



SURREY

COUNTY COUNCIL

Minutes of meeting

SURREY COUNTY COUNCIL LOCAL COMMITTEE (GUILDFORD)

Date: THURSDAY 9 FEBRUARY 2006

Time: 2.00 pm

Place: COUNCIL CHAMBER, GUILDFORD BOROUGH COUNCIL,
MILLMEAD HOUSE, GUILDFORD GU2 4BB

Members present:

Surrey County Council

Mr John Ades (Ash)
Mr Bill Barker (Horsleys)
Mr David Davis (Shere)
Ms Sarah Di Caprio (Guildford South-East)
Mr David Goodwin (Guildford South-West)
Mr Mike Nevins (Worplesdon)
Mr Eddie Owen (Guildford East)
Mr Tony Rooth (Shalford)
Ms Pauline Searle (Guildford North)
Ms Fiona White (Guildford West)

Guildford Borough Council (for Transportation matters)

Mr Keith Chesterton (Stoke)
Ms Vivienne Johnson (Christchurch)
Ms Liz Hogger (Effingham)
Ms Marilyn Spier (Marrow)
Mr Sheridan Westlake (Marrow)
Mr Tony Phillips (Onslow)
Ms Jenny Wicks (Clandon & Horsley)
Ms Diana Lockyer-Nibbs (Normandy)
Mr Terence Patrick (Send)
Mr Nick Brougham (Burpham) (substitute)

The following issues were raised during the informal public questions session:

- Proposed changes to parking in Guildford town (Richard Harrington and Chris Chapman)
- Possible closure of Bellfields Youth and Community Centre (GBC Cllr Angela Gunning)
- Road safety issues on Kings Road, Shalford (Mandy Worrall)
- Improvements on Effingham Common Road (Andrea Lightfoot)
- Hogs Back junction, weight restrictions and road safety in Wanborough (Eric Barker)
- Road safety on Guildford Road, Pirbright (Burnham Clinton)

All references to Items refer to the Agenda for the meeting.

IN PUBLIC

01/06 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies were received by Nigel Manning who was substituted by Nick Brougham.

02/06 MINUTES OF THE LAST MEETING (1 December 2005) [Item 2]

Agreed and signed by the Chairman.

03/06 DECLARATIONS OF INTEREST [Item 3]

Eddie Owen declared a personal interest in Item 10, being a member of the Schools and Communities Select Committee. John Ades declared a personal interest in Item 11 being the Chairman of the Health Scrutiny Committee.

(Nick Brougham declared a personal interest in Item 10, being a governor of Thornchace School. Vivienne Johnson declared a personal interest in Item 10, being Chair of governors at George Abbot School.)

04/06 PETITIONS [Item 4]

The Local Transportation Manager provided a written update (appended to these minutes) in response to the two petitions received at the 1 December meeting.

Maureen Bell, from the Traffic Study Group of Stoughton Community Association, and Cllr Pauline Searle addressed the Committee in relation to the second petition (congestion in Stoughton). Maureen Bell asked that SCC consider traffic issues holistically when responding to consultations on planning applications. A DVD film was played, showing vehicles mounting the pavement along Grange Road.

05/06 WRITTEN PUBLIC QUESTIONS [Item 5]

The following written questions were received:

Peter Hattersley: Rights of Way and the horse industry
Roger Duckworth: Waste operations at Strawberry Farm
Pirbright Parish Council: Speed limits along Guildford Road, Pirbright
Lee Anderton: Bus lane on Woodbridge Road

The questions and answers are appended to these minutes.

06/06 WRITTEN MEMBERS' QUESTIONS [Item 6]

Two questions were received from Sheridan Westlake concerning the traffic calming scheme and possible use of Vehicle Activated Signs in Merrow. The questions and answers are appended to these minutes.

07/06 WOODBRIDGE ROAD BUS LANE OBJECTIONS [Item 7]

Mr Anderton addressed the Committee as per his written question (appended to these minutes). Mr Allen (physiotherapist) raised concerns about risks to patients who would be unable to park or be dropped off near his premises.

