

4 LOOKING FORWARDS



OVERVIEW

The masterplan is based around five main place-making concepts. These concepts, listed below, have been informed by extensive consultation on the Vision for Guildford 2014 which drew on by earlier community and stakeholder feedback, summarised on pages 33-35.

1. **From concrete collar to major tree-lined park and boulevard:** The masterplan encourages the rediscovery of the River Wey as a focus for a new riverside park and a wide range of town centre uses along its length. This signals a shift away from its car-dominated character and activities towards an accessible asset for the benefit of visitors, residents and town centre businesses.
2. **A healthy approach to movement:** A key factor in realising the broader aspirations for the river corridor is a reduction in the impact of traffic on the main streets and spaces in the town centre. Central to this is a long-term strategy of downgrading the gyratory system to encourage more sustainable patterns of movement in the town centre, creating new opportunities for active, accessible town centre spaces and places. This is coupled with a holistic parking strategy to enable a move towards a car free centre in combination with Park and Ride.
3. **The new riverside community park:** There is potential to create a major new parkland setting for leisure, cultural and commercial uses to make the most of Guildford's attractive water-side setting. The character of these new park quarters will vary along the river's length, and some areas are likely to come forward over a longer term timescale, beyond the plan period. The emerging proposals in this document are an initial step in the process, and consultation feedback, delivery considerations and the wider process of Local Plan preparation will inform the approach to phasing.
4. **Growing a successful town centre:** Proposals for the

river corridor and the gyratory will create a context for the sensitive expansion of the town centre, with a new leisure and entertainment focus at Bedford Wharf supporting the expansion of the retail offer at North Street alongside the enhancement of the historic core.

5. **Planning for sustainable development:** Taken as a whole, the masterplan sets a context for a sustainable planning strategy for Guildford town centre, which will help to inform the town centre guidance and policies in the emerging Local Plan alongside the wider evidence base.

The five concepts respond to the principal issues which face Guildford and need to be addressed over the coming years. They are closely inter-woven, reflecting the complex nature of the problems. The masterplan has been prepared to demonstrate a clear way to progressively address the issues and plan for the future, during the Local Plan period and beyond.

The masterplan will help the town to differentiate its offer and appeal to visitors looking for a very high quality environment and attracting back market share which has been lost to competing centres. The value generated through the proposals will enable investment in a wider programme of infrastructure interventions.

WHAT YOU TOLD US

Guildford Borough Council has undertaken consultation on the town centre and the wider proposals in the Local Plan. Key feedback and areas of discussion are summarised in this chapter.

FEEDBACK ON THE DRAFT GUILDFORD BOROUGH LOCAL PLAN (2014)

The Council published the following feedback relating to draft Local Plan Policy 15: Guildford Town Centre in December 2014:

- The policy should expressly preserve the character, historic assets and setting of the town centre.
- Support housing in the town centre; more sites should be developed for new homes.
- Less retail is needed than is proposed.
- Inappropriate expression “build on these assets” in the Vision could be seriously misleading.
- Take care with building heights and protect views.
- More should be made of the River Wey and riverside land.
- The number of independent shops and lower shops vacancies than elsewhere are amongst the town centre’s strengths.
- Traffic is a problem in Guildford town centre.

These points have been considered alongside the Vision (2014) feedback and the work described above.



Consultation on the emerging Vision for Guildford (2014)

FEEDBACK ON THE TOWN CENTRE VISION (2014)

1. THE GYRATORY AND VEHICULAR TRAFFIC

Traffic is considered one of the most important issues facing the town centre, particularly the one-way gyratory system. The majority of respondents were supportive of the proposed reconfiguration of the gyratory system but were keen to see more extensive testing before any works are carried out. Key areas of concern included allowing sufficient space for queuing traffic waiting to cross Friary Bridge. Although many supported the idea to close Bridge Street due to the improvement in the street environment, there was concern about a potential reduction in capacity for vehicles.

Some respondents suggested that through traffic needs to be diverted away from the gyratory system in order to address congestion. It was highlighted that many through roads for the town converge at the gyratory. Comments outlined the potential for a bridge or bypass connection from Guildford Park Road to York Road roundabout which could help to improve this congestion. However, it was highlighted that any bridge should avoid existing attractive residential streets such as Lees Road and Guildford Park Road. It was suggested that North Street should remain two way to connect to a town centre bridge.

Many positive comments were received about the vision for Onslow Street but some concern was expressed about the reworking of the street and the implication this would have for congestion due to the lack of motorist priority, including the proposals for bus stops and shared surface. Specific comments were made about the phasing of traffic lights and key junction layouts to reconsider as detailed proposals come forward. These included the Walnut Tree Close area, the pedestrian crossing at Debenhams, the crossing at Farnham Road and the junction by Bedford Road and Onslow Street.

The masterplan and parallel Guildford town centre highways assessment (GOTCHA) study have continued to explore these issues and holistic proposals for movement, parking, servicing and the gyratory form a central part of the masterplan.

2 CAR PARKING

Car parking was regarded as an issue in terms of cost and the limited number of spaces available in the town centre. A number of solutions were suggested including a congestion charge, a drop-off point for a “Park and Glide” river taxi and an underground car park within the town centre. The masterplan picks up on many of these potential opportunities.



Consultation on the emerging Vision for Guildford (2014)

3 GUILDFORD TRAIN STATION

The proposed improvements to the station were widely supported by respondents, including the aspiration for new apartments in this location with public uses at the ground floor. Areas of concern included the height of any new development, an aspiration to maintain views of the cathedral, ease of access by vehicle to and from the station and the amount of car parking. Appropriate drop-off/pick-up zones at the train station also need to be identified. The masterplan identifies the station as a key site and the issues highlighted at consultation have been considered in developing proposals for this area.

4 THE BUS STATION

The approach to bus stops on Onslow Street was broadly supported, with many people commenting that the bus station is currently neglected and unattractive. A number of comments were made regarding the bus station. Onslow Street is identified as a potential location for on-street stops in the masterplan, and other town centre locations could offer further solutions.

