

Agenda

Guildford
Local
Committee

**We welcome you to
Guildford Local Committee**
Your Councillors, Your Community
and the Issues that Matter to You

Discussion

- **Local Highways
Budget 2014/15**
- **Borough-wide On-
street Parking
Review**
- **New Wayfinder
pedestrian routes**



Venue

Location: Guildford Borough
Council GU2 4BB

Date: Wednesday, 11
December 2013

Time: 7.00 pm

You can get involved in the following ways

Get involved

Ask a question

If there is something you wish know about how your council works or what it is doing in your area, you can ask the local committee a question about it. Most local committees provide an opportunity to raise questions, informally, up to 30 minutes before the meeting officially starts. If an answer cannot be given at the meeting, they will make arrangements for you to receive an answer either before or at the next formal meeting.

Write a question

You can also put your question to the local committee in writing. The committee officer must receive it a minimum of 4 working days in advance of the meeting.

When you arrive at the meeting let the committee officer (detailed below) know that you are there for the answer to your question. The committee chairman will decide exactly when your answer will be given and may invite you to ask a further question, if needed, at an appropriate time in the meeting.

Sign a petition

If you live, work or study in Surrey and have a local issue of concern, you can petition the local committee and ask it to consider taking action on your behalf. Petitions should have at least 30 signatures and should be submitted to the committee officer 2 weeks before the meeting. You will be asked if you wish to outline your key concerns to the committee and will be given 3 minutes to address the meeting. Your petition may either be discussed at the meeting or alternatively, at the following meeting.

Thank you for coming to the Local Committee meeting

Your Partnership officer is here to help. If you would like to talk about something in today's meeting or have a local initiative or concern please contact them through the channels below.

Email: carolyn.anderson@surreycc.gov.uk

Tel: 01483 517336



SURREY
COUNTY COUNCIL

Surrey County Council Appointed Members

Mr Mark Brett-Warburton, Guildford South East (Chairman)
Mr W D Barker OBE, Horsleys (Vice-Chairman)
Mr Graham Ellwood, Guildford East
Mr David Goodwin, Guildford South West
Mr George Johnson, Shalford
Mrs Marsha Moseley, Ash
Mrs Pauline Searle, Guildford North
Mr Keith Taylor, Shere
Mrs Fiona White, Guildford West
Mr Keith Witham, Worplesdon


Borough Council Appointed Members

Cllr Mark Chapman, Westborough
Cllr Monika Juneja, Burpham
Cllr Nigel Manning, Ash Vale
Cllr Bob McShee, Worplesdon
Cllr James Palmer, Shalford
Cllr Tony Phillips, Onslow
Cllr Caroline Reeves, Friary and St Nicolas
Cllr Tony Rooth, Pilgrims
Cllr David Wright, Tillingbourne
Cllr Stephen Mansbridge, Ash South & Tongham

Chief Executive
David McNulty

			
Mr Mark Brett-Warburton (Chairman) Guildford South East	Mr WD Barker OBE (Vice-Chairman) Horsleys	Mr Graham Ellwood Guildford East	Mr David Goodwin Guildford South East
			
Mr George Johnson Shalford	Mrs Marsha Moseley Ash	Mrs Pauline Searle Guildford North	Mr Keith Taylor Shere
		 SURREY COUNTY COUNCIL Local Committee (GUILDFORD) County Councillors 2013-17	
Mrs Fiona White Guildford West	Mr Keith Witham Worplesdon		

For councillor contact details, please contact Carolyn Anderson, Community Partnership and Committee Officer (carolyn.anderson@surreycc.gov.uk / 01483 517336)

			
Cllr Mark Chapman Westborough	Cllr <i>Monika Juneja</i> Burpham	Cllr Nigel Manning Ash Vale	Cllr Stephen Mansbridge Ash South & Tongham
			
Cllr Bob McShee Worplesdon	Cllr <i>James Palmer</i> Shalford	Cllr <i>Tony Phillips</i> Onslow	Cllr Caroline Reeves Friary & St Nicolas
		 GUILDFORD BOROUGH Local Committee (GUILDFORD) Borough Council Members 2013-14	
Cllr Tony Rooth Pilgrims	Cllr David Wright Tillingbourne		

For councillor contact details, please contact Carolyn Anderson, Community Partnership and Committee Officer (carolyn.anderson@surreycc.gov.uk / 01483 517336)

If you would like a copy of this agenda or the attached papers in another format, e.g. large print, Braille, or another language please either call Carolyn Anderson on 01483 517336 or write to the Community Partnerships Team at Surrey County Council, Old Millmead House, Millmead, Guildford, GU2 4BB or carolyn.anderson@surreycc.gov.uk

This is a meeting in public. If you would like to attend and you have any special requirements, please contact us using the above contact details.

GUIDANCE ON USE OF INFORMATION TECHNOLOGY (IT) AND SOCIAL MEDIA AND ON THE RECORDING OF MEETINGS

Those wishing to report the proceedings at the meeting will be afforded reasonable facilities for doing so; however, there is no legal requirement to enable audio or video recordings or use of IT and social media during the meeting. The final decision on whether a member of the public or press may undertake these activities is a matter for the Chairman's discretion.

All mobile devices (mobile phones, BlackBerries, etc) should be switched off or placed in silent mode during the meeting to prevent interruptions and interference with any Public Address (PA) or Induction Loop systems. Those attending for the purpose of reporting on the meeting may use mobile devices in silent mode to send electronic messages about the progress of the public parts of the meeting. This is subject to no interruptions, distractions or interference with any PA or Induction Loop systems being caused. The Chairman may ask for mobile devices to be switched off in these circumstances.

Any requests to record all or part of the meeting must be made in writing, setting out the parts of the meeting, purpose and proposed use of the recording, to the Chairman prior to the start of the meeting. In considering requests to record the meeting, the Chairman will take into consideration the impact on other members of the public in attendance. The Chairman may inform the committee and any public present at the start of the meeting about a proposed recording, the reasons and purpose for it and ask if there are any objections. The Chairman will consider any objections along with any other relevant factors before making a decision. The Chairman's decision will be final, but s/he may ask for recordings to be ceased in the event that they become a distraction to the conduct of the meeting and may request a copy and transcript of any recording made.

1 CHAIRMAN'S ANNOUNCEMENTS

To receive any Chairman's announcements.

2 APOLOGIES FOR ABSENCE

To receive any apologies for absence.

3 DECLARATIONS OF INTEREST

To receive any declarations of disclosable pecuniary interests from Members in respect of any item to be considered at the meeting.

