



*The Guildford
Cycling Campaign*
www.G-BUG.org

Comments on SCC Low Emissions Transport Strategy by Guildford Bicycle User Group (G-BUG)

Contact: Doug Clare, Chair, G-BUG, doug.clare@g-bug.org

Section 3.1, item 2 (Travel Behaviour) and item 4 Network Planning: The document acknowledges the role of active travel modes (walking, cycling) in reducing pollution. The Council should therefore add more weight to favouring these modes in allocation of (limited) funding, and should especially be bold in prioritising new cycle-friendly infrastructure over cars, since this is the only way the required dramatic 'modal shift' will be achieved.

There should be a joined up network of safe, convenient cycle routes within and between SCC towns, including safe routes to stations, school, college, University, places of work etc, as well as routes for leisure cycling. The Guildford –Godalming Greenway proposal recently adopted by GBC is a good exemplar: SCC should consider a Surrey-wide network of such Greenways.

The potential for electric bikes to increase cycling as a realistic travel mode for longer distances and in hilly towns and terrain should be noted.

Wherever possible, health of cyclists should be protected by separating cycleways from busy roads by a sufficient distance to ensure cyclists are not breathing in pollution.

Figure 4.1:

- Consider also 'filtered permeability' in suburbs and communities, stopping rat running by closing roads to non-essential through traffic.
- Cycling: mention cycle hire schemes?
- Rights of Way (ROW): agree we need a more favourable attitude to modifying ROW to permit cycling (cf the struggle to get Muddy Lane Woking converted from a footpath to a bridleway to provide a safe route for cyclists to get across the M25). More shared use (walking plus cycling) on pavements should be allowed (examples: the gyratory pavement in Guildford, to provide a safe route for cyclists between Guildford town centre and the station at very low cost; A246 from Guildford to Leatherhead).

Section 5 Indicators: It seems literally unbelievable that the only AQMA in Guildford Borough is at Compton. If, for example, the Guildford gyratory or the A3 corridor have low levels of pollution, then we have nothing to worry about. A better method of measuring air quality in the Borough is clearly required, otherwise the AQMA indicators will have no credibility.

13th August 2018