

Supplementary Agenda



7.00 pm

Wednesday, 20 March 2019

Guildford Borough Council, The Council Chamber,
Millmead House, Millmead, Guildford, Surrey GU2 4BE



Attending the Joint Committee meeting

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6 PETITIONS

(Pages 1 - 12)

To receive any petitions in accordance with Standing Order 14.1. An officer response will be provided to each petition.

Two petitions have been received:

The first petition is from Claire Jones regarding St Lawrence Primary School. The petition is requesting a safety review, provision of a safe pedestrian access by pelican crossing or a crossing attendant.

The second petition is from Michael Hammond calling on Guildford Joint Committee to bring into force parking restrictions to stop antisocial parking in Belmont Avenue.

7 PUBLIC QUESTIONS

(Pages 13 - 20)

To receive any questions from Surrey County Council electors within the area in accordance with Standing Order 14.2.

To receive a redrafted/updated response to Mrs Joanne McGowan's question asked at the 12 December Joint Committee: 'How are GBC and SCC are planning to ensure that mobility and accessibility issues are first and foremost when planning new and redevelopments in Guildford town centre?' (see supplementary agenda for officer response).

8 MEMBER QUESTIONS

To receive any written questions from Members under Standing Order 13.

A written Member Question has been received from Borough Councillor David Reeve with regard to Compton Air Quality Management Area, a response will be published shortly.

**GUILDFORD BOROUGH COUNCIL AND
SURREY COUNTY COUNCIL**



GUILDFORD JOINT COMMITTEE

DATE: 20 MARCH 2019

SUBJECT: PETITION: Safety Concerns outside St Lawrence Primary School

DIVISION/ WARD(S): HORSLEYS DIVISION, EFFINGHAM WARD

AFFECTED:

PETITION DETAILS:

An e petition with 218 signatures has been submitted to the Joint Committee for Guildford for consideration, a paper petition has also been compiled.

At a recent Effingham Parish Council meeting all councillors voted in favour to support the petition submitted by Claire Jones, regarding the request for a full safety review of children's passage to school. (St. Lawrence Primary, Effingham)

The petition states:

We petition for the provision of safe pedestrian access to the school, preferably by a pelican crossing, or by a crossing attendant or other effective means. The safety review to be carried should cover the crossing points to St Lawrence Primary School at the double roundabout between Effingham Common Road and Lower Road including its junction with Church Street. We request that this matter is given a high priority in order to protect those crossing to the school and to prevent life changing or fatal injury to any of our children.

We consider that it is currently unacceptably dangerous to cross Effingham Common Road and Lower Road to St Lawrence Primary School, especially at school opening and pick up times. Traffic is particularly heavy and driving patterns dangerous during these periods. There are currently only inadequate small traffic refuges next to the roundabouts where children cross to go to the school. Many vehicles approach the roundabout at excessive speeds particularly from Effingham Common Road making the Lower Road crossing particularly unsafe. Poor pedestrian sight lines make crossing these roads hazardous. Two recent incidents involving lorries colliding with the railings outside the school and a child being hit by a vehicle's wing mirror are evidence of this, as is the recent fatality only 200 metres east along Lower Road. We are concerned that it is only a question of time before a serious injury or fatality occurs to one of our children outside the school.

RESPONSE:

We would like to thank the petitioner for bringing the Effingham Safety petition to the Guildford Joint Committee.

Surrey County Councils Safer Travel Team will investigate concerns using the Road Safety Outside Schools Policy. The purpose of this policy is to set out the process that will be used by Surrey County Council for investigating and responding to concerns about road safety outside schools. The process involves a site visit involving county council highways and road safety specialists alongside police road safety specialists to diagnose the nature and extent of any problems.

This is used to suggest any mitigating highway or enforcement measures that might be viable. The process also includes an audit of the work within the school on road safety education and training, and the promotion of sustainable travel. The aim is to reduce the risk of collisions, and to make the road feel safer in order to improve the attractiveness of walking and cycling to and from schools.

The county council would like to encourage safe walking and cycling to school, as this is better for the health of children, and reduces congestion and pollution. The perceived danger to children on busy roads on the school journey, especially in the vicinity of a school, can prove to be a barrier to more walking and cycling. This then results in more car journeys and more congestion.

The Road Safety Outside School Policy is attached for information.