Notes:

- In line with the Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012, declarations may relate to the interest of the member, or the member's spouse or civil partner, or a person with whom the member is living as husband or wife, or a person with whom the member is living as if they were civil partners and the member is aware they have the interest.
- Members need only disclose interests not currently listed on the Register of Disclosable Pecuniary Interests.
- Members must notify the Monitoring Officer of any interests disclosed at the meeting so they may be added to the Register.
- Members are reminded that they must not participate in any item where they have a disclosable pecuniary interest.

4 MINUTES OF PREVIOUS MEETING

(Pages 1 - 28)

To approve the Minutes of the meeting held on 18 September 2013 as a correct record.

5 PETITIONS

To receive any petitions in accordance with Standing Order 68. An officer response will be provided to each petition.

i) To introduce appropriate "slow down" signage plus traffic calming measures in Glaziers Lane, Normandy in order to improve safety for road users and local pedestrians

ii) To slow down through traffic in Merrow Wood

iii) For Surrey County Council to adopt a 20mph speed limit in the follow streets:

Queen Eleanors Road, Elmside, Thorn Bank, Friars Gate, Curling Vale, Litchfield Way, Vicarage Gate, The Square, Orchard Road, Bannisters Road, Hedgeway, East Meads, West Meads, Ellis Avenue, Powell Close and Wilderness Road

5a PETITION RESPONSE

(Pages 29 - 32)

To provide Members with an Officer response to a petition previously submitted to the Local Committee.

i) To close Walnut Tree Close/Woodbridge Meadows to through traffic, reverting them to no-through roads

6 PUBLIC QUESTION TIME

To receive any questions from Surrey County Council electors within the area in accordance with Standing Order 69.

7 MEMBER QUESTION TIME

To receive any written questions from Members under Standing Order 47.

8 GUILDFORD PARTNERSHIPS ANNUAL REPORT

(Pages 33 - 54)

The Local Committee takes an active interest and participation in partnership work within the borough and in particular in our priority places. Members of the Local Committee are nominated to act as representatives on a number of key partnerships. This report provides an overview of the activities of those partnerships during the past year and a round-up of partnership work in the borough which has been supported by the Community Partnerships Team.

9 GUILDFORD ON-STREET PARKING REVIEW - SCOPING REPORT FOR NON-CPZ REVIEW

(Pages 55 - 74)

This report presents the parking issues that have been raised about locations outside the Guildford town controlled parking zone (the non-CPZ area). This report recommends the scope of the review and recommends the next steps.

It also details the formal representations received resulting from the recent advertisement of proposals near the railway level crossing in Sample Oak Lane and Dorking Road, Chilworth are reported and the next steps recommended.

10 LOCAL SUSTAINABLE TRANSPORT FUND UPDATE

(Pages 75 - 92)

Surrey County Council was successful in securing an award of £14.3 million in grant funding from the Department for Transport (DfT) Local Sustainable Transport Fund (LSTF). This was in addition to the award of £3.9 million LSTF Key Component.

Both grants are for the period up to 31 March 2015 and jointly form the Surrey TravelSMART programme. As part of this programme a total of £10.789 million has been allocated for sustainable travel improvements in Guildford.

This report notes the progress made with the programme to date and seeks approval for the design of the Wayfinder map project.

11 HIGHWAYS UPDATE

(Pages 93 - 100)

This report provides an update on the 2013/14 programme of minor highway works funded by this committee as well as Section 106

(developer funded) and Casualty Reduction Group (CRG) schemes.

12 HIGHWAYS BUDGET 2014/15

(Pages 101 -
106)

The Local Committee is asked to approve the budget allocations for 2014/15. The Transportation Task Group (TTG) that advises this committee met 18 November to consider how the expected 2014/15 budget allocation could be allocated and the proposals of the group are included in this report.

13 FORWARD PROGRAMME

(Pages 107 -
110)

To receive the committee's Forward Programme.

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Minutes of the meeting of the
Guildford LOCAL COMMITTEE
 held at 7.00 pm on 18 September 2013
 at LANCASTER HALL, SEND GU23 7ET.

Surrey County Council Members:

- * Mr Mark Brett-Warburton (Chairman)
- * Mr W D Barker OBE (Vice-Chairman)
- * Mr Graham Ellwood
- * Mr David Goodwin
- * Mr George Johnson
- * Mrs Marsha Moseley
- * Mrs Pauline Searle
- * Mr Keith Taylor
- * Mrs Fiona White
- * Mr Keith Witham

Borough / District Members:

- * Cllr Mark Chapman
- * Cllr Monika Juneja
- * Cllr Nigel Manning
- * Cllr Bob McShee
- * Cllr James Palmer
- * Borough Councillor Tony Phillips
- * Cllr Caroline Reeves
- * Cllr Tony Rooth
- * Cllr Stephen Mansbridge
- * Cllr David Wright

* In attendance

17/13 APOLOGIES FOR ABSENCE [Item 1]

Apologies for absence were received from County Councillors Mr Keith Taylor, Mrs Marsha Moseley, Ward Councillor Nigel Manning and Ward Councillor Stephen Mansbridge.

18/13 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes of the meeting held on the 19 June 2013 were confirmed as a true record.

19/13 DECLARATIONS OF INTEREST [Item 3]

County Councillors Mr George Johnson, Mr David Goodwin and Ward Councillor Caroline Reeves stated that they lived on roads that would be the subject of debate at Item 8. The committee noted this was not a pecuniary

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interest and these details were already held on the Statement of Member Interests.

20/13 PETITIONS [Item 4]

Mrs Rachel Lane delivered a petition attracting 342 signatures calling for the Committee to address a number of issues arising from traffic congestion in Walnut Tree Close. The Local Committee would respond to the petition at the next formal meeting. The detail of the petition may be found at **Annexe 1** of these minutes.

21/13 PETITION RESPONSE [Item 4a]

The committee received the formal response to two petitions submitted on 19 June 2013. Neither petitioner was in attendance. The petition relating to Sheepfold Road requested a drop in the speed limit from 30 mph to 20mph. The response said that existing mean speeds were already within the 30mph limit and that should a 20mph speed limit be installed then additional traffic calming measures would be required. Mrs White, divisional member for Sheepfold Road, said that the Local Committee should take a lead in resolving speed issues in residential streets. The Area Highways Manager advised members that the matter of 20mph speed limits in residential streets would be considered by the Local Committee Transportation Task Group at a future meeting. Members were reminded that under the existing County Council Speed Policy should the committee vote against the policy it was possible for the decision to be overruled by the Cabinet Member for Transport.