The Local Transportation Manager advised that the estimated cost of option (g) would be £25,000 (not £50,000). Mr Anderton was asked to contribute to the costs of the dropped kerb; he declined, arguing that, unlike residential dropped kerbs, he had not requested this facility or the bus lane.

The Committee agreed to proceed with the project as planned and to provide a dropped kerb for the two businesses (option (g) in the report).

08/06 MINOR HIGHWAYS IMPROVEMENTS [Item 8]

Members made various comments about individual schemes in the tables in the report. Members acknowledged that it would be difficult but necessary (to set realistic expectations among residents) for the Task Group to sift the programme further and making recommendations to a future Committee meeting. Members requested that they receive full details of the proposals that were to go before the Task Group on 21 February 2006.

The Local Transportation Manager agreed to provide a guide (for Members, Parish Councils and members of the public) describing how schemes come onto the list and are then processed and prioritised.

The Committee:

- (i) noted the progress made in delivering the minor improvements programme since last year be noted, including the completed projects set out in TABLE 1 of the report.

- (ii) agreed the recommendations of the Transportation Task Group regarding new schemes put forward since last year as set out in TABLE 3 of the report
- (iii) deferred a number of schemes pending the outcome of other projects or developments, as set out in TABLE 4 of the report.
- (iv) that a further report be brought forward following the detailed sifting of the programme by the Transportation Task Group, as set out in paragraphs 6 to 10 of the report.

[Terence Patrick left the meeting during Item 8 and returned during Item 9.]

09/06 SPEED LIMITS PRIORITISATION FOR 2006/7 [Item 9]

Members made various comments about individual schemes.

The Committee:

- (i) approved the updated Speed Limit programme shown in TABLE 1 and 7 of the 11 new requests as shown in Table 2 of the report, and authorised Officers to progress the assessment and implementation of these during the 2005/2006 financial year, subject to the level of funding available and to their meeting the requirements of the County Council's Speed Management Policy.
- (ii) agreed that where appropriate, Parish Councils or others be invited to consider making a financial contribution towards these schemes.
- (iii) agreed that the intention of the County Council to make the necessary traffic regulation orders be advertised and that if no objections are maintained, the various orders be made.

10/06 CONSULTATION ON SCHOOLS ADMISSION ARRANGEMENTS [Item 10]

Members made various comments on the proposals as they might affect schools and communities in Guildford, to be forwarded to SCC's Executive. Some Members welcomed the criterion of feeder schools, while others preferred Option 1 in the report. The Committee ruled out Option 3 in the proposals. Some Members were disappointed that transport issues were not considered in the analysis.

(The Committee agreed that there should be adequate alternative provision for pupils of Thornchace School before its closure.)

[Tony Rooth left the meeting.]

11/06 MODERNISING YOUR LOCAL HEALTHCARE [Item 11]

Sue Doughty addressed the Committee commenting on the process of the consultation, and concerns associated with increased provision for people in their homes (parking for carers, capacity of services, quality of service).

Members made various comments including the following:

- Concern about the process of the consultation
- Apparent conflict of the proposals with Government policies on increased use of village and community hospitals
- Context of instability due to Primary Care Trusts reconfiguration
- Apparent variation in approach by PCTs across Surrey
- Concern about the low number of community hospital beds in Guildford
- Need to consider the effect on the voluntary sector

The Committee agreed that Guildford and Waverley PCT should be asked to extend the period of consultation, and that their comments be forwarded to SCC's Health Scrutiny Committee and Executive for inclusion in their response to Guildford and Waverley PCT.

12/06 LOCAL COMMITTEE CAPITAL & REVENUE SPENDING 2004/5 [Item 12]

Members noted the report.