5 PEDESTRIAN AND CYCLE FACILITIES

The greater priority given to pedestrians and cyclists in the Vision was welcomed in many of the responses received. The majority of comments support the proposal to close Bridge Street to cars and vehicles in order to provide a friendlier street environment for pedestrians and cycles. Other suggestions include an additional pedestrian bridge in the town centre, better disabled access throughout the town, a contraflow cycle route on North Street and that the town centre more widely should be more cycle friendly. The riverside should also have better walking and cycling paths.

A number of respondents suggested there is a need for new pedestrian/cycle bridges over the river, north of the station which would link the University to the cricket ground, and also within the town centre. This is a core focus for the masterplan as set out in subsequent pages.

6 HOUSING

Generally the comments received supported the proposals for more housing in the town centre, particularly for smaller flats and affordable homes. A number of comments focused on the Walnut Tree Close area and supported this location for new homes but suggested that any new homes must have their own car parking space. It was suggested that heights of new homes should be consistent with the existing homes, and that flooding issues must be taken into account. The masterplan seeks to identify potential housing sites within the town centre for consideration as part of the Local Plan process.

7 PUBLIC REALM AND GREEN SPACE

There was a general consensus amongst respondents that there is a need for more public space in Guildford town centre and more street furniture and planting in existing streets. The majority of respondents agreed that opening up the River Wey would be of benefit to the town. Opportunities for outdoor eating and small public parks along the riverside were appreciated. Appropriate lighting was suggested along the riverbank.

It was suggested that the Cathedral should be more accessible and more central to the town. The children's playground south of the castle was also identified as being underused. The masterplan prioritises the creation of attractive streets and spaces and the creation of new green space is a major component of the proposals.

8 RETAIL

A number of comments made by members of the public were supportive of new retail development coming forward in a way that respects the existing character of the town, connects to the High Street and supports independent shops in the town centre. It has been suggested that Debenhams is too large and on an inappropriate site and that an additional department store would be beneficial for the town in order to compete with other centres. The masterplan explores opportunities to enhance Guildford's vitality and viability as a retail centre, including the growth of wider commercial activities including leisure, entertainment and offices.

9 TOWN CENTRE CHARACTER

A number of comments suggested that new development should reflect Guildford's existing character, for example the North Street area needs to reflect the character of the lanes which are one of Guildford's assets. Views across the town have also been identified as an important aspect which needs to be protected. It is important that the townscape of the town is improved as there are many points at which this is visible from outside and within the town centre. This is a central concern for the masterplan and the draft report describes how these factors should be considered in relation to development opportunities.

10 OTHER COMMENTS

Other comments were made in support of the vision. Additional specific comments included supporting community facilities for the young and old, safety concerns in parts of the town centre at night and concerns about flooding. The masterplan places a major emphasis on flood risk constraints and seeks to create a flexible context for town centre destinations, both spaces and buildings for the whole community.

FROM CONCRETE COLLAR TO MAJOR TREE-LINED PARK AND BOULEVARD

THE RIVER WEY

The River Wey has been an under-appreciated asset in Guildford for many years. This is despite the fact that its golden sands gave Guildford its name and that the combination of a ford and a promontory for a castle provide a uniquely advantageous location on which the town is founded.

Guildford today largely turns its back on the river. It had historically been a place of trade, commerce and industry for centuries – historic maps show breweries, timber yards and laundries. In the post-war period the growth in traffic met with a corresponding decline in many of these old uses and so land was exploited to provide major new roads, cementing the primacy of the car. The inhospitable roads that were built led to new development turning away from the river, compounding the problem. The River Wey is now a hidden asset ready to be rediscovered and enjoyed by the whole town.

RESPONDING TO FLOOD RISK

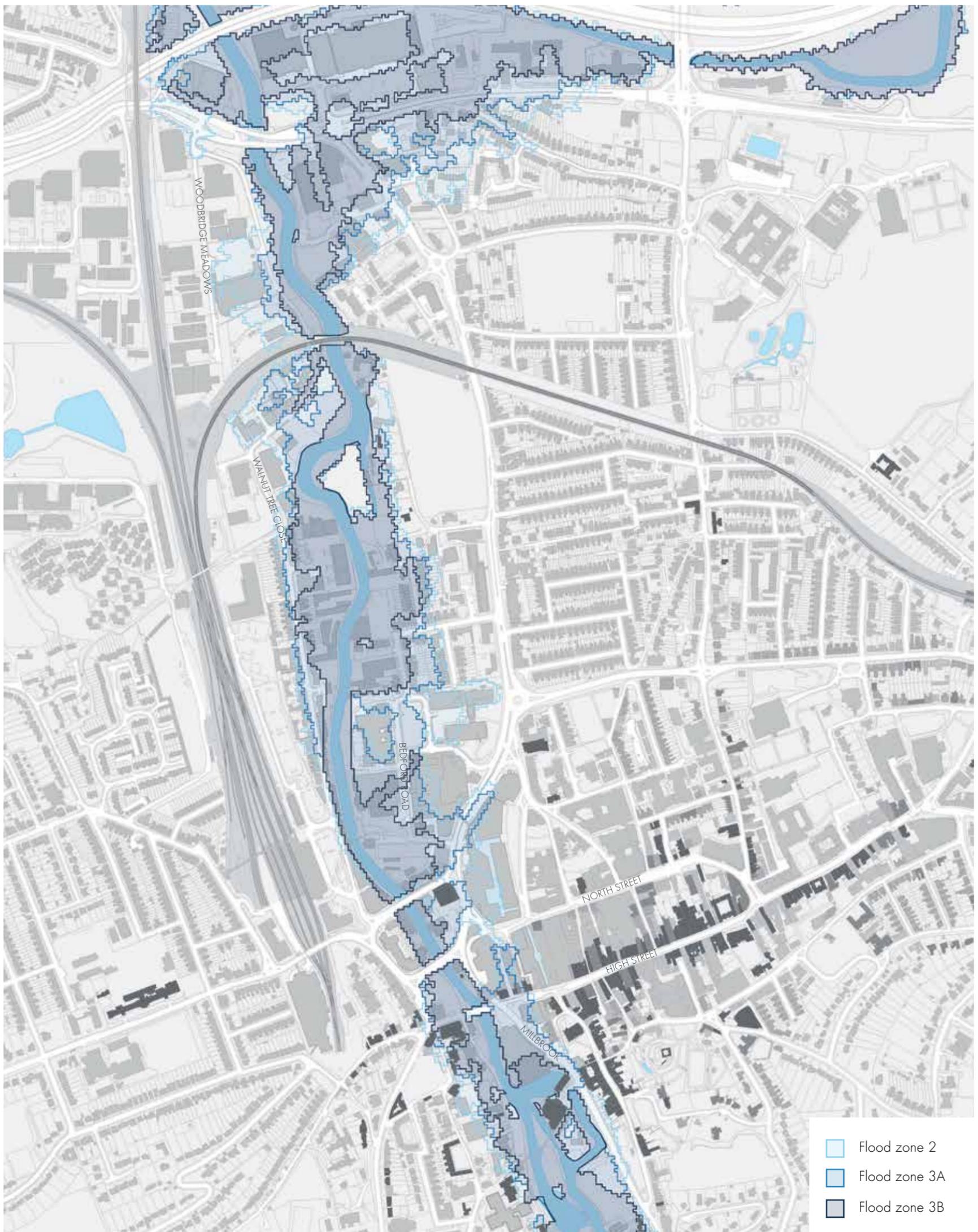
Flood risk from the river has long been identified as a significant problem for development. This has resulted in many parts of the northern river corridor being dominated by industrial uses rather than residential development. These industrial buildings largely turn their back on the river and vary greatly in terms of quality. Although flood risk is a major constraint to the future use of the area it also presents a real opportunity to transform the town centre for the better.