22/13 PUBLIC QUESTION TIME [Item 5]

Seven formal written questions were received by the Local Committee.

1. Mrs Tina Bradshaw was not in attendance, but the matter of changing Mount Pleasant, Guildford to one-way status would be reviewed by the Transportation Task Group at a future meeting.
2. Ms Nerine Dedman was in attendance and said that the parking difficulties in Manor Road, Guildford were worse in the evenings and weekends. The local divisional member agreed. The matter would be subject to consultation and consideration during the next on-street parking review.
3. Ms Peta Malthouse, in attendance for Normandy Parish Council, said that Glaziers Lane was too narrow for HGV traffic and would prefer to see Clay Lane used instead. The Parish Council would like Surrey County Council to look at matters of traffic speed and HGV traffic affecting Glaziers Lane. It was noted in the formal committee response that Surrey Police do not currently support a weight restriction for Glaziers Lane. The meeting also noted a petition was expected to be bought to committee at a future meeting.
4. Ward Councillor Bob McShee spoke in support of the formal question from Worplesdon Parish Council requesting the repair of the kerbstones on the Pound Hill Estate. The meeting heard that the matter would be put on the agenda for the Transportation Task Group to consider for the 2014-13 budget for local schemes.

Questions 5-7 were responded to under agenda Item 8.

Copies of the formal written questions with a written committee response can be found at **Annexe 1** of these minutes.

23/13 MEMBER QUESTION TIME [Item 6]

There were no formal questions received from the members of the committee.

24/13 REVIEW OF GUILDFORD TOWN CENTRE CONTROLLED PARKING ZONE - DENE ROAD AREA, RIVERMOUNT GARDENS, ST LUKE'S SQUARE AND OTHER AREAS [Item 7]

The Guildford Borough Council Parking Services Manager spoke to the report. The Guildford Borough Council On-Street Parking Officer was in attendance. It was explained that the purpose of the report was to obtain approval from the committee to undertake the formal legal steps to implement the parking restrictions as described in the paper.

Public participation (Chairman's power of discretion)

Under committee Standing Order 69.1 the Chairman invited two members of the public to address the committee. Both had submitted petitions attracting more than 30 signatures through the parking consultation process. Mr Iain Brown, Chairman of Pit Farm Tennis Club, Hillier Road, Guildford said the recommendation to increase the restriction on the parking bays at the club to four hours would be appreciated by the club members and those using the facilities.

Ms Evelyn Temple, Project Worker, Stonham Home Group, Walnut Tree Close, Guildford said that the designation of an on-street parking bay could affect access to the hostel. Ms Temple was seeking to install a dropped kerb to facilitate access to the hostel. The Area Highways Manager and the Parking Services Manager would make a site visit and advise Ms Temple. This concluded the public's participation in the item.

Formal members debate

The members agreed to support all of the recommendations made within the report.

The Local Committee (Guildford) agreed:

- (i) in respect to the area around Cranley Road schools, the traffic regulation order is made to introduce the changes to the parking restrictions set out in Annexe 1 of the committee report but with minor amendments which lessen the proposed level of control. The minor amendments would be to increase the amount of 4 hour limited waiting shared use parking in Hillier Road and not to create a parking bay outside 60/62 Tormead Road (paragraphs 2.7 & 2.8) as shown in Annexe 7 of the committee report
- (ii) in respect to the Dene Road Area, the traffic regulation order is made to introduce the changes to parking restrictions set out in Annexe 2 of the committee report so that the controls can be implemented

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- (iii) in respect to Rivermount Gardens, the traffic regulation order is made as advertised and shown in Annexe 3 of the committee report so that the controls can be implemented and the road becomes part of Area G of the Guildford town centre Controlled Parking Zone
- (iv) in respect to St Luke's Square, the traffic regulation order is made as advertised and shown in Annexe 4 of the committee report so that the controls can be implemented
- (v) in respect to the other changes shown in Annexe 5 of the committee report it makes the traffic regulation order as previously advertised, with minor amendments, so that the controls can be implemented. The minor amendments being the deletion of the proposed disabled bay in Cline Road (2.33) and the adjustment of parking around the access to No. 7 Josephs Road (2.35)
- (vi) the agreed controls are implemented and the implementation funded from the on-street account

Reason for the decisions

Implementation of the recommendations will assist with safety, access and traffic movements in the area and make local improvements. These improvements include accommodating new vehicle crossovers, increasing the availability of space and its prioritisation for permit-holders, the creation of formal disabled bays both for residents near their homes, and at specific destinations, and to correct minor discrepancies so that the traffic regulation order matches the markings on the street.

25/13 REVIEW OF PARKING CONTROLS - ONSLOW VILLAGE, OTHER AREAS OF THE TOWN CENTRE & CHILWORTH [Item 8]

The Guildford Borough Council Parking Services Manager spoke to the report. The Guildford Borough Council On-Street Parking Officer was in attendance. It was explained that the purpose of the report was to obtain approval from the committee to undertake consultation on the parking schemes as described in the paper. It was further explained that in consultation with local members a revised officer recommendation (i) was tabled. This recommendation proposed that schemes for additional listed roads in Onslow be designed and consulted on as a part of the process.

Public participation (Chairman's power of discretion)

Under committee Standing Order 69.1 the Chairman invited those members of the public who had submitted questions to address the committee. Mrs Sheila Zazzara and Mrs Sue Walker were in attendance. The members heard that local residents would seek to encourage their neighbours to be involved in the consultation process. It was also noted that officers should seek to highlight the decision making process to residents and to ensure that communities are aware of the remit and forward programme of the Local Committee.

Formal members debate

The members observed the difficulties of balancing the opinions of residents and offered praise to the officers for their efforts to do so. There was particular

support for the recommendation which would address matters of safety at Chilworth level crossing. The members agreed to support all of the recommendations made within the report including the tabled revision to the proposal for Onslow.