<https://www.surreycc.gov.uk/roads-and-transport/road-safety-and-emergencies/school-road-safety>

RECOMMENDATION

The Joint Committee is asked to:

- (i) Agree to allow the county councils Safer Travel Team to investigate concerns raised by the Effingham Safety petition using the Road Safety Outside Schools Policy*
- (ii) The outcome of the safety assessment will be reported to the school and local County Councillor containing the results of the road safety education assessment and a description of any potential highway improvements and estimated costs will be brought back to a future joint committee for discussion.*
- (iii) Note that recommendations will include measures to encourage more sustainable travel which St Lawrence Primary School will be responsible for implementing*

Contact Officer: Rebecca Harrison – Safer Travel Team Manager, SCC. Tel: 01483 517515



Road Safety Outside Schools

Surrey County Council's Policy



1. Introduction

One of the most frequently expressed road safety concerns is that of the safety of children outside schools. At school drop off and pick up times the roads in the immediate vicinity of schools are especially busy and there is usually a high level of vehicle, pedestrian, and cyclist activity. This causes slower vehicle speeds and congestion and very often leads to frustration from residents and motorists at the apparent chaos caused by parents and children arriving or leaving the school.

The purpose of this policy is to set out the process that will be used by Surrey County Council for investigating and responding to concerns about road safety outside schools. The aim is to reduce the risk of collisions, and to make the road feel safer in order to improve the attractiveness of walking and cycling to and from schools.

The county council would like to encourage safe walking and cycling to school, as this is better for the health of children, and reduces congestion and pollution. The perceived danger to children on busy roads on the school journey, especially in the vicinity of a school, can prove to be a barrier to more walking and cycling. This then results in more car journeys and more congestion.

This policy was approved by the county council's cabinet on 24 June 2014, and became effective on 3 July 2014.

2. Main Principles, Roles and Responsibilities

Local committees allocate funding for highway improvements

Within Surrey decisions over most local highway matters are made by local committees of elected councillors in each District or Borough. Each local committee is provided with an annual budget for highway improvements, and it is for the committee to decide where best to spend their money. Therefore any proposals for highway improvements outside a school will require money from the local committee, and the committee will have to weigh this up alongside other requests for highway improvements at other sites.

The county council's road safety and highways colleagues will assess the site and develop possible solutions

The county council's Sustainable Transport Team will lead the process to investigate concerns over road safety outside a school, and the county council's local highways engineers, road safety engineering specialists and police road safety colleagues will also be invited to assist. This will result in a report containing options, where possible, to tackle the concerns that were raised. The local committee will then decide whether to allocate money from their budget on any improvements depending upon the extent of the problem, the estimated costs and the funds available.



Schools and parents have a responsibility to provide road safety education and training

Road safety education and training for children is just as important as improving the safety for road users outside schools. Schools and parents have a vital role to play in child pedestrian and cycle training, and encouraging responsible attitudes to using motor vehicles as children grow older. An assessment of the road safety education provided within a school will always be undertaken alongside an assessment of the road safety situation outside the school gate. The county council provide a range of resources for delivering road safety education and training to children and this can be found via www.drivesmartsurrey.org.uk.

Different problems require different solutions

The type of roads and problems will not be the same outside every school. There may be a mix of different problems such as inconsiderate parking, inappropriate vehicle speeds or difficulties in trying to cross the road. Therefore highway improvements provided outside one school will not necessarily be effective or useful outside another school. It will be important therefore to assess and understand the unique problems outside each individual school before any improvements can be developed and agreed.

School Crossing Patrols

A School Crossing Patrol is one possible road safety measure that could be considered when investigating safety issues outside schools. The School Crossing Patrol service is overseen by the county council's Sustainable Transport Team who ensure that School Crossing Patrols are recruited, trained and appropriately supervised, that adequate records are kept, and that potential sites are risk assessed to ensure that they are appropriate and safe. The operation of the School Crossing Patrol service will be based on the Road Safety GB School Crossing Patrol Guidelines (2012).

The Education and Inspection Act 2006 (section 508A) puts a duty on schools to promote sustainable travel to school and School Crossing Patrols are one option that can contribute to this duty. Whilst the county council's Sustainability Group oversees the service, day to day management and the first line of management lie with the school.

Any school that has, or receives approval for a School Crossing Patrol will be expected to undertake further road safety education with their pupils and commit to reviewing their school travel plan with help and resources provided by the Sustainability Group.