Living with flood risk rather than trying to design it out presents the opportunity to establish a bold new riverside park, creating a swathe of green space through the heart of Guildford and linking out to the countryside beyond. As well as providing a range of new open spaces for the whole of Guildford it will also provide new walking and cycling routes making it easier to access the town along the river corridor, but also improving access to the town centre from the west with a series of new bridges.

Further detail on flood risk including the definition of flood zones is set out on page 61.



The existing river corridor lacks activity and suffers from a series of inward looking uses which do not engage with one of Guildford's greatest assets



Existing flood risk zones as provided by Guildford Borough Council / Environment Agency (flood zone 2 represents medium risk, flood zone 3B is highest risk)

A HEALTHY APPROACH TO MOVEMENT

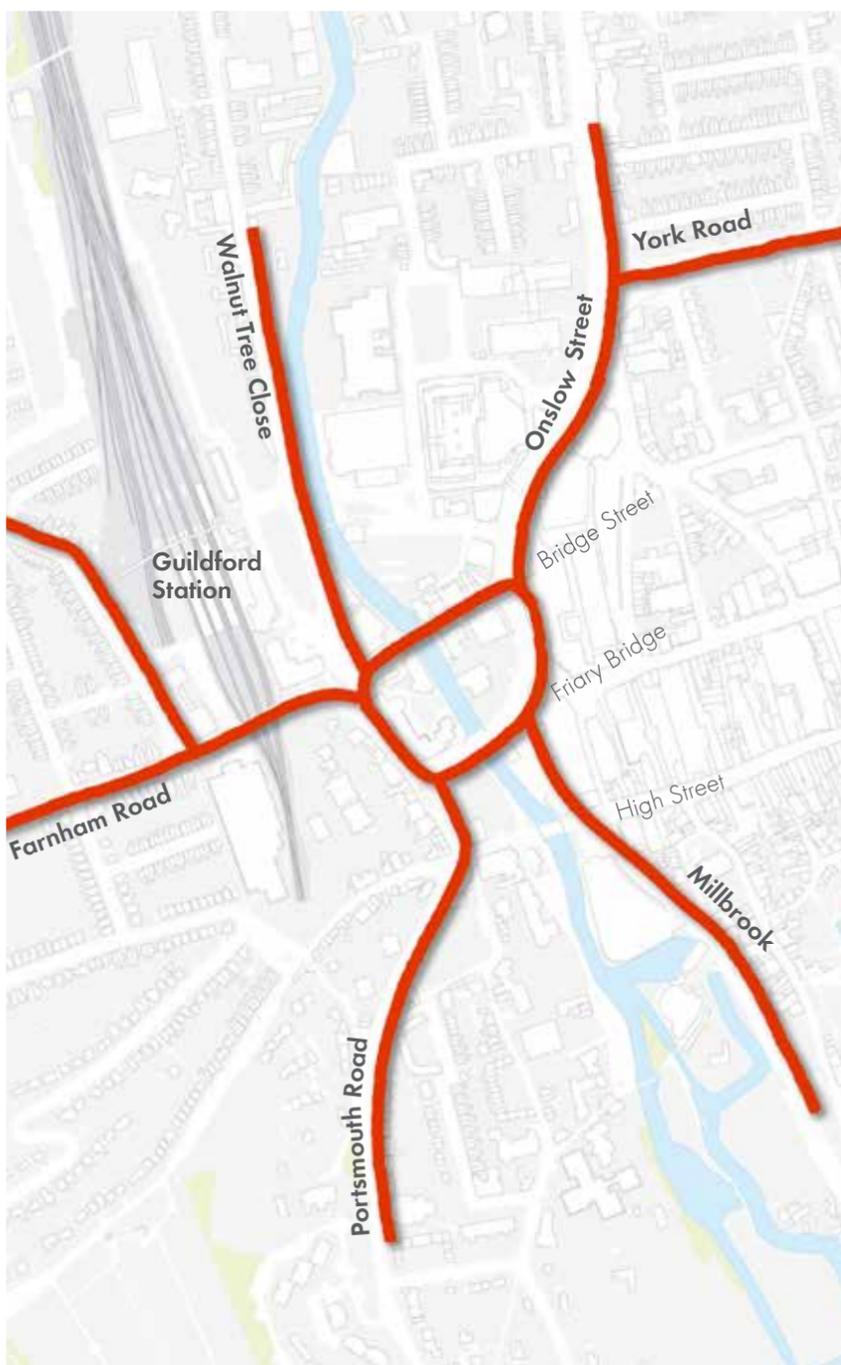
The existing gyratory system through the centre of Guildford is widely recognised as being a major issue for the town and a wide range of solutions have been debated over a long period, including options to build major new bridges or dig tunnels or to re-plan the road network around existing roads and bridges. A study has been undertaken to assist the masterplan team in their decision making by considering over a dozen different options and evaluating their potential cost, benefits and impacts.