The Local Committee (Guildford) agreed:

- (i) in respect of Onslow Village to formally advertise designs for an extended CPZ to include Bannisters Road, Ellis Avenue, Farm Walk, Litchfield Way, Orchard Road, The Crossways, Vicarage Gate, West Meads, Wilderness Road (entirety including The Square) and parking restrictions as appropriate in Manor Way, Abbots Close, High View Road, Powell Close and Windsor Close as agreed by the Parking Strategy and Implementation Team Manager in consultation with the Chairman, Vice Chairman and local divisional and ward members and should any representations be received that they be reported to a future meeting of the Committee for consideration, if no representations are received the TRO will be made.
- (ii) proposals to resolve the issues listed in Annexe 6 of the committee report within the town centre controlled parking zone are formally advertised and should any representations be received they be reported to a future meeting of the Committee for consideration, if no representations are received the TRO will be made.
- (iii) the proposals shown in Annexe 7 of the committee report in respect to the area around Farnham Road hospital are formally advertised at an appropriate time during the redevelopment of the site, and should any representations be received they be reported to a future meeting of the Committee for consideration, if no representations are received the TRO will be made.
- (iv) the proposals shown in Annexe 8 of the committee report in respect to the area around the level crossing adjacent to Chilworth railway station are formally advertised and should any representations be received they be reported to a future meeting of the Committee for consideration, if no representations are received the TRO will be made.

Reason for decisions

To increase the availability of space and its prioritisation for permit-holders, and to assist with safety, access and traffic movements in the area and make local improvements.

26/13 ON-STREET PARKING CHARGES IN GUILDFORD [Item 9]

The Guildford Borough Council Parking Services Manager spoke to the report. It was explained that the purpose of the report was to obtain approval from the committee to increase the charge for on-street parking in Guildford town centre by 10p per half hour. It was explained there this was the first review of charges and first proposed increase since 2008. Those parking on-street in the town centre would be encouraged to use the car parks and also

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the Park and Ride services by advertising of those services on the on-street parking tickets and meters.

Public participation (Chairman's power of discretion)

Under committee Standing Order 69.1 the Chairman may invite members of the public to address the committee during the formal agenda. There were no public questions for this item.

Formal members debate

The members agreed to support the recommendations made within the report whilst noting that, on balance, the increase would act as an incentive to use off-street or out of town parking where possible and to reduce congestion in the town centre. It was further noted that the income from on-street parking was directed to projects improving transportation within the borough including supporting the Park and Ride services.

The Local Committee (Guildford) agreed:

- (i) the proposed on-street pay and display charging structure shown in Annexe 1 of the committee report is advertised by notice and introduced

Reason for decision

To encourage parking patterns that reduce congestion and ensure space is available for short stay visitors.

27/13 SURREY FIRE AND RESCUE SERVICE ANNUAL REPORT [Item 13]

At the Chairman's request this item was brought forward on the agenda to enable the officers to leave the meeting and return to duty.

The Group Manager (Operational Assurance and Community Impact) spoke to the report. The Station Manager (Operational Assurance) was in attendance. It was explained that the purpose of the report was to update the members on operational matters and community and partnership work.

Public participation (Chairman's power of discretion)

Under committee Standing Order 69.1 the Chairman may invite members of the public to address the committee during the formal agenda. There were no public questions for this item.

Formal members debate

The members complimented officers on the positive partnership work with the Adult Social Care teams and for their support of vulnerable adults. The work developing and supporting volunteers was also noted. Officers would provide the members with additional details and a contact for the volunteer development work outside of the meeting.

The Local Committee (Guildford) noted:

- (i) the borough/station plan and the delivery targets and achievements set within it for 2012/13

28/13 LOCAL SUSTAINABLE TRANSPORT FUND UPDATE [Item 10]

The Transport Projects Team Manager spoke to the report. It was explained that the purpose of the report was to update the members on the progress for the Local Sustainable Transport Fund programme for 2013-14 and to share the feedback report to the Department for Transport (DfT).

Public participation (Chairman's power of discretion)

Under committee Standing Order 69.1 the Chairman may invite members of the public to address the committee during the formal agenda. There were no public questions for this item.

Formal members debate

The members noted the update and the DfT report. In addition the members made a number of requests to officers including keeping the local councillors regularly up to date on projects within their divisions, seeking to provide more bicycle parking in the town centre, establishing if there were a need for more coach parking closer to the facilities of the town centre and briefing on future plans for additional Park and Ride schemes. The Area Highways Manager was asked to report back to members on the height of the speed bumps in Grange Road and it's suitability for cycling.

The Local Committee (Guildford) noted:

- (i) The LSTF Annual Progress Report for 2012/13 as set out in Annex A of the committee report
- (ii) Progress to date with Onslow Park & Ride and the wider Travel SMART programme

29/13 GUILDFORD PARK & RIDE UPDATE [Item 11]

The Transport Projects Team Manager spoke to the report. It was explained that the purpose of the report was to notify members of the new contractual arrangements for the Park and Ride service which was now to be delivered by Stagecoach and to agree the charges for the new online smart card service and charges for the new service which would operate from Onslow.

Public participation (Chairman's power of discretion)

Under committee Standing Order 69.1 the Chairman may invite members of the public to address the committee during the formal agenda. There were no public questions for this item.

Formal members debate

The members agreed that the four-weekly season ticket should be the same price whichever service is being used. There would be an interchangeable 'smartcard' ticket available online allowing greater flexibility for the user and making the service more attractive. The four-weekly ticket would cost £30 if purchased on the bus and £28 if purchased online. In addition, there would be

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an introductory fare of £1.50 adult return and £6 per week (Mon-Sat) for the new Onslow service.

The meeting heard that Guildford Borough Council was committed to a new Park and Ride service operating from north Guildford in the future.

The members heard that the County Council is working with the Highways Agency in order to improve signage for the Park and Ride services on the A3 to seek to prevent traffic entering the town unnecessarily and reduce congestion.

The Local Committee (Guildford):

- (i) Noted the award of the contracts for the operation of Park & Ride Services 100, 200, 300 and 400 to Stagecoach (South) Ltd

- (ii) Agreed the revised four weekly season ticket charge

- (iii) Agreed the fares for the Onslow Park & Ride service 400

Reason for decisions

The award of the Park & Ride bus service contracts to Stagecoach (South) Ltd on the basis of their alternative package bid was the most cost-effective option for Guildford Borough Council and Surrey County Council. The proposed fares amendments to the season ticket will enhance the flexibility for regular users, while the introductory fares for Onslow will assist with encouraging demand for this site.

30/13 HIGHWAYS UPDATE [Item 12]

The South West Area Highways Manager spoke to the report. It was explained that the purpose of the report was to update members on the progress of the local schemes. An additional update report from the Project Horizon team was tabled at the meeting.
A copy of the tabled report can be found at **Annexe 2** of these minutes.

Public participation (Chairman's power of discretion)

Under committee Standing Order 69.1 the Chairman may invite members of the public to address the committee during the formal agenda. There were no public questions for this item.

Formal members debate

The Area Highways Manager gave a brief verbal update on the progress on the local schemes and reminded members that the budget would be revisited at the December formal meeting with proposals for 2014-15 expenditure.

