

Supplementary Agenda

7.00 pm

Wednesday, 11 December 2019

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



Items

- **Written Public Question**
- **Statement from Cabinet Member on bus-lane enforcement**

Attending the Joint Committee meeting

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| 7 | PUBLIC QUESTIONS | (Pages 3 - 4) |
| | To receive any questions from Surrey County Council electors within the area in accordance with Standing Order 66. | |
| 13 | BUS LANE CAMERA ENFORCEMENT SURVEY (EXECUTIVE FUNCTION) | (Pages 5 - 6) |
| | Recommendations to the Joint Committee to introduce bus lane camera enforcement in two areas within Guildford where issues of non-compliance have been identified. | |

**GUILDFORD BOROUGH COUNCIL and
SURREY COUNTY COUNCIL**



**GUILDFORD
BOROUGH**

JOINT COMMITTEE (GUILDFORD)

DATE: 11 DECEMBER 2019

**LEAD OFFICER: ANDY STOKES, WEST TEAM MANAGER, TRANSPORT
DEVELOPMENT PLANNING, SURREY COUNTY COUNCIL**

SUBJECT: PUBLIC WRITTEN QUESTIONS

DIVISION: GUILDFORD SOUTH-EAST, GUILDFORD SOUTH-WEST

The following question was received from the Guildford Society.

Since work is due to start soon on Solum's Railway Station Development, what plans does the County Council have for implementing the S106 obligation to improve access to and egress from Bridge Street? We look forward to the restoration of a facility which was removed in the mid-1990s when there was considerably less traffic.

We understand that the project consists of widening the access from Walnut Tree Close into Bridge Street to create two lanes and similarly to widen the right turn exit from Bridge Street into Onslow Street also to provide two lanes. This latter would, in fact, restore the situation that existed into the mid-1990s, as shown in the picture, when there was a lot less traffic.



We look forward to its implementation in order to speed the clearing of the right hand lane, particularly if a right turn option were to be provided in the centre lane, which would also simplify the exit from Walnut Tree Close. It would allow vehicles to select an appropriate exit lane from Bridge Street towards North St., Millbrook or Friary Bridge. This is particularly important with the increasing numbers of buses and heavy goods vehicles needing to make the right turn into Onslow Street. No doubt the 2015 OD data would confirm this.

We believe that it is essential to simplify the access to and exit from the Railway Station so that bus operators can be encouraged to patronise the improved facilities expected from the new station concourse layout. And the sooner this is implemented, the better.

In the longer term we would expect to see integrated traffic signals embracing the whole of the Farnham Road/Walnut Tree Close junction.

Officer response

The planning application proposed the widening of the right turn exit from Bridge Street onto Onslow Street. However, that requirement was not sought nor included in the planning permission. As a result, there is no requirement for the Developer to provide those works. The lane widths available in the 1990s appear to be constrained and potentially substandard, to the extent that high vehicle flows attempting to navigate substandard lanes have the potential to lead to collisions and reduce the available space between pedestrians and on both adjacent footways and passing traffic. In order to maintain adequate lane widths, the existing pedestrian island at the junction would need to be reduced in size, to the extent that the length of the two lane approach would have been minimal and not on par with that in place in the 1990s. On balance, it was considered that the minor gains of increased highway capacity were outweighed by the negative impacts upon pedestrians in this busy location.

The Walnut Tree Close exit to Bridge Street will be widened by the development, increasing the exit lanes from one to two. The existing arrangement leads to car drivers splitting into two lanes despite the absence of road markings and the road width being able to facilitate them. Larger vehicles however are unable to split into two lanes in this manner. The proposed arrangement will entail the reduction in footway width on the eastern side of Walnut Tree Close (whilst still maintaining a generous footway width) and the minor adjustment to the pedestrian island, allowing the creation of two full-sized exit lanes for all vehicles from Walnut Tree Close onto the gyratory.

Recommendation

The Joint Committee is asked to note the response.

GUILDFORD BOROUGH COUNCIL AND
SURREY COUNTY COUNCIL



GUILDFORD
BOROUGH

GUILDFORD JOINT COMMITTEE

DATE: 11 DECEMBER 2019

SUBJECT: BUS LANE CAMERA ENFORCEMENT SURVEY –
SUPPLEMENTARY PAPER

AREA ALL
AFFECTED:

Statement by Cabinet Member for Highways

As outlined in this report, congestion is a problem that impacts Guildford and other parts of Surrey. Enforcement of bus lanes helps to ensure the network is used correctly and manage congestion, supporting bus reliability and capacity. The County Council, following a successful trial in Woking, welcomes the introduction of bus lane enforcement, as explained and recommended in this report for Onslow Street and Woking Road. The County Council agrees that other sites should also be considered within Guildford, where a sound case can be made. The purpose of any bus lane enforcement is to manage the highway network, any financial surplus is secondary. Therefore the County Council does not support ring-fencing any income to Guildford, but would look to ensure it is reinvested in the highway network in the most appropriate and cost effective manner, including within Guildford. The County Council would support the Joint Committee capital allocation identified in this report being carried forward and used for other Joint Committee priorities.

Bus lane enforcement is managed by cameras and any contraventions are validated by Civil Enforcement Officers remotely, not on site. Therefore to ensure efficiency for Surrey taxpayers, the County Council would not wish to have multiple organisations managing bus lane enforcement within Surrey. We would look for a single provider, be that in house, private sector or a lead Borough.

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