The existing road network is founded on the expectation that people will drive through the town centre for both long distance and local journeys. This reflects the fact that the town is located at the gap between two hills and at the point of a historic river crossing, meaning that many routes have converged on this spot. The limited number of river crossings means that the central gyratory comes under huge pressure at peak hours of the day. Gyratory systems tend to be inefficient, requiring drivers to take less direct routes and generating unnecessary trips through the town centre.

The Guildford Town Centre Highways Assessment (GoTCHA) study has provided advice to the masterplan team on the transport impacts of potential options and emerging proposals. A preliminary assessment of a wide range of options was undertaken including those suggested by the masterplan team. Options were assessed in respect of a number of criteria, including their potential impact on traffic congestion, but also assessing their potential impact on wider issues such as townscape, pedestrian environment, cycle environment, bus provision and whether the option delivers the masterplan team's ambition to better connect the town centre with the river.

Having considered the evidence on the options, the masterplan team has selected two preferred scenarios which it considers best realise the ambitions for the masterplan, and has then demonstrated how these scenarios can best be delivered and what other measures may be required to ensure that the preferred approach operates effectively.

The options assessed largely fall into three categories – options with minor changes; options featuring major infrastructure such as bridges and tunnels; and options which seek to remodel the system within the existing urban form.



Existing gyratory system



The existing gyratory system acts as a major barrier to pedestrian movement and creates a poor environment between the historic town centre and the River Wey

Minor changes options

A number of minor changes would be possible to improve the functioning of the network or to try to reduce the dominance of the car.

These include the options to remove a lane at some parts of the gyratory, to release more pedestrian space enabling two-way streets rather than one way on all or two links. The masterplan team concluded that whilst these options have some benefits and could be demonstrated to perform reasonably well in traffic terms it would not achieve the transformative approach envisaged for the masterplan and would be unlikely to achieve the primary goal of connecting the town centre with the river.

Although the minor change options do not achieve the transformative approach which the masterplan seeks to deliver they do provide options for intermediate levels of change which could be achieved as steps in the process of working towards the more comprehensive remodelling of the network.



The existing road network, showing the impact of the one-way system on the heart of the town centre

Major infrastructure

Several schemes have been proposed for bridges and tunnels in Guildford in recent years and these approaches have been explored in the second group of options. The teams considered bridge options which would connect traffic from the York Road roundabout across the river valley and over the tracks to re-join the existing road network at Guildford Park Road or Farnham Road. Tunnel options would provide a direct link from Onslow Street down to Millbrook and options for the tunnel and bridge have been considered both in isolation and as a combined scheme.

Whilst these options offer some element of traffic benefit, the masterplan team noted that the benefits are very modest. This is because the trips through the gyratory are fairly evenly balanced in all directions so bypassing one or two routes would not have a major impact. It was also noted that whilst the approach could be used to remove traffic from the core area of the town centre to deliver the masterplan objectives this would come at the price of very costly new infrastructure which could itself be regarded as having a major negative impact on the town centre.

The major infrastructure options may provide an apparent solution to the issue of traffic, but do little to tackle the underlying causes of the issue. They are also very costly in terms of time, their impact on the wider townscape and river corridor and the requirement for very significant funding.



Potential bridge link across the river and railway from York Road



Potential tunnel from Onslow Street to Millbrook

Balanced options

The project teams also reviewed a number of options for the remodelling of the gyratory which proposed a more balanced approach between major transformation, costs and physical impact.

Different options were explored for the use of the existing bridges and the location of roads, working as far as possible within the constraints of the existing highways space to minimise cost and disruption and to aid speedy delivery. The masterplan team has identified two potential preferred scenarios from this group.

Both scenarios involve the removal of the gyratory with a view to creating better connections between the town centre and River Wey.

Both scenarios are much more cost effective than major new infrastructure and can be delivered as a series of gradual changes. However, it must be acknowledged that it is based in a context of a wider programme of supporting measures designed to modify driver habits and routes in Guildford and encourage a gradual shift to more sustainable transport where possible to reduce the need for highway capacity.



