



# **Traffic Regulation Order for proposed signalised junction at Egerton Road / Gill Avenue**

**Surrey County Council  
Local Committee (Guildford)**

**22 June 2011**

## **KEY ISSUE**

This report seeks approval to obtain a Traffic Regulation Order to prevent vehicles from turning right from Gill Avenue to the Surrey Sports Park at the proposed signalised junction between Egerton Road / Gill Avenue, Guildford.

## **SUMMARY**

The proposed Traffic Regulation Order is required to maximise capacity at the proposed Egerton Road / Gill Avenue signalised junction, and improve safety by preventing unsignalised turns to oncoming traffic

## **OFFICERS RECOMMENDATIONS**

The Committee is asked to:

(i) Agree the intention of the County Council to make an Order under Sections 1 and Part III of Schedule 9 of the Road Traffic Regulation Act 1984 to impose a ban of all vehicles turning right from Gill Avenue into the Surrey Sports Park, as shown on the drawing in Appendix 1, be advertised and that if no objections be maintained, the Order be made.

(iii) Agree that the consideration and resolution of any representations received as a result of advertising and consultation for the proposed Traffic Regulation Order be delegated to the Area Highways Team Manager and the Chairman of the Local Committee.

## **1. INTRODUCTION AND BACKGROUND**

1.1 To ease congestion problems around the Surrey Research Park, the University of Surrey submitted a planning application (10/P/02016) to upgrade the Egerton Road /

Gill Avenue junction from a roundabout to a signalised junction, which Guildford Borough Council approved. To implement the permission Surrey County Council is now working with the developer to agree a S278 highways agreement that will allow the university to build the approved signalised junction.

- 1.2 The signalised junction is needed to improve congestion, especially at peak times around the Surrey Research Park. The benefits of this scheme are to improve journey times and reliability on the surrounding road network. The junction has also been designed to cater for a future park-and-ride site in Surrey Sports Park, which will help reduce congestion in the town centre.
- 1.3 To maximise capacity and improve safety at the junction, right turn movements from Gill Avenue to the Surrey Sports Park will be banned, which will require a Traffic Regulation Order.
- 1.4 The highway users likely to be affected by the proposed TRO are visitors and users of the Surrey Research Park, Hospital and student halls of residence. There are not expected to be many vehicular right turn movements into the Sports Park from Gill Avenue. There are good pedestrian and cycle routes to the Sports Park from the student halls. However, if vehicles do want to turn into the Sports Park from Gill Avenue they can, by circulating around the Egerton Road roundabout (known locally as the Tesco roundabout). Please note that all landowners around the proposed junction have been consulted.
- 1.5 The proposed layout of the signalised junction is shown in **Appendix A**. This report requests that the committee agrees to the Traffic Regulation order so the approved junction layout can be built.

## **2. CONSULTATIONS**

- 2.1 Consultation letters have been sent out to the landowners around the proposed junction, which are Guildford Borough Council and the Royal Surrey County Hospital. A copy of all the consultation letter is attached at **Appendix B**. The other landowner, The University of Surrey is promoting this scheme. The County and Borough Councilors have also been written to as part of the consultation.
- 2.2 Consultation responses from the Royal Surrey Hospital and County Councillor have been received, which have raised no objections. Surrey County Council's Highway Safety Engineering and Traffic Management Team are supportive of this scheme. Any objections received will be resolved prior to the order being made.

## **3. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

- 3.1 The full cost of the implementation including formulating, advertising and implementation of the Traffic Regulation Order will be borne by the developer.

## **4. SUSTAINABLE DEVELOPMENT IMPLICATIONS**

- 4.1 The proposed junction provides improved pedestrian and cycle facilities, helps manage traffic congestion and assist the economic regeneration of the Research Park.

## **5. CRIME AND DISORDER IMPLICATIONS**

- 5.1 The proposal has no crime and disorder implications.

## **6. EQUALITY AND DIVERSITY IMPLICATIONS**

6.1 The proposal will improve access for all users.

**7. CONCLUSION AND REASONS FOR RECOMMENDATIONS**

7.1 The Traffic Regulation order is required to implement the proposed signalised junction to maximise capacity and improve safety at the junction.

**8. WHAT HAPPENS NEXT**

8.1 If the recommendations are agreed the TRO will be advertised and any valid objections will be resolved in consultation with the Chairman. The highway works are likely to commence in late 20100

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