The county council will undertake a review of road safety outside a school whenever a school crossing patrol employee leaves their employment. This will

provide an opportunity to assess what solution would be the most effective to improve road safety before taking a decision on whether to recruit a replacement.

National guidance advises that school crossing patrols should not operate where there is a light controlled crossing already in situ as this is a duplication of resources and could cause confusion. Therefore any request for a new school crossing patrol at a site that has a light controlled, or zebra crossing, will not be approved. Existing sites where there is this is the case will be reviewed. If there is a request for a new school crossing patrol where there is a pedestrian refuge, this will be subject to risk assessment.

If a new light controlled or zebra pedestrian crossing is installed (or installed nearby to) where a school crossing patrol is currently operating, then the service will be reviewed and may be relocated or withdrawn after a provisional period of 3 months.

If the outcome of an assessment of road safety outside a school concludes that a School Crossing Patrol is the most appropriate measure at a site, the site will be prioritised as being high, medium or low risk. It is the intention of the council to fund all approved School Crossing Patrol sites at maintained schools and Academy and Free schools, although this is only possible where there is sufficient funding. If there is a shortfall in available funding, priority will be given to high risk sites, over medium and, in turn, low.

For Independent schools, a charge of £3,600 per annum will be made to cover the cost of salary, uniform and training.

If a school leadership disagree with a decision by county council officers in relation to a School Crossing Patrol, then a meeting will be held with the school staff and governing body to explain the reasoning behind the decision. The school staff and governing body can then appeal to the Cabinet Member responsible for road safety if they wish.

3. Procedure to Assess Road Safety Outside a School

STEP 1: Request received

Any request for road safety improvements outside a school will be referred to the council's Sustainable Transport Team. If necessary the person making the request will be contacted to clarify and understand their concerns.

STEP 2: Consultation with local county councillor and highways colleagues

The Sustainable Transport colleagues will inform the local county councillor and local highways colleagues of the concerns who will in turn will be able to highlight any issues that have been raised before, and any work that has been completed previously. Consequently the local county councillor will confirm the need to proceed or not with the assessment described in the steps below. If the concerns are submitted to the local committee (for example by petition), then the local



committee will confirm whether or not to proceed with the assessment described in the steps below.

STEP3: School Travel Plan and road safety education assessment

A meeting will be set up with the school to discuss the concerns and to complete an audit of the road safety education provided within the school. Sustainable Transport Team colleagues will advise the school if there are any gaps in provision and whether the school's travel plan needs to be updated.

STEP 4: Conduct site meeting and produce risk assessment

The Sustainable Transport Team colleagues will arrange a site meeting with key colleagues including the council's local highways engineers, road safety engineering team and Surrey Police Road Safety and Traffic Management Team. A risk assessment will be carried out for the area immediately outside the school. Other nearby points of concern on the journey to school may be assessed too if necessary. The assessment will include analysis of collisions, speeds, and may include the views of the school and comments from road users. The existing road conditions, signing and highway infrastructure will also be checked and noted.

STEP 5: Assess and report upon options

The Sustainable Transport Team colleagues will present a report to the school and local county councillor containing the results of the road safety education assessment and a description of any potential highway improvements along with estimated costs. The Surrey Police Road Safety and Traffic Management team will also be consulted. It will be then for the local committee to decide whether to allocate funding to implement any improvements depending upon the extent of the problem, the estimated costs and the funds available. In some cases improvements may be possible through improved maintenance of the existing infrastructure, rather than through the implementation of new infrastructure. Sometimes there may be money available from developers as a result of the planning process.

STEP 6: Scheme implementation (if the decision is taken to proceed)