Potential two-way operating using Friary Bridge for all traffic

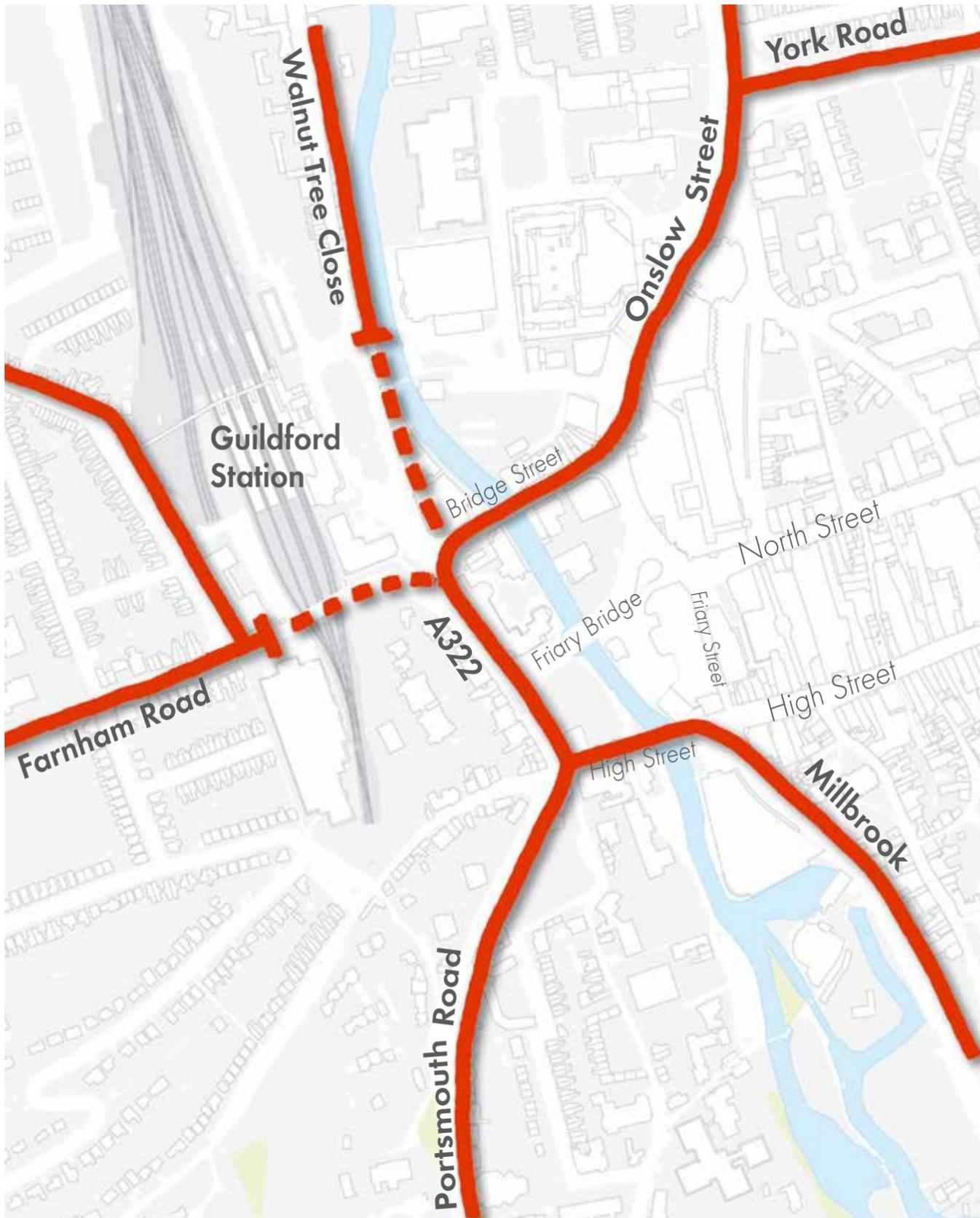


Potential two-way operating using Bridge Street and the High Street bridge

Preferred gyratory scenario 1:

The main purpose of this scenario is to open up valuable riverside land and to reconnect the town centre with the river by removing traffic from Millbrook. It is intended to shift the balance from a traffic-dominated environment to enable new development and public space along the riverside. In this scenario the Friary Bridge and Onslow Street sections of the gyratory would be closed to traffic and reallocated as pedestrian/public space. In order to maintain access from Millbrook, traffic would be routed across the River Wey at the location of Town Bridge, the existing High Street footbridge, probably on a strengthened or new bridge, so two river crossings are maintained. The remaining sections of the gyratory would be converted from one-way traffic movements to typical two-way road arrangements. This option significantly reduces road space available for traffic (GoTCHA study suggests a

circa 57% reduction in highway capacity at the worst performing junction), and therefore it requires a robust supporting strategy to reduce traffic through the town centre to minimise the impacts. This will be achieved through wider transport improvements to encourage use of other modes (e.g. walk, cycle, park-and-ride) and by encouraging drivers to park on the edge of the town centre rather than driving through the gyratory. It will also require limiting traffic entry to the gyratory, for example to remove the level of traffic required to make the new road system work, traffic (with the exception of buses) could be prohibited from entering the gyratory via Farnham Road and Walnut Tree Close (see dashed lines on diagram); this traffic would be redirected to alternative routes to the north of the town – but this is subject to further traffic studies.



Pro's:

- Allows expansion to rear of existing Friary Street units to create a more attractive environment on Onslow Street.
- Although comprehensive regeneration of Onslow Street is an aspiration, this option should not require the removal of the recently refurbished Friary Court office space as a pre-requisite for the gyratory intervention subject to more detailed feasibility work.
- Creates largely traffic free space at western end of North Street.
- New park created on Portsmouth Road car park as an early win alongside the retained public house.

