

Brian Creese, Labour, Guildford West

Do you regularly walk or cycle to get to work, the shops, your doctors etc? If not, what is stopping you

I walk a great deal but am not a confident cyclist. Living in Jacobs Well we are lucky in having a bus which stops at the end of our road and goes to either Guildford or Woking so try and use that as much as possible. We do have a local parade of shops we can walk to.

What do you think about the current walking and cycling infrastructure provision in your local area and how can it be improved for all (including those who hard of hearing, partially sighted or us...

Although provision of cycle lanes has improved in Guildford, too many are too narrow, not separated sufficiently from traffic and tend to end suddenly. They need to be significantly improved in my opinion. As for walking I think we all know the river frontage needs to be opened up for walkers. Would love to see a range of bikes available for hire in Guildford including those suitable for the less well able.

How do you see walking and cycling provision contributing to the decongestion and de-pollution strategy

Clearly walking and cycling are carbon free travel options which are also healthy alternatives for travellers. However, I have to say I think better, greener and cheaper busses have a significant part to play.

What have you done personally to improve cycling and pedestrian mobility in your area? If you are standing for re-election outline improvements you have put forward or voted for previously.

As I have not as yet been elected in any capacity I am afraid all I can claim is doing plenty of talking!

Given the push towards active travel, what could you do to promote more considerate behaviour towards people using bicycles and those walking.

The most important thing is clear signposting making it clear what forms of transport are allowed/restricted in any area. We see this happen so easily in Europe with pedestrians, cyclists and maybe the odd tram happily coexisting without any tension. Cars take up too much room in Guildford, so alternatives are pushed together and don't have enough space.

What is preventing Guildford becoming a cycling city with mini-holland type infrastructure, where the majority of people doing short journeys choose to walk or cycle?

The need for car traffic to cross Guildford from the A3 to Shalford/Godalming. Finding a route to take that traffic out of the town centre is the key. You then have space to open up the alternatives. It should be said that Guildford is rather hillier than Amsterdam - so perhaps electric bikes may have a greater role!