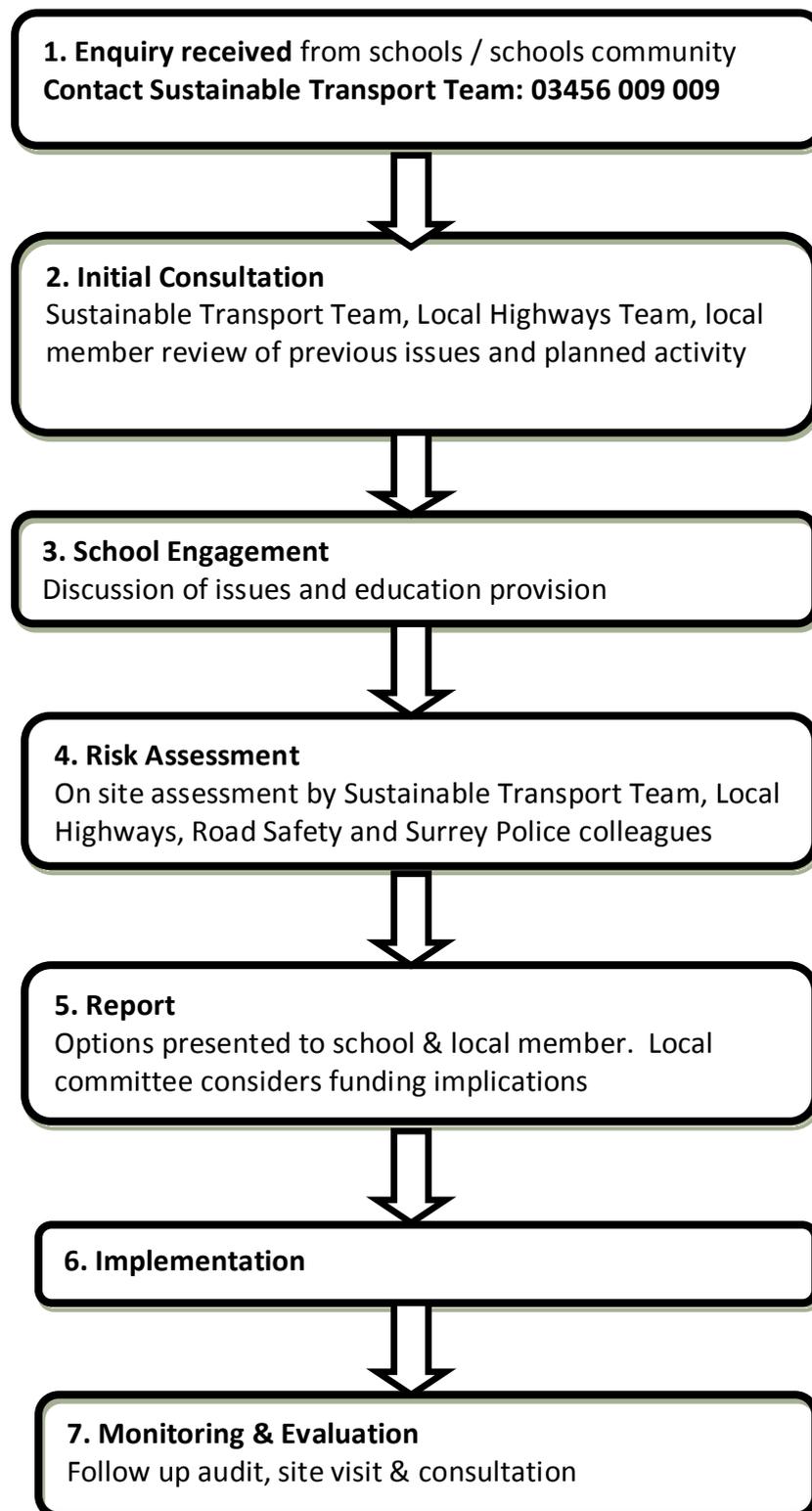
If funding is provided by the local committee, then the scheme will be submitted for design and then construction by the county council's highway contractors. A standard road safety audit of the design will also be completed as an integral part of the design process for schemes that involve changes to the highway.

STEP 7: Evaluation and monitoring

Following implementation, the Sustainable Transport Team colleagues will visit the site and will consult with the school and local councillor to check upon the effectiveness of the improvements. A stage three road safety audit involving a site visit by road safety engineers and police will also be undertaken following implementation.

The diagram below sets out this process.

Flowchart showing the Procedure to Assess Road Safety Outside a School





4. How to Get in Touch about Road Safety Outside a School

If you have concerns about road safety outside a school, please get in touch with Surrey County Council's Sustainable Transport Team via the county council's contact centre 03456 009 009.

Alternatively you may wish to lobby your local committee to explain your concerns and to ask them to fund road safety improvements outside a school. Information on how to lobby your local committee can be found via www.surreycc.gov.uk or by calling 03456 009 009.