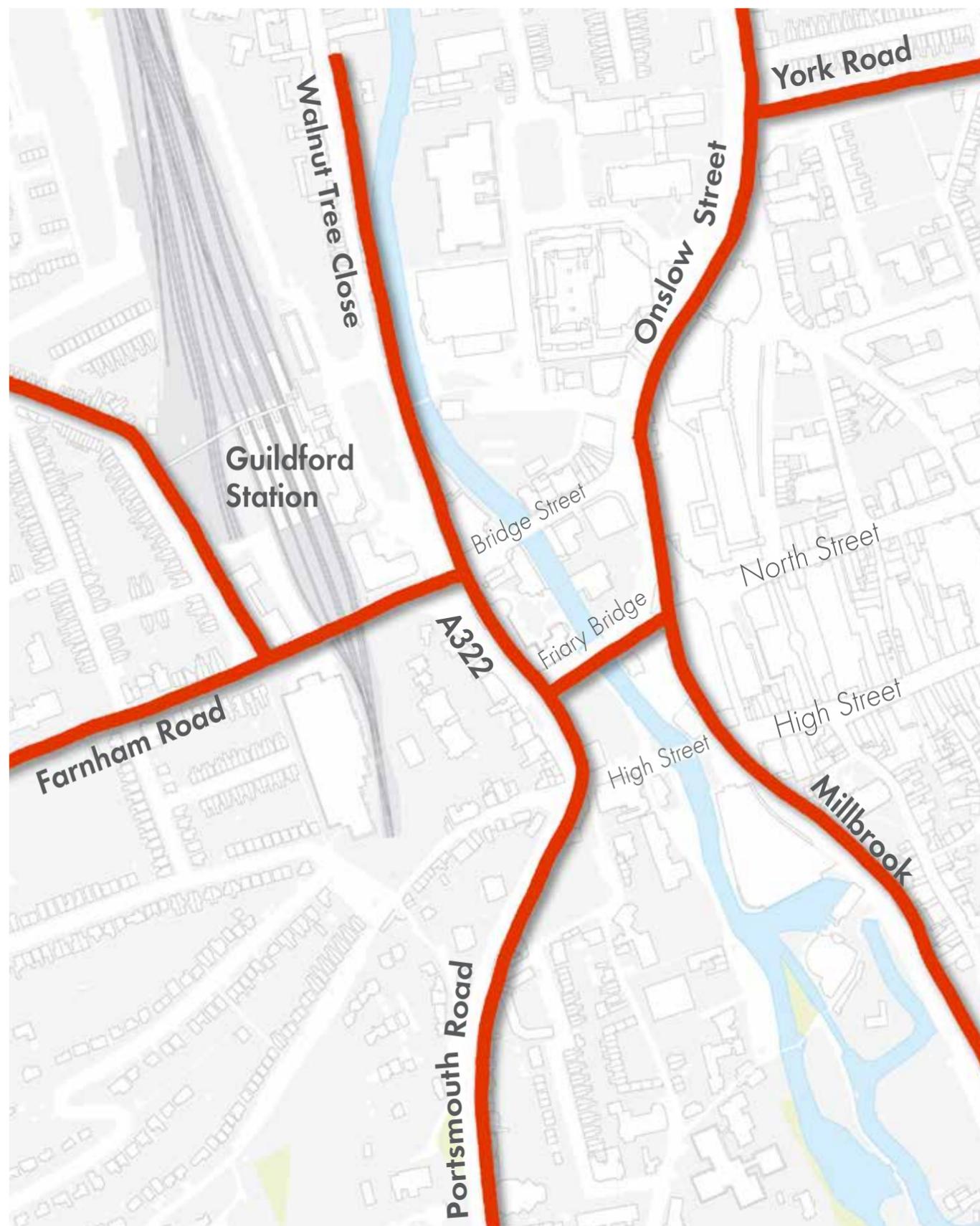
Con's:

- Careful consideration required in relation to the impact on the High Street.
- Further investigation required in relation to potential impact on existing junction / roads and adjacent buildings (including some with townscape merit) at the junction of High Street, Portsmouth Road and Park Street.
- Likely to require alterations to High Street bridge to accommodate projected vehicle movements.
- Significant traffic reductions (circa 57% at the worst performing junction) are likely to be necessary to support this scenario from a highway capacity perspective which could be achieved as an example by closing Farnham Road and Walnut Tree Close to through traffic during peak periods.

Preferred gyratory scenario 2

As with scenario 1, the main purpose of this scenario is to open up valuable riverside land and to reconnect the town centre with the river by reducing the severance effects of the gyratory. It helps shift the balance from a traffic-dominated environment to a space that can be used by pedestrians, cyclists and vehicles. In this scenario Bridge Street would be closed to all traffic and pedestrianised, leaving one crossing of the river at Friary Bridge. In order to ensure that all existing routes can be effectively served, the remaining sections of the gyratory would be converted

from one-way traffic movements to typical two-way road arrangements. As with scenario 1, this scenario also reduces road space available for traffic, and therefore it requires a supporting strategy to reduce traffic through the town centre to minimise the impacts. However, the GoTCHA study reported that the reductions in traffic flows for this option are much more modest, with a circa 1-26% reduction in traffic flows required at the worst performing junction depending on the layout solution adopted. This level of traffic reduction could potentially be achieved without requiring the closure of roads during peak periods.



Pro's:

- Allows enhancement of central riverside area including Bridge Street.
- Creates largely traffic free space adjacent to the proposed Bedford Wharf area north of Bridge Street.
- New park created on Portsmouth Road car park as an early win alongside the retained public house.
- No impact on buildings at junction of High Street, Portsmouth Road and Park Street.
- Lower reductions in traffic flow required.

Con's:

- Careful consideration required in relation to impact on Friary Court and the southern part of the existing units at Friary Street. Significant interventions required to Onslow Street.
- Onslow Street remains as a barrier to movement between the historic town centre / North Street and the River Wey.

APPROACH TO CAR PARKING

The approach to parking responds to the core masterplan objective of reducing vehicular impact on the town and moving towards a more pedestrian friendly environment. The overarching movement strategy embraces the following principles:

- Move towards a car free town centre.
- Rethink the gyratory to alleviate congestion.
- Make it easier to find car parks.
- Encourage other more sustainable transport choices.
- Create a better pedestrian and cycle environment with continuous routes along the river and west over the railway.