Members with questions concerning Project Horizon would take those back to the Highways team on an individual basis.

The Local Committee (Guildford):

- (i) Noted progress.
- (ii) Agreed that an the allocation for the Lengsthman scheme be increased from £15,000 to £25,000.
- (iii) Agreed to extend the 30mph speed limit in Send Barns Lane from its existing location, near the entrance to the medical centre, to a point near the junction with Kevan Drive, a distance of approximately 240m.
- (iv) Agreed that a 30mph speed limit is introduced in Gole Road (currently 40mph) from the junction with the A243 Dawney Hill to a point approximately 1/2km to the west.

Reason for decisions

Additional funding to the Lengsthman initiative is made in view of the ongoing interest expressed by several parish councils in addition to those who have already made bids.

To assist motorists travelling in a northerly direction in Send Barns Lane towards the medical centre who do not have adequate distance visibility to see the terminal signs as there is a bend.

To reduce the speed limit in Gole Road a s a part of the design of the Village Safety Scheme.

31/13 FORWARD PROGRAMME [Item 14]

The Local Committee noted the Forward Programme.

Meeting ended at: 9.15 pm

Chairman

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Surrey County Council Local Committee (Guildford) 18 September 2013

Petitions [Item 4]

Principal petitioner/ organisation	Rachel Lane, resident of Walnut Tree Close Attracting 342 signatures as submitted to SCC (162 of which came from SCC e-petition)
SCC Division / GBC Ward	Guildford South West/Friary & St Nicolas
Summary of concerns and requests	<p>We the undersigned petition Surrey County Council to shut Walnut Tree Close/Woodbridge Meadows to through traffic, reverting them to no through roads, for the following reasons:</p> <p>To stop traffic driving on the pavement, compromising safety. The road is too narrow for 2 way heavy volume traffic • To cut accidents and constant damage to parked cars • To eliminate the severe delays caused by long queues of through 'rat run' traffic, waiting to exit the road • To allow residents, visitors, employees and customers normal unimpeded access to homes and businesses • To ensure quick access for emergency services • To eliminate through traffic, which delays traffic exiting the train station • To create a safe, pleasant route for cycling and walking between the station, university and industrial parks • To reduce pollution and improve air quality • To cut erosion to properties from road water • To stop confusion over the road name • To improve access enabling potential residential and business development • To enhance the river as a place to visit and enjoy, not see a traffic jam</p>
Response	Guildford Local Committee would like to thank Rachel Lane for bringing this matter to its attention. A response to the petition will be provided at the next formal meeting of the committee on 11 December.

Public Questions [Item 5]

1. Submitted by Tina Bradshaw, resident of Guildford.

Mount Pleasant, Guildford, GU2 4DE – request for change of use to one way street

There is a lot of unnecessary congestion caused on Portsmouth Road, Wodeland Avenue and Mount Pleasant. Would it be possible for **Mount Pleasant** to be made a one way street, preferably from Wodeland Avenue end to save the congestion caused on Portsmouth Road? It causes so many problems for traffic and must be a nightmare for local residents. I believe if it was a one way street, there would be less queuing on Wodeland Avenue as cars would

not have to stop at the top and wait for the bottom exit to clear, which is very difficult to spot from the top of the road.

Answer

The Committee would like to thank Ms Bradshaw for presenting her suggestion of making Mount Pleasant into a one way street from the Wodeland Avenue end towards Portsmouth Road.

Surrey County Council receives many highway requests, such as making a road into one way. Initial investigation is carried out and, if deemed to be justified, would be placed on the running list for recommended further investigation. The running list will then be taken to a Transportation Task Group to be further discussed. The Task Group is comprised of local divisional and ward members, Surrey County Council Highways officers and Guildford Borough Council officers. The schemes that are approved by the Task Group will then be presented in a formal report and taken forward to a Local Committee meeting to secure funding. Only the schemes that are approved and funded by the Local Committee will be progressed.

The SCC Highways officers have placed Ms Bradshaw's request on the running list to be discussed in the autumn Task Group meeting.

2. Submitted by Guy Rogers, resident of Manor Road, Guildford.**Regarding parking on Manor Road**

We would like the double yellow lines extended (and to be enforced) along in front of the tattoo shop on Manor Road, Guildford, Surrey, GU2 9NR. We are in the process of having our vehicle cross over extended, at a cost of over £1,400.00.

Cars are often parked illegally on single and double yellow lines on and around the blind bend, please see pictures.

I am self employed and need to get my van on and off my drive way at different time of the day, and also for insurance purposes.

My neighbour (number 114) has a drive way, however due to the parking on the road- he no longer uses it for safety fears.

Manor Road is a very busy cut through road for locals, as well as a busy bus route. If something doesn't change I believe someone will get hurt.

We would like you to consider making parking changes to Manor Road.

Answer

Mr Rogers raises concerns about the effectiveness of enforcement and suggests changing the restrictions in Manor Road.

We believe most of the parking that is in contravention of the restrictions occurs early in the morning or towards the evening. There is considerable parking pressure in the area and the worst times are when residents are at home. We focus most of our enforcement effort

TABLED ITEM

during the daytime when the roads are busiest. In the short term we can schedule patrols in this area during problem times and in the longer term we will look at how our resources are allocated so we can provide a more effective deterrent “out of hours”. There are a number of areas in the borough where parking in the evenings and early mornings causes problems.

In 2010 we reviewed parking restrictions outside the town centre. Manor Road was one of the areas considered and we held public consultations, including exhibitions. The proposal was to change the restriction around the outside of the bend in Manor Road from single yellow line to 30m of double yellow lines. Mr Rogers commented on the proposal saying it looked good providing the restriction was enforced. The proposed double yellow lines were implemented.

We plan to bring a scoping report for the review of parking restrictions in the areas outside the town centre to the December Local Committee and this will present details of areas where changes to parking restrictions have been suggested. We will include Manor Road. There are more areas where yellow line restrictions have been requested than we can consider in one review; we will apply the scoring mechanism agreed by the Committee to each and make recommendations to the Committee accordingly.

3. Submitted by Normandy Parish Council

Are Glaziers Lane and Flexford Road an ‘appropriate bypass’ for HGVs around Westwood Lane which has a height restriction?