13/06 MEMBERS' REVENUE BIDS [Item 13]

Members agreed the following bids:

David Goodwin: £2,340 for the Extending Opportunity arts and crafts project
Pauline Searle: £2,000 for after school activities run by Disability Challengers
Pauline Searle: £850 for Weyfield Residents Association lantern procession
Fiona White: £2,000 kitchen refurbishment at Park Barn Community Centre
John Ades: £5,000 for speed management equipment for the Ash area
John Ades: £2,500 for concrete posts on the verge of Ash Vale Road
John Ades: £1,000 for redecoration at Holly Lodge School
John Ades: £1,000 for new flooring at Jack and Jill nursery
John Ades: £1,200 for outdoor murals at Shawfield Primary School
John Ades: £800 for youth shelter materials and transport costs
Tony Rooth: £500 for bollards on the verge on the A31 Hogs Back

14/06 FORWARD PROGRAMME [Item 14]

Members agreed the Forward Plan and requested future items on the Pegasus project and SCC's Business Delivery Review.

[Meeting ended 4.30 pm]

.....(Mr Bill Barker - Chairman)

Contact:

Dave Johnson (Area Director)

01483 517301
dave.johnson@surreycc.gov.uk

Diccon Bright (Local Committee & Partnership Officer) 01483 517336

diccon.bright@surreycc.gov.uk

(The next meeting of the SCC Local Committee (Guildford) will be at 7pm on 30th March 2006 at West Clandon Village Hall.)

SUMMARY OF PETITIONS RECEIVED UP TO 31 JANUARY 2006

Principal petitioner/ organisation	Date received	Division / Ward	Summary of concerns and requests	Date reported to GLC	Proposed action Progress achieved
30 tenants of White Hart Court (WHC), Ripley (via Cllr. Barker)	22.11.05	Horsleys / Lovelace	Poor condition of footpaths in Ripley, particularly Rose Lane between White Hart Court and High Street.	01.12.05	There are two options available for treatment of the Rose Lane footway: (i) complete reconstruction including relaying kerbs at an estimated cost of £10,000 and (ii) micro-asphalt treatment of the surface only, eliminating the most severe defects at an estimated cost of £3,000. White Hart Court is due for redevelopment in around 2008 as part of Guildford Borough Council's PFI - funded housing project. Since this may result in further footway damage, the decision has been taken to carry out the cheaper solution. The work is expected to be completed by the end of March 2006.
337 residents of Stoughton area (via Cllr. Searle)	01.12.05	Guildford (North) / Stoughton	<p>"We ask that SCC considers the following:</p> <ol style="list-style-type: none"> 1 Grange Road has reached its capacity to cope with more traffic 2 Stoughton urgently needs a transport plan to resolve the congestions issues in Grange Road and the top of Manor Road <p>And in view of this, we demand that all further development of new housing or offices on the school site in Grange Road area be halted until the above issues are resolved."</p>	01.12.05	<p>Officers are already working with Stoughton Community Association to develop solutions to traffic problems in the area. A detailed report on this matter was presented to Committee on 21 July 2005. Discussions are ongoing with SCA.</p> <p>The request to defer disposal of the land in question was considered by SCC's Member Asset Panel. Cllr. Mrs Searle and local residents attended and Cllr. Mrs Searle spoke at the meeting. The Panel, which is held in private, took into consideration all the comments made. Members discussed the proposal at length and noted the concerns about traffic generation but felt this was mainly a matter for the local planning authority. The Panel <u>recommended</u> by a vote of 4 for, to 2 against, that the Executive should approve the disposal of the site. The Executive will consider the matter on 28th February.</p> <p>Any future use of the site will be considered by Guildford Borough Council as planning authority, however, this will not impact upon the disposal by the County Council which is unconditional on planning permission being obtained.</p>

Q1 Rights of Way

Following earlier questions at the previous two Local Committee meetings concerning the Rights of Way budget and the Rights of Way Improvement Plan, I refer to the reported statement in The Times newspaper made by the Rural Affairs Minister and ask how the County is going to comply with the Minister's / Government's policy?

For Members' information, The Times article (6 December 2005) read as follows:

"Potentially vulnerable city youngsters ...are to be encouraged to learn to ride as part of a government plan to open up the "elitist" horse industry. Ministers are determined that the horse industry, worth £3.4 billion, should become part of the mainstream of British life and lose its blue-blooded image. Jim Knight, the Rural Affairs Minister, is to announce a strategy today that is planned to include all children, including those in young offender institutions and those with mental health problems.The new strategy is intended to boost equestrian tourism and to open up more bridleways and long distance paths as well as providing rehabilitation opportunities for teenagers at risk."