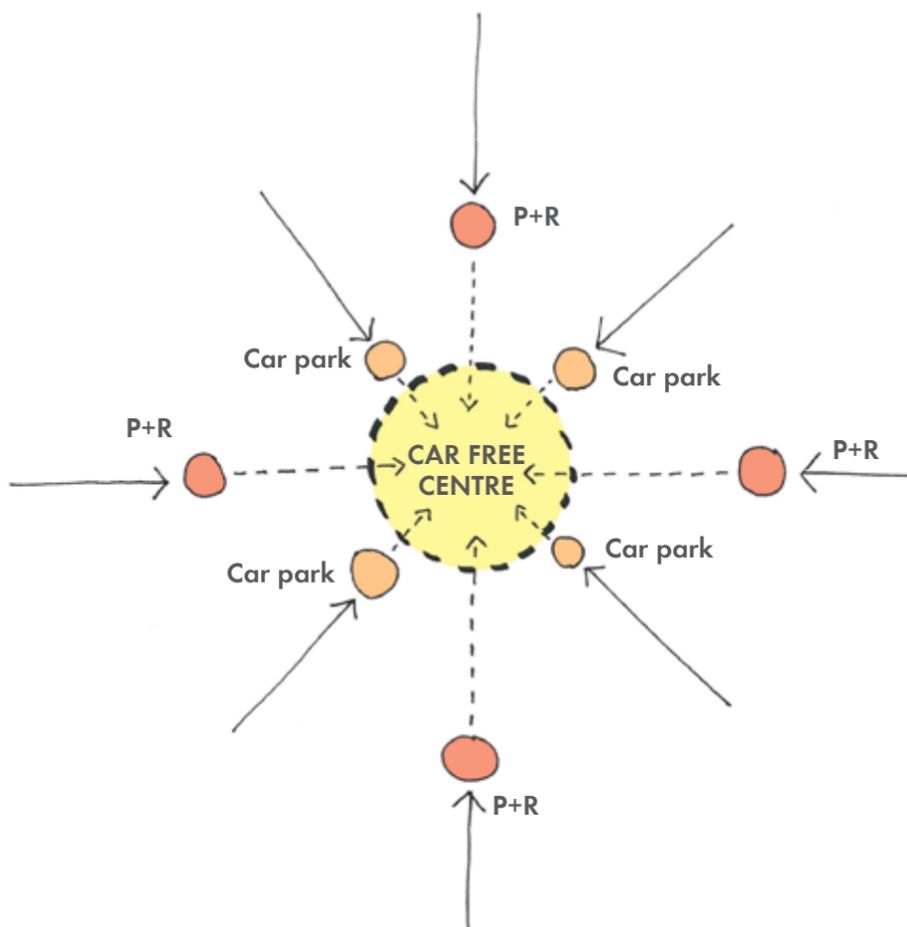
A key aim will be promoting the principle that Guildford is somewhere that one can drive to but not through – the plan encourages people to park before they reach the town centre. Some drivers are understood to drive through Guildford to park at particular car parks. The plan could improve signage to car parks and improve the connecting pedestrian routes into the town centre so that the need to drive through the town centre just to park will not be necessary for most users. Changes to car park access could also allow car parks to be used without requiring drivers to loop around the gyratory system – which can be introduced as a potential quick win before the full project is implemented. Improvements to access for Millbrook and Bedford Road car park could remove a significant number of vehicles from the gyratory whilst also reducing journey times for drivers. Some existing surface car parks (e.g. Millbrook or Mary Road) could

be expanded with additional deck levels to support the parking strategy subject to more detailed work.

The diagram below highlights the strategic importance of the interceptor car parks in moving towards a vision of a car free centre in combination with an integrated approach to Park and Ride. The Sustainable Movement Corridor that has been adopted as a long term solution by Guildford Borough Council would further enhance access to the town centre by sustainable modes. The exact location and capacity of individual interceptor car parks requires a more detailed study. In particular, it is vital that the interceptor locations are well-balanced including the provision of additional car parking to the south of the town centre.

A number of interventions will need to be considered to reduce traffic in central Guildford and alter driver behaviour:

- Strategic interventions to divert through traffic away from the town centre subject to more detailed work and liaison with Highways England.
- Car park pricing strategy to encourage the use of Park and Ride sites alongside bus priority measures.
- Interception strategy to encourage parking at key interceptor car parks with quality routes into the town centre
- Consider the feasibility of a new shuttle bus service between the town centre and the interceptor car parks and within the town centre.
- Alternative options for trips which tie into the wider vision such as cycle hire and “Park and Glide”, the



Drive “to” not “through” - interceptor car parks on the edge of the core town centre will allow Guildford to move towards a car free centre in combination with the Park and Ride strategy



Park and Ride car parks (yellow dots on the drawing) form a key component in the strategy. Additional future provision could also be located at Gosden. The red dots on the drawing illustrate the potential interceptor car park locations.

latter as a longer-term proposal subject to more detailed feasibility work.

- A more detailed study is recommended to explore the car parking implementation strategy including the feasibility of car park intensification, and location of car parks based on the principles identified in this report.

It is assumed that development proposals would incorporate parking assumptions as identified in Vehicle Parking Standards SPD Sept 2006 and the recent Ministerial Statement regarding local car parking standards. This document identifies overarching parking standards for residential and commercial development, and highlights a reduced standard of 0% to 25% for sites within the town centre boundary.

It is anticipated that much of new commercial development activities would be served by the additional interceptor car parks in combination with a modal shift towards more sustainable forms of transport including park and ride, public transport and walking / cycling.

It is proposed to improve and enlarge the main car parks on the edge of the town centre to promote this strategy whilst at the same time removing some of the smaller and less necessary car parks. This will allow the creation of a new riverside park in place of the Portsmouth Road car park and will open up new riverside space opposite the Yvonne Arnaud theatre all of which will enhance flood defences. Consideration will be given to the continued accessibility of Guildford for blue badge holders.

Careful consideration is required in relation to any impact on on-street parking provision as part of the broader parking strategy.

BUSES, RAIL AND RIVER TRANSPORT

Buses also have an important part to play in Guildford's transport plans. The potential removal of the old bus station as part of the North Street project could mean

that buses will have their main town centre stops in a more central location on-street. Equally, bus provision could be re-provided as part of the North Street project. Either options would need to reduce circulation around the town's one-way system to speed up journey times and improve links to the railway station. Park and Ride will also be important to intercept traffic on longer journeys away from the town centre, but this will require bus-priority measures as part of the Sustainable Movement Corridor and an incentivised pricing structure to make it an attractive option.

A key factor in the success of park and ride facilities is the attractiveness of the service. It is proposed to introduce an attractive river-boat "Park and Glide" service, creating a novel way for visitors to arrive in the centre of Guildford as part of their day out. The Park and Glide proposal would require further feasibility studies.

The river corridor itself could provide a major network of paths and cycleways to improve connections around Guildford, particularly from the west and the north. The existing towpath on the western bank of the Wey will be complemented by a network of routes which provide direct cycle connections north-south and by a series of new bridges which overcome the barrier created by the river. Improvements to the Yorkies railway bridge to the University will also enhance connections from the town centre to the University, cathedral and beyond.

The station will form a major transport hub serving rail uses, buses, pedestrians, cyclists and taxis.