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**GUILDFORD BOROUGH COUNCIL AND
SURREY COUNTY COUNCIL**



GUILDFORD JOINT COMMITTEE

DATE: 20 MARCH 2019

SUBJECT: BELMONT AVENUE PARKING PETITION

**DIVISION/
WARD(S) GUILDFORD WEST DIVISION, STOUGHTON WARD
AFFECTED:**

PETITION DETAILS:

This petition calls on Guildford Joint Committee to bring into force parking restrictions to stop antisocial parking in Belmont Avenue.

Belmont Avenue in Guildford has junctions at one end with Worplesdon Rd and at the other end with Rydes Hill road. Drivers park too close to the junctions at both ends of the road and causing visibility problems and making it difficult for vehicles to exit or turn into the road safely.

RESPONSE:

A number of individuals, including borough and county councillors, have previously raised concerns about the parking situation in Belmont Avenue. As a result, we have considered these as part of previous parking reviews.

Indeed, because of concerns about parking near the road's junction with Worplesdon Road, Item 10 on this evening's agenda recommends that double yellow line controls are introduced around this junction. The proposals are shown on page 50 of the agenda.

Whilst issues elsewhere within Belmont Avenue have been assessed as part of the present review, they did not score sufficiently highly for the Parking & Air Quality Working Group to recommend them for prioritisation and progression as part of the current review.

Specifically in relation to the Rydes Hill Road junction, this issue has not previously been brought to our attention. Unlike the Worplesdon Road junction, this particular junction, and indeed the road's junction with Bryanstone Avenue, do not have a personal injury accident record.

Nevertheless, future parking reviews will allow the Committee to reassess the situation and prioritise the matter accordingly, alongside the many other requests for controls that are received. The assessment will take into account the fact that we have received a petition.

ITEM 6

<u>RECOMMENDATION</u>
The Joint Committee is asked to: (i) <i>Note the officer's comment.</i>

Contact Officer: Andy Harkin, Parking Manager, GBC, Tel: 01483 444535

**GUILDFORD BOROUGH COUNCIL AND
SURREY COUNTY COUNCIL**



GUILDFORD JOINT COMMITTEE

DATE: 20 MARCH 2019

**SUBJECT: PUBLIC QUESTION – ACCESSIBILITY ISSUES GUILDFORD
TOWN CENTRE**

**DIVISION/
WARD(S)
AFFECTED: GUILDFORD TOWN CENTRE**

To receive any written questions from the public under Standing Order 14.2.

A Public question was received from Mrs Joanne McGowan at 12 December 2018 committee (see below), it was recognised that the response wasn't in plain English and the Chairman invited Mrs McGowan to come back to the next Committee to receive a better, more human response.

"How are GBC and SCC planning to ensure that mobility and accessibility issues are first and foremost when planning new and redevelopments in Guildford town centre?"

RESPONSE:

Planning Development Manager, GBC

Following the meeting with the Guildford Access Group on 22 January 2019, I highlighted to my officer Development Management Group, the need to be very mindful of access issues surrounding new development proposals, particularly in the town centre and where necessary to engage with the Guildford Access Group in order to seek their advice and comments. We agreed that the Access Group would also be consulted on any forthcoming large developments at an earlier stage, where access issues could be more easily negotiated.

The Access Group can use myself or our Business Manager, Peter Stevens as points of contact should they wish to contact us about a particular planning application or concerns about access issues and we will try and either point them in the right direction or directly assist. The matter has though been properly and fully highlighted with my Development Management Group.

Snr Transport Development Planning Officer, SCC

The Transport Development Planning (TDP) team will assess any planning application which Guildford Borough Council consult them on. The assessment will include a site visit where we will investigate access to and from the site for all users, including wheelchair users. If improvements were required to allow for all users to access certain facilities then we could request that these improvements are implemented by the developer.

ITEM 7

If the issue is existing then it would be for our Highways team to investigate. The local Highways team would carry out a site visit and determine what could be implemented or improved to rectify the problem, subject to funding availability.

TDP are now linked into the Guildford Access Group and we receive information on upcoming meetings and the items being discussed. The Access Group will be able to contact us should there be any issues related to new developments across the borough.

Highway Maintenance Engineer, SCC

I attended the meeting with the Guildford Access Group on 22 January 2019, the Highways team, SCC are now linked into the Guildford Access Group and we receive information on upcoming meetings and the items being discussed. The Access Group will be able to contact us should there be any issues related to highways issues across the borough.