A1 The Strategy for the Horse Industry in England and Wales

The Strategy was launched towards the end of 2005. SCC's Horse Pasture Management Project (HPMP) co-ordinated SCC's response to the Draft Strategy. An Action Plan to provide more detailed information on how the Government and equine industry are going to achieve the action points within the Strategy is due to be published in spring 2006. The Plan will give a better indication of the probable extent of involvement from councils. The following action points within the Strategy are the ones that appear at this stage to be likely to involve the greatest level of council participation:

5. Promoting Local Horse Networks. This action is to be led by the British Horse Industry Confederation and will develop a framework for creation of local horse networks where sufficient demand exists.

18. Equestrian Tourism. *Fulfilment of this action point will be dependent on input from local councils as well as horse industry groups and representatives. Surrey benefited from the Strategy for Equestrian Tourism in the South East, and SCC is keen to continue to encourage equine related tourism.*

28. Local equestrian rights of way and public access. *Local authorities are being encouraged to work more closely with the horse industry and to consider the access needs of horse riders and carriage drivers. This task is already underway, through the Rights of Way Improvement Plan, Countryside Access Strategy, Local Access Forums etc. It is likely that co-operation and input from access and transport personnel and forums such as the Countryside, Conservation and Access Group and Working in the Countryside Group will be instrumental in progressing the action points throughout Aim 5.*

33. On- and off-road safety campaign. Further discussions are proposed with the Department for Transport on a campaign to educate riders, carriage drivers, cyclists and motorists on appropriate behaviour. SCC Road Safety Education officers already support the British Horse Society and local riding schools to conduct equestrian and road safety tests when asked to do so.

Item 5: Written Public Questions

35. Encourage Local Authorities to promote good pasture management. The HPMP has been included in this chapter as a case study of how local authorities can encourage the horse industry to create positive impacts on the landscape, environment and biodiversity. The HPMP will be involved (as far as resources allow) in assisting with the development of similar projects in other areas. The Project is in the process of writing a Tool Kit which is intended to help other authorities to establish similar projects.

36: Code of practice for good land management. The HPMP has already produced a series of 13 Advice Notes, all available in hard copy for Surrey's horse-keepers and on the web. The Code of Practice will be loosely based on the HPMP's advice notes. The HPMP therefore has the expertise to contribute towards the production of the Code. The Strategy document recognises SCC as an authority which has already made advances in this area.

38. Secure a more consistent performance by Local Authorities on equine planning issues. This action point will hopefully lead to training opportunities for Local Authority Planning Departments to attend workshops where equine-related planning issues can be discussed. Staff would be encouraged to attend and the HPMP would take an active role in assisting with follow-up work within Surrey.

39. Promotion of waste management information. SCC already provides guidance on manure storage and disposal via an Advice Note and the HMPM web pages. DEFRA currently directs web visitors seeking information on equine waste to the HPMP pages at SCC's website. Efforts will continue to ensure horse-keepers have access to up-to-date information.

James Taylor
Countryside Access Team Leader (West)
01483 517538

Item 5: Written Public Questions

ROGER DUCKWORTH et al

Q2 **New and Expanded Waste Operations at Strawberry Farm, Normandy**

These questions have been prepared by Normandy residents including Roger Duckworth, Claire Walker, Philip Sayers and Nick Norton. The petition of concerned residents has about 360 signatures.

Background

Operators at Strawberry Farm, Normandy are creating serious environmental problems for local residents by conducting major industrial scale mixing of waste soil and new treatment of organic wastes. Requests to SCC, GBC and the Environment Agency for information about these matters have been incompletely answered. There has still been no form of public consultation and very little publicly available information.

Question 1 for SCC Planning Enforcement, Waste

The areas of land permitted for the recycling of soils at Strawberry Farm were specified in plans attached to the Planning Inspector's report of 1994. A mound of soil over 10m high has been built on agricultural land outside the specified areas during the past year. What are you doing about this unauthorised expansion?