Reasons submitted:

1. Both Glaziers Lane and Flexford Road are D class roads which have carriageways that have not been strengthened since the introduction of HGVs greater than 7.5 tonnes weight.
2. A precedent is set by Clay Lane which, although a main by-pass around Guildford town, has 7.5 tonne weight-limit restrictions with direct access and egress from the A3
3. The alternative routes suitable for HGVs greater than 7.5 tonnes are the A31 and A323 to reach Worplesdon, Pirbright and Normandy. These roads have no speed limits less than 50 mph
4. Weight Limits do not prevent HGVs greater than 7.5 tonnes from delivering or loading only prohibiting ‘through’ routes

Answer

The Committee would like to thank Normandy Parish Council for submitting the question regarding the introduction of a 7.5T weight restriction in Glaziers Lane.

The rail low bridge in Westwood Lane results in high sided HGV's using Glaziers Lane.

SCC officers have discussed the possibility of introducing a 7.5T weight limit in Glaziers Lane with the Police, since all new restrictions require police support. The police would not support this proposal, as HGV drivers travelling on Hogs Back A31 are likely to use White Lane C18 to access the A323 Guildford Road, rather than Blackwater Valley Road A331. Since there are a number of commercial establishments in Glaziers Lane that generate HGV traffic

a 7.5T weight restriction (other than for access) would require close monitoring/enforcement to check the legitimate need for access, and so be effective.

4. Submitted by Worplesdon Parish Council

Worplesdon Parish Council wishes to request that the Guildford Local Area Committee introduces a managed programme to replace the damaged and missing kerbstones in Pound Hill Estate in conjunction with the planned resurfacing works, which form part of Operation Horizon. Please could this request be added to the agenda of the next LAC meeting?

The problem with the kerbs has largely arisen because the kerbstones were laid incorrectly. In addition residents drive over the kerbstones to park, which is exacerbating the problem. This issue has now been on-going for over ten years! The current appalling state of the kerbstones creates both a road safety issue and a health and safety issue particularly for the vulnerable members of the community i.e. the disabled/elderly and young children.

Answer

The local highways team are aware of the problem with kerbs on the Pound Hill Estate. At some point in the past these were laid on their backs, so have a low upstand and are prone to being dislodged by vehicles. Extensive lengths have been removed and removal will continue as more dislodge. Replacement with correctly bedded upright kerbs will be relatively expensive, and will probably have to be locally funded since this type of defect does not qualify for repair from central reactive safety budgets. The issue will be reported to the Task Group meeting in the autumn who will prioritise local schemes for 2014/15 and make recommendations on the same to the Local Committee meeting in December (next meeting).

5. Submitted by Sheila Zazzera, resident of Wilderness Road

In relation to Item 8 of the agenda:

The statistics from the various consultations show that the majority of residents in The Square, Wilderness Road area against CPZ in their stretch of the road, but are having an area introduced in front of the shops. Using the same statistics there is generally more households in favour of CPZ being introduced in Farm Walk/Wilderness Road and no controls are being introduced:

Farm Walk/Wilderness Road figures:

	Agree	Tend to agree/ General support	Disagree
Consultation 1	38%	13%	38%
Consultation 2	29%		71%
Consultation 3	33%	33%	33%
Average	33.3%	23%	47.3%

TABLED ITEM

Agree & general support total of 56.3% as opposed to disagree of 47.3%

Having spoken to the Parking Office, these figures however, do not include the residents in Wilderness Road who live opposite Farm Walk. They are included within the Wilderness Road statistics.

Wilderness Road figures:

	Agree	Tend to agree/ General support	Tend to disagree	Disagree
Consultation 1	58%	10%	13%	16%
Consultation 2	55%			41%
Consultation 3	29%	29%		43%
Average	47.3%	19.5%	13%	33.3%

Agree & general support total of 66.8% as opposed to tend to disagree & disagree of 46.3%.

Further down Wilderness Road CPZ is being introduced, but not in the Farm Walk/Wilderness Road section. Why is this happening? The proposed restrictions would appear not to be taking into consideration the response of the residents.

It should also be noted that notices about this meeting were not issued in time for any petitions to be lodged and therefore the committee should consider further representations from residents.

Answer

In response to Mrs Zazzera's question the recommendation in Item 8 concerning Onslow Village does not propose extending the Controlled Parking Zone (CPZ) around the shops in The Square. A CPZ is an area where all kerbside space is restricted. The proposal to extend the CPZ stops just north of the Square. Our recommendation is for limited waiting parking immediately outside the shops to create a turnover of space, but this is not as part of a CPZ.

In Annexe 1 of Item 8 we have broken down the views expressed about the Wilderness Road area into three, (a) Wilderness Road, (b) Farm Walk, Wilderness Road, and (c) The Square, Wilderness Road. Combining all three of these sections shows the full view from the Wilderness Road area. The first survey asked whether residents wanted controls in their road if controls were introduced in neighbouring roads, and the combined result for all three sections of Wilderness Road show 59 per cent of those who responded strongly agreed or tended to agree and 35 per cent tended to disagree or disagreed. The second survey asked residents whether their road should be included in an extended CPZ and the combined response from Wilderness Road was 43 per cent in favour, 52 per cent against and 5 per cent did not know. In response to the final consultation which presented a design for an extension to the CPZ, 48 per cent of people responding stated support or general support for the proposals and 53 per cent stated an objection or objected generally to the proposal.

The break down shows residents in the area of Wilderness Road around The Square are opposed to a CPZ and the residents of Farm Walk area have expressed mixed views but the south section of Wilderness Road is generally supportive.

A CPZ needs to have clear boundaries and the recommendation in the report highlights an area that generally has high support. It is not proposed to include roads in the south of

Onslow Village in an extended CPZ because of a lack of support. While the southern part of Wilderness Road has a majority in support this area would not link with the rest of the zone.

We normally look for high levels of support before introducing a CPZ. A CPZ has a significant and permanent impact on residents and if there is marginal support, this can change when people move. The level of support can also be an indication of the scale of the problem.

Within the recommended extension of the CPZ, it is proposed to include some unrestricted parking places to absorb some of the all-day parking and assist in trying to minimise displacement. This, combined with the proposed waiting restrictions around junctions, bends and at other strategic points, beyond the revised CPZ area aims to resolve many of the existing parking issues within these areas and pre-empt against potential issues arising.

The report presents the findings of three separate consultations. This level of informal consultation within one review cycle is unprecedented and is a reflection of the mixed views within the Onslow Village area. The findings represent the views of everyone who has expressed an opinion and within all areas there are some who support a CPZ and some who do not.

6. Submitted by Sue Walker, resident of Crossways, Guildford

In relation to Item 8 of the agenda:

AS PART OF THE CROSSWAYS IS ALREADY IN THE CPZ AREA WHY CAN'T THE REST BE INCLUDED?