Surrey Highways has a term maintenance contractor Kier who carry out works on the highway, repairs, construction and cyclic maintenance. Highway safety inspections are carried out in line with national guide lines by highway safety inspectors.

Highway paving slabs which protrude, drop by more than 20mm are considered a defect which are scheduled to be repaired within 5 working days. If the defect is very severe and an immediate hazard to pedestrians it will be raised as an emergency job and be scheduled to be attended to by our contractor within two hours, to make safe or repair as appropriate. Where a footway defect is less than 20mm, less than intervention it will not be repaired but assessed again on the following highway inspection. I have attached a link to our policy on highway inspections. <https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/policies-and-plans/highway-safety-inspections-standards-and-procedures>

On March 7th myself and Highway Officer Alan Adams, Sophie Butcher (Committee Officer) Guildford Borough Council and Gemma Roulston (Co-Chairperson of the Access Group) and Jenny Teagle (Access Group Member) undertook an accessibility review of the High Street and North Street.

We travelled up the High Street to North Street and then down North Street and finally up to and along Jeffries Passage and assessed footway condition and dropped kerbs and utility reinstatements. We found some rocking slabs but very few that met intervention criteria. We identified a utility defect in Jeffries Passage which Alan put through to our Streetworks Team as a defect whilst on site.

Gemma and Jenny commented on some of the pedestrian crossing points. They noticed that on some there are no tactiles, some paving tactiles, sand coloured slabs or granite and on natural stone slabs metal studs. Where there are no tactiles this is generally on the older crossing points. I have discussed this with Traffic Engineer, Bahram Assadi. It may be possible at a future date to install tactiles at locations identified as priorities subject to available funding.

I am following up with Waitrose on the footway slabs in Haydon Place, slab condition is being monitored in the interim. As soon as I have more information I will update the Access Group.

Experience Guildford

At the Guildford Access Group 22 January 2019 it was agreed that a meeting be convened between the Manager of Waitrose, Amanda Masters from Experience Guildford, Jo McGowan and Patrick Giles from Surrey Highways to talk about the options for improving the surface outside Waitrose.

Update:

Amanda Masters met with the Store Manager at Waitrose on 14 February and they updated that they are having the paving in the car park fixed. The developers and Waitrose are still in discussion about the long walkway.

Background Information:

Please also refer to the attached notes of the Guildford Access Group for further information on progress on issues that Mrs McGowan raised in her public question and in her background information to the Joint Committee.

RECOMMENDATION

The Joint Committee is asked to:

- (i) *Note the officer's comment.*

Contact Officers: Tim Dawes, Planning Development Manager, GBC, Kirsty Wilkinson, Snr Transport Development Planning Officer, SCC, Patrick Giles, Highway Maintenance Engineer, SCC and Amanda Masters Experience Guildford.

ITEM 7

*Paul Bassi	Project Manager
*Mariana Beadsworth	Principal Conservation Officer
*Sophie Butcher	Committee Officer
*Tim Dawes	Planning Development Manager
*Patrick Giles	Surrey Highways Officer
*Andy Harkin	Parking Manager
*Diana Lockyer-Nibbs	Co-Chairperson of Access Group
*Amanda Masters	Experience Guildford
*Jo McGowan	Access Group member
*Councillor Caroline Reeves	Ward Councillor for Jo McGowan
*Gemma Roulston	Co-Chairperson of Access Group
*Jenny Teagle	Access Group member
*Donald Yell	Principal Transport Planner

*Present

ACTION

1. Apologies for Absence

No apologies were received.

2. Mobility Issues in Guildford Town

Jo McGowan explained that she had broken her ankle in Lisbon whilst on holiday in August 2018. As she lived five minutes from the town centre she thought that whilst she would need to make some adjustments it would be okay to deal with. However, she found the town difficult to navigate and could not leave her house on her own for approx. 8 weeks. This also had had an effect upon her mental health. She sought advice from a range of officers at the Council but found it frustrating that there was apparently no joined up thinking or a central hub where access issues could be easily resolved.