Question 2 for GBC Planning Enforcement

Which activities permitted at Strawberry Farm in the Planning Inspector's report of 1994 are the responsibility of GBC planning? What steps have been taken to ensure that unauthorised activities are not taking place?

Question 3 for SCC Waste Management Division

Strawberry Farm did not have the required exemption to shred green waste before October 2005 and was deemed to need Planning Permission in November 2005. Has SCC green waste gone to Strawberry Farm before October 2005 or after November 2005? If so, why was the material sent to a site without the requisite permissions, and is this continuing?

Question 4 for GBC Environmental Health

Why has GBC Environmental Health not determined that the steam and foul smells from the site prove that the operations fall outside the scope of activities permitted by the exemption registered, but not effectively controlled, by the Environment Agency? Has Environmental Health obtained a copy of the Environment Agency Nuisance Incident log to determine the scale of the problem?

Question 5 for GBC Recycling

GBC green waste collection material is taken to Slyfield Green and put in the bulk transfer area. Lorries containing green waste from Slyfield appear to dump their contents at Strawberry Farm. How is GBC sure that its waste is not taken to Strawberry Farm but to the fully licensed sites specified in its contract?

Question 6 for The Chief Executive of SCC

SCC planners are due to consider a retrospective planning application concerning aspects of the treatment of green waste at Strawberry Farm. Can SCC make a fair judgement on the merits of this application if it is benefiting from continuing use of the site?

Item 5: Written Public Questions

A2 Answer 1 (provided by SCC)

Surrey County Council are the relevant planning authority who monitor the site in relation to the Planning Inspectors Decision Notice. It is the view of this Authority that an error has been made which has effectively extended the area of operations by some 0.25 ha onto land beyond that identified on the consented operational plan attached to Inspector's decision. The error was made at the time when the Inspector's decision was issued in that the staff then responsible for inspection of the site did not spot the boundary anomaly. The staff following on in-post accepted the position on the ground as the authorised position.

The bund which defines the current operational area was constructed following the submission and approval of the landscaping scheme dated 13th Dec 1994 subsequent to the Planning Inspectors Appeal decision. Unfortunately over ten years have now passed since that date and therefore it is considered that the operator could seek a Lawful Use Certificate for the additional operational area of some 0.25 ha. Authority records and other information such as aerial photographs tend to support the fact that the site has been used for soil recycling for such a period of time. Whilst the volumes of materials and the resulting stockpile heights involved may vary, there would have to be an extraordinary change to constitute a Material Change of Use.

In any event the operator may not have to seek a Lawful Use Certificate if the Environment Agency is content with the Waste Licence for the site as it now stands. In light of this matter, there is no planning control that can be enforced with regard to the use of and the material stockpile heights on this additional area due to the identified ten year use of the land. Similarly the main area of site permitted and conditioned by the Planning Inspector contains no conditions with regard to stockpile heights.

On the basis of this information the County Planning Authority is unable to take any formal action with regard to the additional area of land which now forms part of the sites operational area. Clearly this is regrettable and could have been avoided.

This information was given to Mr Duckworth in a letter from Mr A Stones, SCC Development Control Team Leader, dated 04th January 2006. SCC Officers have advised that residents may have recourse to the Local Government Ombudsman. Officers would be happy to meet a small group of residents to discuss the issues further.

Answer 2 (provided by GBC)

It seems from site visits undertaken by GBC enforcement officers that the activities being carried out at the site are lawful as a result of the Inspector's decision in July 1994 (following the appeal of an enforcement notice served in July 1992 and a certificate of lawful use or development granted in September 1994). It would appear, however, that the uses may have encroached outside the areas marked on the approved plan attached to the Inspector's decision and the certificate of lawful use or development. This encroachment is currently being investigated.

(SCC Response: Current use of the site for the recycling of soils is a matter that Surrey Council Council's Planning Department are currently addressing as the relevant waste planning authority.)