We share the same road name, pay the same council tax but don't have the same parking privileges!!

Answer (see Question 7)

7. Submitted by Godfrey Blight, resident of Crossways, Guildford

Our property is not in the CPZ but right on the border. As a result we or any visitors can very rarely park our cars outside of our house. The problem as we know is commuters parking and walking to the station and people who live in the zone moving second cars outside of it often for the entire weekend. We can park on our drive so are more fortunate than many of our neighbours but constantly struggle to turn into our drive way in one movement because of cars parked right up to the entrance on either side. Badly parked cars are normally therefore the day or longer. This is a great inconvenience which is ongoing daily and blocks visibility when reversing out which is dangerous. We have had cars dumped for weeks outside our house, our daughter hit a passing car edging out of our drive and, on one of the rare occasions we did park on the road my wife's car was hit because a driver could not see fully round the corner and skidded into her car when a vehicle came to the junction the other way!

Looking that the proposal to be discussed next week it seems lack of response is being used as a reason not to extend the zone which quite frankly is ridiculous. On the last consultation the responses from residences on the Crossways was I believe 100% and 73% (53%

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overall). So those that live with the problem clearly care. But on this further consultation agreed at the meeting we attended earlier in the process is stated at 23%.

So my first question is WHY WAS IT NOT MADE MORE PROMINENT ON THE LATEST CONSULTATION THAT PREVIOUS REPLIES/COMMUNICATIONS WERE BEING IGNORED THIS TIME AROUND?

We assumed as I believe did others that previous comments made were still valid, nothing has changed, it is wrong to now say there is no demand for the CPZ to include the Crossways as was proposed when this was last discussed by the committee.

IF THE SOLUTION IS NOW TO SIMPLY EXTEND THE YELLOW LINES AT THE JUNCTION OF THE CROSSWAYS WON'T THIS JUST INCREASE THE PROBLEM?

Less space without the defined parking areas will just mean more congestion, fewer spaces and more cars pushing up on to our driveway.

Answer (to Questions 6 and 7)

Mrs Walker and Mr Blight are concerned that the officer's recommendation for changes to parking restrictions in Onslow Village does not propose that The Crossways should be included in an extended Controlled Parking Zone (CPZ). The report, Item 8 on the agenda, highlights in Annexe 1 the findings of three rounds of consultation undertaken in Onslow Village since January 2012. Part of The Crossways is already in the Controlled Parking Zone (CPZ) and the other part is not. We initially wrote to all households that were not currently included in the CPZ and asked whether there should be additional parking controls. The first columns in Annexe highlight the answer to the question whether a resident wanted their road subject to controls if neighbouring roads were. In The Crossways 100 per cent of households responded and 86 per cent (71 per cent strongly) agreed. In the second round of consultation the same households were asked whether they wanted to be part of a CPZ. In The Crossways again 100 per cent of those who were contacted responded. 71 per cent responded positively and 29 per cent negatively.

The final round was to consult on actual proposals for an extension of the CPZ. In addition to writing to the households previously consulted, street notices were erected and exhibitions held to encourage as wide a range of views as possible and to give people the opportunity to discuss the proposals. There were six responses from The Crossways, three from within the area originally consulted and three from properties which were already in the Controlled Parking Zone. The three views from properties which are outside the CPZ were categorised as follows: one stated full support, one stated clear opposition and one was against the type of restriction proposed. There was a similar pattern from the properties whose residents expressed views from within the existing CPZ; one was fully supportive, one was clearly against and one generally supportive. Overall, 50 per cent of those who responded supported the proposals while 50 per cent did not.

There was also a split in resident's comments about whether there was a parking problem. Those who supported the proposal said they had problems parking and those who were against indicated there was not a problem parking on street. One of those against the proposal was concerned that the introduction of controls would reduce the space available for parking.

The latest round of consultation presented a fully designed proposal for a CPZ, whereas the previous consultations simply asked whether residents were in favour of the idea. It is not

unusual for support for residents' parking schemes to reduce when people see the detailed layout of a proposed scheme. It would not be valid to assume that people who had expressed support for the idea also supported the detailed proposals. We have included the results of the previous surveys in the report so they can be considered. We would not normally recommend introducing a permit scheme unless there was strong support from the residents affected by it and the latest round of consultation did not show that support.

We encouraged everyone to express a view either for or against the proposal. The purpose of the consultation is to encourage as many views as possible so we can present the clearest picture to the Committee. We acknowledged the responses we received and, once the committee has considered all the views put forward and made a decision on the next step, we will write to those who have made comments.

ITEM 8 TABLED PAPER REVISED OFFICER RECOMMENDATION

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (GUILDFORD)

DATE: WEDNESDAY 18 SEPTEMBER 2013

LEAD OFFICER: DAVID CURL, PARKING STRATEGY & IMPLEMENTATION TEAM MANAGER

SUBJECT: REVIEW OF PARKING CONTROLS – ONSLOW VILLAGE, OTHER AREAS OF THE TOWN CENTRE & CHILWORTH

DIVISION: GUILDFORD SOUTH WEST
GUILDFORD SOUTH EAST
SHERE**SUMMARY OF ISSUE:**

To provide proposals with a view to addressing parking issues in the part of Onslow Village that is not in the town centre Controlled Parking zone (CPZ). The Committee agreed to consult on a proposal to extend the CPZ and this report presents the comments received as a result of the exhibitions and makes recommendations as to the next steps.

A number of other parking issues have also arisen in areas around the town centre and in Chilworth. The Committee is asked to consider these issues and the respective recommendations.

RECOMMENDATIONS:

The Local Committee (Guildford) is asked to agree that:

- (i) in respect to Onslow Village to formally advertise designs for an extended CPZ to include **Bannisters Road, Ellis Avenue, Farm Walk, Litchfield Way, Orchard Road, The Crossways, Vicarage Gate, West Meads, Wilderness Road (entirety including The Square) and parking restrictions as appropriate in Manor Way, Abbots Close, High View Road, Powell Close and Windsor Close as agreed by the Parking Strategy and Implementation Team Manager in consultation with the Chairman, Vice Chairman and local divisional and ward members and should any representations be received that they be reported to a future meeting of the Committee for consideration, if no representations are received the TRO will be made.**
- (ii) proposals to resolve the issues listed in Annexe 6 within the town centre controlled parking zone are formally advertised and should any representations be received they be reported to a future meeting of the Committee for consideration, if no representations are received the TRO will be made.
- (iii) the proposals shown in Annexe 7 in respect to the area around Farnham Road hospital are formally advertised at an appropriate time during the redevelopment of the site, and should any representations be received they be reported to a future meeting of the Committee for consideration, if no

representations are received the TRO will be made.