SERVICING

The masterplan encourages an approach based on the management of servicing rather than restrictions on businesses. The management-led approach should focus on promoting servicing out of hours which would include designation of loading areas without interference to pedestrians/cyclists/road users. However, it is recognised that with an increasing residential population and evening economy the options for out of hours servicing are diminished and it may not be practical for every business. It is envisaged that some ad-hoc servicing through otherwise pedestrian areas may be required during the day. However, the streets should be managed to limit access to essential servicing only rather than permitting general vehicles and private cars to cut through.

Use of Delivery and Service Plans (DSPs) could help to encourage participants in a large building or urban block to share common suppliers and book consolidated delivery slots, thereby reducing the number of individual deliveries and town centre trips. This could be linked to the Experience Guildford Business Improvement District (BID) initiative.



Proposals for Portsmouth Road car park

PEDESTRIAN NETWORK

As noted on page 40, two preferred gyratory scenarios exist for the central road network.

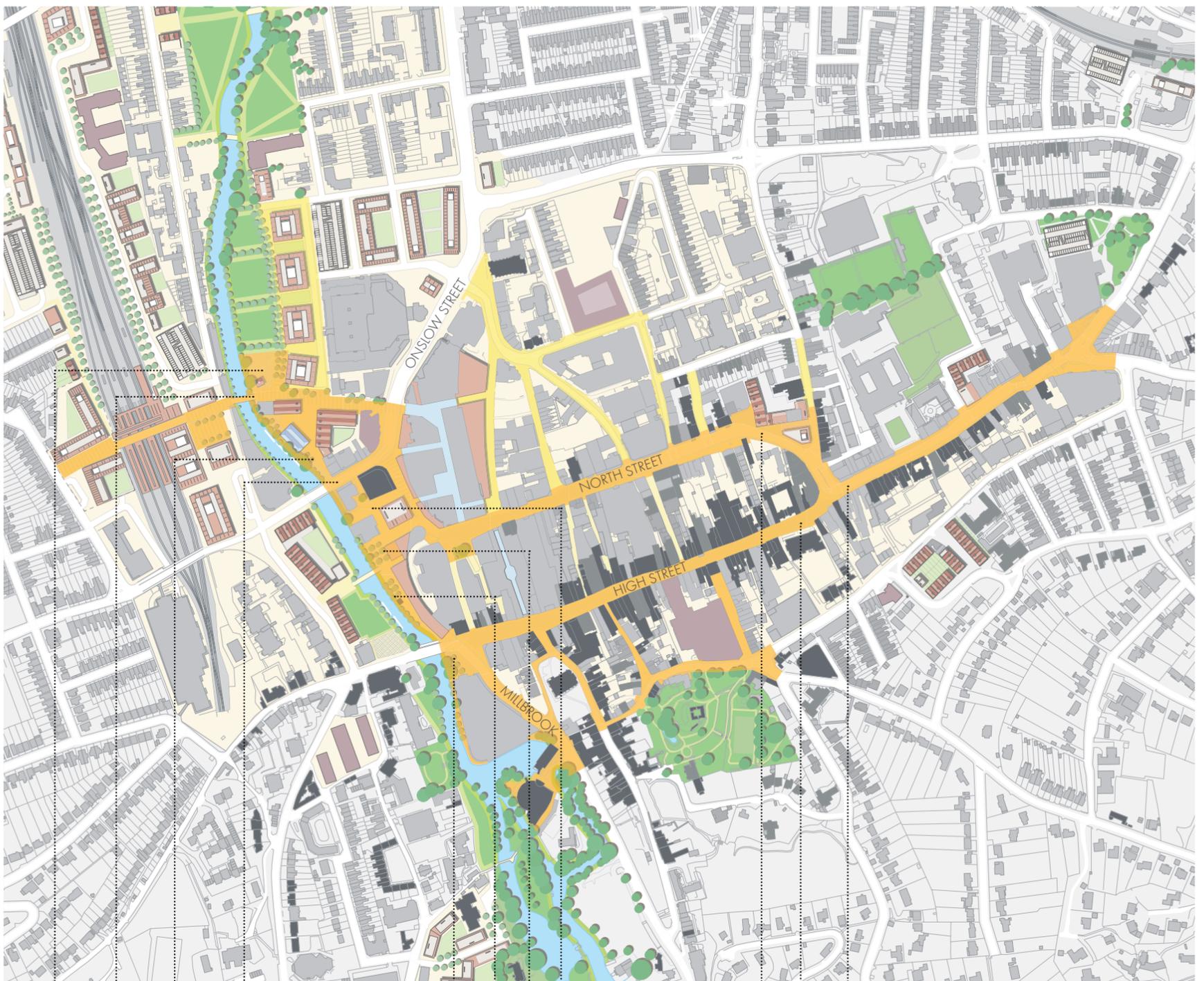
Both scenarios embrace a central principle that the town centre should seek to achieve greater pedestrian priority, finding opportunities to transform the perception and use of roads to streets and spaces.

The adjacent drawing illustrate the proposed broad approach to the pedestrian network in the core town centre in response to the potential alterations to the central gyratory system.

The drawing highlights a notional approach to the core town centre streets, achieving largely car free streets with shared surface treatments to encourage walking and cycling for town centre trips. It is envisaged that the High Street, the western part of North Street and Castle Street would be car free with the exception of blue badge holders and potentially taxi's and service vehicles at appropriate times.

Key streets and spaces connecting these parallel streets would also place emphasis on pedestrian and cycle movement, alongside key spaces and streets adjacent to the river (subject to the exact approach to the gyratory).

Critical to the success of this approach is an integrated approach to town centre interceptor car parks, park and ride facilities at the edge of Guildford and the quality of public transport between these outer and inner edges and the core town centre. The masterplan has identified some opportunities for enhanced interceptor car parking, but a more detailed analysis of car parks and vehicular circulation will be required in defining a more definitive strategy for the town centre pedestrian network, and, in parallel, the gyratory system.



- Onslow Street
- Bedford Wharf
- Bedford Road
- Laundry Park public realm
- Barrack Yard
- Royal Surrey Square
- Friary Riverside and Treadwheel
- High Street and Millbrook
- High Street East
- High Street West
- North Street

Potential public realm projects

- Primary public realm
- Secondary public realm