Item 5: Written Public Questions

Answer 3 (provided by SCC)

Although SCC are the Waste Disposal Authority, Guildford BC makes its own arrangements with Surrey Waste Management for receipt of any recyclable materials such as green waste.

SWML are also of course SCC's waste management contractor and green waste from the civic amenity sites is dealt with by SWML.

Since August 2005, SWML have been taking some of the green waste produced at civic amenity sites to the Strawberry Farm site. As with the nature of PFI contracts it is SWML's responsibility to find outlets for this material.

We would expect SWML to carry out their own checks to ensure that the required permissions and licences were in place prior to using the site and we thought that they had done so in this case. It appears now that the situation is more complex. The site does have a lawful permitted use and a waste management licence for soil making and the Environment Agency have also registered an exemption for the manufacture of soil. The operator has applied for planning consent to change the current operations but I am advised by colleagues in the Waste Planning Authority that the current lawful use does not allow for the import of unshredded green waste. We have brought this to the attention of our contractor Surrey Waste Management and we are currently in correspondence with them on this matter.

Answer 4 (provided by GBC)

The Environment Agency is the national body responsible for the licensing of waste management. A district council is not empowered to challenge their decision as to which processes may be exempted from licensing. However, in practice there is regular local communication between the Council's environmental health officers and Agency officers at which the concerns of local residents are presented to Agency staff and information exchanged on the numbers of complaints and their nature. Currently the Environmental Health officer is of the opinion that the circumstances at Strawberry Farm would not warrant the use of the nuisance powers set out in the Environmental Protection Act 1990, which use would be premature and certain to fail. The position at the site is being observed regularly and the question of nuisance will be kept under review.

In relation to complaints about the Environment Agency, it is recommended that any dissatisfaction with their regulation should be first taken up with Paul Hudson, Environment Manager, Environment Agency, Swiss House, Frimley Business Park, Camberley GU16 7SQ.

Answer 5 (provided by GBC)

GBC is a collection authority and SCC is a disposal authority. SCC carries out its duties through its contract arrangements with its agreed contractor. GBC has an arrangement where the garden waste that it collects is deposited at Slyfield transfer station but is then taken for treatment to named sites outside the Borough. Strawberry Farm is not named. This agreement, however, does not apply to the garden waste that is deposited directly by residents of the Slyfield site. Several authorities deposit the garden waste they collect from their own schemes at Slyfield. The practicalities of managing the tonnages of garden waste thus collected at Slyfield mean that the waste from various sources is mixed in the same bay. It is GBC's understanding, however, that the equivalent tonnages collected by GBC on the garden waste collection round are taken to the main site outside the Borough. Surrey's contractor then takes the remaining waste to other sites. Strawberry Farm appears to be one of those sites.

Answer 6 (provided by SCC)

Yes. SCC Planning officers will make recommendations on the application based on interpretation of national planning policies and the assessed need for the facility. Their recommendations will go forward to the Planning and Regulatory Committee. The Committee is independent of SCC's own policies with regard to waste management.

Item 5: Written Public Questions

PIRBRIGHT PARISH COUNCIL

Q3

We should like to request the GLC to review the speed limits in Guildford Road, Pirbright.

- We have already submitted to Local Transportation Services (LTS) requests for speed limits on Ash Road and Aldershot Road in the Stanford area. We acknowledge that the Members Task Group has included these in the Speed Assessment List. We take this opportunity to emphasise the need for speed review in this area.
- We included in our submission to LTS a request for a speed limit in Guildford Road between the two existing 30mph limits. Our perception, shared by residents, is that the area of severe bends presents a danger to traffic and residents.
- This is borne out by a spate of accidents in the last 2 or 3 weeks, thankfully without fatalities, but nonetheless serious and almost certainly caused by excessive speed.
- Guildford Road has an accident record quite as bad as Aldershot Road and worse than Ash Road
- There are 24 properties obliged to exit onto Guildford Road, in the face of speeding traffic on blind bends.
- We cannot accept LTS's classing this road as "rural" and therefore ask that at least the section from Bullswater Lane west towards the village should be considered for speed restriction.

