borough Council is working with Surrey County Council to plan a comprehensive network of walking and cycling route across Godalming, taking into account key destinations. The feasibility work being undertaken will prioritise key routes as a basis for Surrey County Council, as the Highway Authority to bid to central government for funding. Surrey County Council will necessarily take the lead on this work and any detailed design and work and implementation that may follow.

The Godalming Gateway route along The Burys and Phillips Memorial Park have already been identified as a key and walking section of the Godalming Greenway network which can be delivered by Waverley Borough Council in the short term. This section has value in its own right, bridging an east - west gap to facilitate:

1. access to the northeast of the town centre (Waitrose, Bridge Street, Sainsburys) from the northwest of Godalming (Hurtmore, Charterhouse, Frith Hill, etc.);
2. travel to/from Godalming Railway Station from/to the residential and business areas on Cattershall Lane.

TB-5. Implementation

5.1 USE OF SPEED TABLES

This proposed measure raised concerns about the cycling comfort and emissions from motor vehicles accelerating and braking.

Response:

The updated Cycle Infrastructure Design guidelines (LTN 1/20) state that a smooth transition across vertical deflection traffic calming features is more comfortable for cyclists. A sinusoid profile is recommended. This is in contrast to the abrupt profile of the degraded speed table on Borough Road. Limiting the speed tables to cross just the central traffic lane risks encouraging driving into the advisory cycle lanes, undermining the cycle street concept. It would also prevent the speed tables from providing pedestrians and mobility users with informal crossing points.

Speed tables with a sinusoidal entry profile require less sudden braking and the other 'cycle street' measures have been shown to generally increase driver caution and enforce lower speeds along the whole road.

5.2 ROUTE THROUGH CROWN COURT (TO HIGH STREET)

Response:

Improved cycle access to the High Street will be considered as part of the development of a Local Cycle and Walking Infrastructure Plan for the Borough. The purpose of the Godalming Greenway Gateway is to provide an east -west

section as part of this wider cycle and walking network. A route south through Crown Court would not meet this objective.

TB-6. Car parking

6.1 HOW WILL PARKING ON THE ADVISORY CYCLE LANES BE DISCOURAGED?

Response:

Currently parking restrictions on The Burys are indicated with double yellow lines and Waverley Borough Council has a contract for enforcement. Subject to detailed design by Surrey County Council, the Highways Authority, the double yellow lines would be refreshed and extended once the limited waiting car parking bays opposite Godalming library were removed.

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