Jo had also attended the Guildford Joint Committee meeting to ask the following question on 12 December 2018: "How are GBC and SCC planning to ensure that mobility and accessibility issues are first and foremost when planning new and redevelopments in Guildford town centre?" She received a response that was technical in nature and not written in plain English. She therefore wished to hold a meeting with all relevant officers/councillors to gain a better understanding of the issues and how to resolve the access issues she had identified.

Outside the Waitrose Development

Jo reported that a number of paving stones were broken or lifting creating significant trip hazards outside of Waitrose. Big lorries were mounting the kerb that were delivering to Waitrose and causing the paving to break and/or lift up. Paving stones between Beverley Hall and the Waitrose development were also causing an issue. Jo felt that it was difficult for members of the public to know who to report such hazards too and that better signposting was required so that issues could be resolved quicker. In this case it was confirmed that the land belonged to Surrey Highways.

Patrick Giles from Surrey Highways explained that SCC had sub-contracted out repair works to be undertaken by a company called Kier. SCC had an inspection matrix, which Kier used to assess the urgency by which works were undertaken. If a paving slab for example protruded by more than 20mm, it was considered a defect that needed to be repaired as soon as possible. If less than 20mm then the defect

**Amanda
Masters/Jo
McGowan/**

was assigned to a queue for repairs in the next 28 days. Surrey Highways also had limited funds, which was reducing in the long term and not likely to improve. Surrey Highways were therefore unlikely to be able to take action until the beginning of the new financial year in April 2019.

**Patrick
Giles/
Manager of
Waitrose**

It was agreed that a meeting was convened between the Manager of Waitrose, Amanda Masters from Experience Guildford, Jo McGowan and Patrick Giles from Surrey Highways to talk about the options for improving the surface outside Waitrose. One idea was to move the planters to where the lorries were mounting the kerb.

Parking outside the Citizen Advice Bureau

Jo explained that she had noticed a number of cars parked outside of the CAB, which were blocking the pavements from people being able to walk freely.

Andy Harkin, Parking Manager for Guildford Borough Council confirmed that he had seen a sign on the wall outside the CAB, which stated that the parking was for CAB users only. Andy confirmed this was not the case as there was not a lowered kerb in place. Andy would shortly be writing to CAB to outline the problems being caused by overhanging cars on the footways and that they should not encourage CAB users to do so.

Andy Harkin

Cars parked on pavements at the end of Stoke Road

Jo had noticed cars regularly parking on pavement at the end of Stoke Road forcing pedestrians into the middle of the road into the path of cars coming around the corner. This she found particularly terrifying if on crutches/in a wheelchair or with children.

Andy Harkin, Parking Manager confirmed that he was aware of the parking issues, particularly associated with parents dropping off/picking up their children from nursery. Parking controls were sensitively managed in this regard. The restricted parking zone sign in Stoke Road would also be updated to state no waiting at anytime and would be in place in the next 12-18 months. As part of the car parking review currently being undertaken, operating hours maybe extended to 9pm. This meant that there would be a greater number of enforcement officers available to enforce parking controls particularly around The Boileroom at night.

Andy Harkin

Crossing over Leapdale Road

Jo had observed that the dropped curb was steep and with a sharp turn as the pavement was so narrow. The camber could send you straight back toward the road and Jo could not negotiate this in a wheelchair and was difficult when being assisted too. Surrey Highways agreed to look at this further.

Patrick Giles

York Road Crossing

Jo had experienced that the light for pedestrians did not stay green long enough for someone with mobility issues to cross safely. Surrey Highways agreed to look into this further so to enable pedestrians with access requirements enough time to cross.

Patrick Giles

North Street

Jo had found that there were not enough crossing points for those with mobility issues. The poor state of the road made it difficult to cross in a wheelchair. At one point, Jo had to get out of the wheelchair to navigate safely across the road, which of course not all disabled people can do.

ITEM 7

Resurfacing works of North Street were not planned owing to lack of funding of Surrey Highways. If the North Street redevelopment went ahead then additional funds could be sought however the timeframe for this was unknown and further feedback was needed.

North Street Market

Jo had found that it was very difficult to navigate North Street Market in a wheelchair to get to the stalls. The street traders were helpful but people with disabilities want their independence too.

Paul Harkin

Paul Harkin, Parking Manager agreed to check with Licensing as to whether it would be possible to ask market stall holders to move their pitches back so to provide enough space to those in wheelchairs or who have disabilities.