A3

This question refers to the report on Speed Limit Prioritisation (Item 9 on the agenda). Table 2 on page 5 of the report shows the list of speed limit requests received over the past 12 months. Items 2, 3 and 4 were put on the list at the request of Pirbright Parish Council.

A plan of the area in question is shown overleaf.

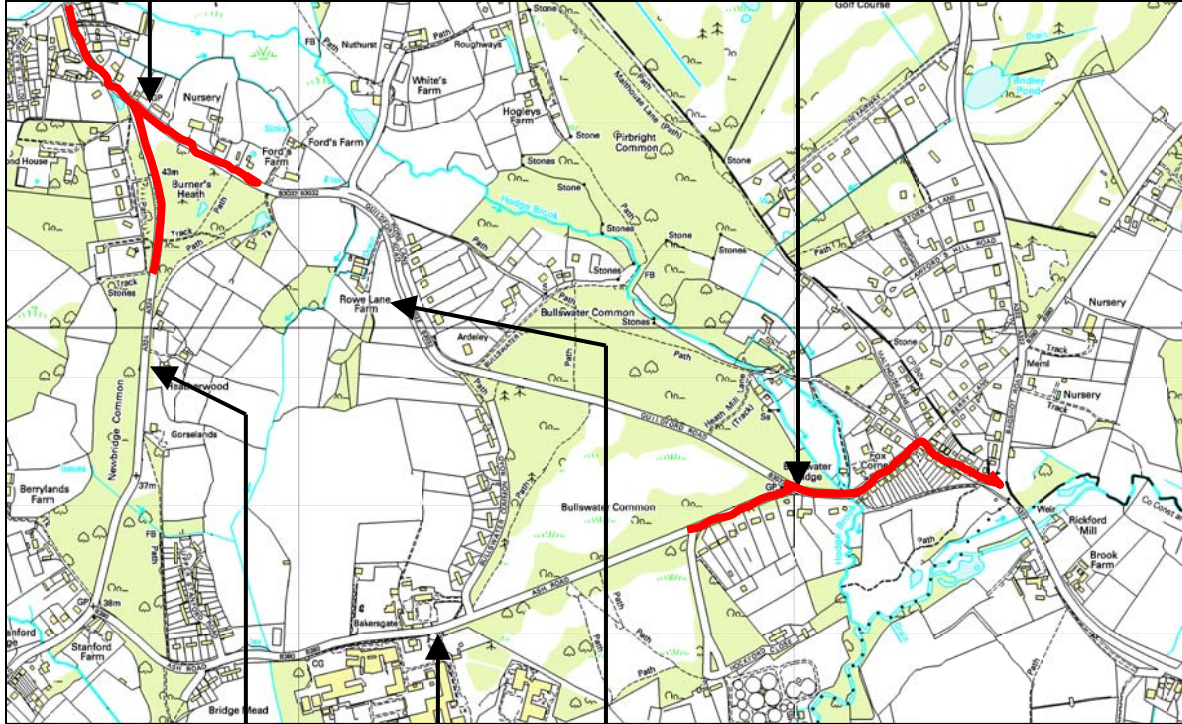
Item 2 is a request to reduce the speed limit on A324 Aldershot Road, Pirbright from 50 mph to 40 mph. Item 3 is a request to reduce the speed limit on Ash Road, Pirbright from 60 mph to 40 mph. The Transportation Task Group agreed with each of these and they are recommended to the Committee for inclusion on the assessment list.

Item 4 is a request to reduce the speed limit on Guildford Road, Pirbright from 60 mph to 40 mph. The Task Group considered this but felt it could not be justified. The reasons for this were the rural nature of the road with properties set well back from the carriageway, no direct accesses to residential properties (access is gained via White Lane, Rows Lane and Bulls Water Lane). There have been 3 personal injury accidents in 5 years, only one of which may have been influenced by speed.

The Task Group's recommendations are placed before the Committee for approval.