Shops

Jo had found it difficult or virtually impossible to access some of the shops in Guildford in a wheelchair, because of poorly designed layout. Those shops lost Jo's custom and she was now unlikely to go back.

Amanda Masters of Experience Guildford was aware of the challenges surrounding the layout of shops. It was a question of keeping on making the shops aware of designing their layout with access issues for all in mind. One idea would be to score shops in terms of their accessibility, which would then be advertised in their shop window. In addition, planning control could reiterate the need for accessible layouts when shops put applications in to change their frontage.

Amanda Masters

Cobbles

Jo had found the cobbles whilst being an attractive feature of Guildford were difficult to navigate. Jo signposted officers to Derby, which had cobbles, that were safe and accessible.

It was explained there were three access points across the cobbles in Guildford at the bottom, middle and top end of the high street. It was agreed that additional signage could be looked at to make it clear where the accessible points were. The cobbles had just recently been re-laid and therefore there were no works planned to re-do them. The Derby example given was of cobbles that had been made to look old when they were in fact modern replicas. Guildford's cobbles were original and could not be re-surfaced as per the Derby example.

The Guildford Tourist Centre was suggested as a place where people could be signposted as to how accessible Guildford was.

Tunsgate Centre

Jo noted that this development had only recently opened in March 2018 and when she visited in August the only lift from the car park to the restaurants was out of order, with no indication of how someone with mobility issues could actually access the centre.

Andy Harkin

The Tunsgate Centre Manager had been notified of this issue who confirmed that out of order signs were placed outside the lifts if they were out of order. Andy Harkin, Parking Manager agreed that signage was also required and would be installed to re-direct people through the car park in such a scenario.

It was also noted that the ramp was too steep that enabled access from Castle Street to the Tunsgate Centre. It was noted that the architect should have ensured the design was DDA compliant. Applicants had the option to go with GBC approved Inspectors or external Inspectors. If external Inspectors were employed then GBC had no jurisdiction over whether or not the design of schemes met accessibility criteria. It was also noted that the Tunsgate development did not come before the Access Group for consideration, prior to going to Planning Committee.

From Stoke Fields to the cinema or the station

Jo highlighted the fact that there was no totally accessible route from Stoke Fields to the cinema or the station in a wheelchair. Upon going to the cinema, Jo had to get out and walk part of the way. They did not attempt the station as the steep ramp and steps made it unsafe. It was unclear to Jo how the Solum development was going to address this and should be the first thing taken into account in any new development.

It was agreed that disabled access needed to be considered at the outset of all new development. It was noted that accessibility was part of policy ID3 of the new emerging Local Plan. In addition, the Planning Development Manager confirmed that his department received approx. 2500 applications per annum and would seek to raise more awareness of access issues via consultation with developers and getting planning officers to raise these issues with them as well. The Access Group would also be consulted on any forthcoming large developments at an earlier stage where access issues could be more easily negotiated.

Tim Dawes

Entrance to delivery bay to House of Fraser

It was noted that there was a significantly dangerous risk posed by an uneven pavement surface outside the entrance to the delivery bay of the House of Fraser. This had been highlighted by Jo to her local councillors Caroline Reeves and Angela Goodwin and was quickly fixed by Surrey Highways.

Swan Lane

Deliveries to shops down Swan Lane were causing damage to the pavement used by pedestrians. In some cases holes had been filled in with tarmac and was agreed was not the most appropriate fix to the problem. The road surface needed to be designed to withstand deliveries as well as provide an accessible walking surface that was not vulnerable to being damaged.

Paul Bassi

Public Realm Improvements

Paul Bassi, Project Manager confirmed that he would be undertaking a consultation exercise on various public realm improvements in Castle Street and Swan Lane. The ambition was to retain the heritage and character of these areas whilst improving accessibility. They were at a very early stage in the design process and would like input to ensure it was fit for purpose with the Access Group.

Audit of uneven pavement and road surfaces in Guildford Town

It was noted that the Access Group with Patrick Giles of Surrey Highways would undertake an audit of uneven pavement surfaces in Guildford Town that needed to be fixed. [Post-meeting note: The audit would take place on Tuesday 4 March from 10am with the Co-chairperson of the Access Group – Gemma Roulston, Access Group member – Jenny Teagle, Patrick Giles – Surrey Highways and Access Group member – Councillor Angela Goodwin].

**Sophie
Butcher to
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