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Existing 30 mph limits
(approximate extent)



Currently derestricted (60 mph);
40 mph requested;
Task Group recommends no action

Currently derestricted (60 mph);
40 mph requested;
review recommended by Task Group

Currently 50 mph;
40 mph requested;
review recommended by Task Group

Item 5: Written Public Questions

LEE ANDERTON OF ANDERTONS' MUSIC SHOP

Q4

As many of you know the proposed bus lane on Woodbridge Rd has been a great cause of concern for me over the last 18 months. Whilst I applaud any attempts to improve public transport & reduce congestion in Guildford, this particular scheme did not take into account the impact it would have on the businesses occupying our stretch of Woodbridge Rd. Had we been consulted prior to the plans being submitted we may have been able to avoid the process of objections & arguments that we've had over the last year. As it is we are currently faced with losing all the roadside parking outside our stores & the removal of the roadside loading facility that we currently enjoy.

After much consulting with various members of this committee it has become clear to me that changes to the actual layout of the bus lane are not feasible, as to change the proposed layout could result in the government funding being reviewed or withdrawn. Clearly this is not a situation that SCC wants given that half the bus lane has already been built (and presumably half the money already spent!).

With this in mind it would appear that the only way to reduce the negative impact of removing the parking & creating a no stopping zone outside our store is to create either a layby in the pavement, or to provide a drop kerb giving us better access to our store fronts.

Whilst the idea of a layby for loading is most attractive, I believe that the costs of this scheme cannot be met within the current budget allowed for the bus lane. If SCC are to go ahead with this scheme it would require funding to be diverted from other sources to cover the cost. I would point out that the estimated cost of the layby is significantly less than had previously been suggested, however we are still talking about a figure in excess of £100,000.

That leaves us the option of a drop kerb to allow better access to our forecourts. As you know I originally objected to this on the basis that we already have access to our forecourts, albeit slightly awkward, & so this option does not really make up for the loss of the current amenities that our customers enjoy. After much deliberation I decided to discuss this option with Derek Lake again on Tuesday of this week. Derek confirmed that the traffic sign & phone box outside our store could be moved & that a drop kerb along our store front could be included & that there was budget in the bus lane pot to cover this type of concession. Whilst clearly our customers & suppliers will find it more difficult to access our store once the parking spaces & loading facility are taken away, I have decided to accept this concession. I hope the council will appreciate this decision & that SCC will pay special attention to reducing any inconvenience to Andertons whilst the Woodbridge Rd works take place.

At this point I would very much like to thank the members of this committee who have taken the time to discuss, advise & support my concerns over the last year. If we've learnt anything over this experience it's that a much greater effort should be made to consult people properly before decisions like these are made.

A4

All of these matters are covered in the officer report (Item 7 on the agenda).

Item 6: Written Members' Questions

SHERIDAN WESTLAKE, GBC MEMBER FOR MERROW

- Q1** Can an update be provided on the status of the review of the Trodds Lane traffic calming measure in Merrow and what further steps can be taken to address speeding traffic?
- A1** The Trodds Lane traffic calming scheme is complete, and no further works are planned or funded. Informal contacts with the Merrow Residents' Association prior to receipt of this question suggest that the chicanes are now accepted, and speeds in their immediate vicinity have reduced.

SHERIDAN WESTLAKE, GBC MEMBER FOR MERROW

- Q2** What is the process is for identifying locations for temporary Vehicle Activated Signs? Can Trodds Lane, Merrow and Epsom Road, Merrow (from High Path Road to Bushy Hill) be considered as potential temporary locations in due course?
- A2** Requests may be made either to Surrey County Council or Surrey Police. Surrey Police officers will carry out surveys to determine whether or not a problem exists. If this proves to be the case, a Speed Visor sign will be installed in a suitable location. The signs are usually in place for 2 weeks, in the first place dormant but set to record the speeds of passing vehicles. The signs are then switched on, and display the speed of any vehicle exceeding the legal limit. Comparison is then made of the vehicle speeds before, during and after the live period to determine the effectiveness, and whether further action may be required. These signs are not left in place permanently since their effectiveness is weakened. Officers will pass on the above two requests to Surrey Police. Given the length of Trodds Lane, it would be helpful to know which section is considered to be a speeding problem.