- (iv) the proposals shown in Annexe 8 in respect to the area around the level crossing adjacent to Chilworth railway station are formally advertised and should any representations be received they be reported to a future meeting of the Committee for consideration, if no representations are received the TRO will be made.

REASONS FOR RECOMMENDATIONS:

To increase the availability of space and its prioritisation for permit-holders, and to assist with safety, access and traffic movements in the area and make local improvements.

ITEM 8, ANNEXE 1 (corrected version)

ONSLow VILLAGE - ORIGINAL , FURTHER & PUBLIC EXHIBITION CONSULTATIONS (COMBINED)

Road	No. of Properties	ORIGINAL CONSULTATION (JAN 12)						Statement 3 - My road should be subject to controls if neighbouring roads are?			Response Rate (No. / %)			PUBLIC EXHIBITIONS (JUN 13)				
		Statement 3 - My road should be subject to controls if neighbouring roads are?						Response Rate (No. / %)			PUBLIC EXHIBITIONS (JUN 13)							
		Strongly Agree	Tend to Agree	Neither Agree nor Disagree	Tend to Disagree	Strongly Disagree	left blank	Strongly Agree	Tend to Agree	Neither Agree nor Disagree	Tend to Disagree	Strongly Disagree	left blank	Stated Support	General Support	Neither / Nor	General Objection	Stated Objection
Abbots Close	30	19%	25%	6%	13%	38%	0%	40%	33%	67%	0%	4	13%	25%	0%	0%	25%	
Fernham Rd (off Abbots Cl)	13	38%	40%	0%	20%	0%	20%	7	54%	71%	29%	2	15%	0%	0%	50%	50%	
Barnisters Road - Overall	26	59%	12%	6%	6%	18%	0%	17	65%	59%	41%	14	54%	29%	0%	7%	64%	
Ellis Avenue	21	81%	6%	6%	0%	0%	0%	16	76%	81%	19%	4	19%	100%	0%	0%	0%	
Guildford-Godalming Bypass	5	0%	0%	0%	0%	0%	0%	0	0%	0%	0%	0	0%	0%	0%	0%	0%	
High View Road	106	53%	23%	13%	19%	38%	2%	41	39%	15%	80%	9	8%	0%	11%	22%	0%	
Litchfield Way (part - Overall)	26	19%	23%	6%	13%	31%	6%	13	50%	35%	50%	11	42%	18%	9%	18%	45%	
Manor Way - Overall	77	58%	24%	7%	27%	38%	0%	39	51%	28%	72%	15	19%	13%	7%	7%	33%	
Manor Way - Nos.1-23 (The Crossways - Abbots Close)	23	74%	41%	12%	18%	12%	0%	17	74%	24%	76%	7	30%	29%	0%	14%	57%	
Manor Way - Nos.24-82 (Abbots Close - A3)	54	52%	7%	7%	46%	32%	0%	22	41%	32%	68%	8	15%	0%	13%	0%	13%	
Orchard Road	21	67%	43%	7%	7%	36%	0%	13	62%	62%	19%	5	24%	20%	40%	20%	20%	
Powell Close	25	29%	14%	0%	0%	29%	29%	12	48%	25%	67%	3	12%	0%	0%	33%	67%	
The Crossways (part)	7	100%	14%	0%	0%	14%	0%	7	100%	71%	29%	6	86%	33%	17%	0%	33%	
Vicarage Gate	18	61%	18%	9%	18%	35%	0%	10	56%	10%	70%	6	33%	35%	0%	50%	17%	
West Meads (part)	3	75%	0%	0%	0%	0%	0%	3	75%	100%	0%	1	25%	0%	100%	0%	0%	
Wilderness Road	4	42%	58%	10%	3%	16%	0%	14	19%	29%	29%	14	19%	29%	29%	0%	43%	
Farm Walk, Wilderness Rd	12	67%	38%	13%	0%	38%	13%	7	58%	29%	71%	3	19%	35%	33%	0%	33%	
The Square, Wilderness Rd	16	44%	14%	0%	0%	57%	14%	6	38%	0%	83%	4	25%	0%	0%	25%	75%	
Windsor Close	20	30%	17%	17%	0%	67%	0%	5	25%	0%	100%	0	0%	0%	0%	0%	0%	
Non-specific	n/a	0%	0%	0%	0%	0%	0%	0	n/a	0%	0%	8	n/a	13%	0%	13%	75%	
Other	n/a	0%	0%	0%	0%	0%	0%	0	n/a	0%	0%	9	n/a	22%	11%	0%	33%	
Total	501	56%	13%	5%	13%	30%	3%	237	47%	39%	57%	118	23%	27%	17%	2%	18%	39%

Roads / Areas within proposed CPZ where a clear majority of respondents (60% and above) agree	Response Rate (No. / %)		Response Rate (No. / %)		Response Rate (No. / %)		Response Rate (No. / %)	
	Yes	No	Yes	No	Yes	No	Yes	No
Feedback in the roads / sections of road within the proposed extension to the CPZ (including Barnisters Road, Ellis Avenue, Litchfield Way, Orchard Road, The Crossways, The Square, Vicarage Gate, West Meads, Wilderness Road and Manor Way up to its junction with Abbots Close)	49%	11%	5%	10%	24%	2%	28%	13%
	60%	6%	5%	44%	34%	2%	40%	59%
Total	148	60%	128	51%	83	33%	28%	13%

Key
Roads / Areas within proposed CPZ where a clear majority of respondents (60% and above) agree

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Operation Horizon and Surface Treatment, Guildford – Year 1 (2013/2014)

The following tables illustrates Guildford's Year 1 programme for Horizon reconstruction works, and Surface Treatment.

Operation Horizon

The majority of the Operation Horizon programme is planned to be completed between September 2013 and March 2014, this to allow the major programme to continue seamless delivery for year 2, i.e. no need to relocate machine crews. To date:

- 41% of schemes completed equal to a length of 11.591km
- 59% schemes designed and programmed for construction equal to 20.5Km

Surface Treatment

- 69% Completed equal to 14.146km.
- 4% In Progress
- 19% Under Technical Review.
- 8% Deferred.

Completed

Division	Road Name	Limits	Treatment	Programme Dates	Comments/Changes
Ash Vale	Vale Road	Lysons Ave to Fir Acre Rd	Surface Treatment	Completed	
Ash Vale	Guildford Rd	Pirbright Rd to Ash Hill Rd	Surface Treatment	Completed	
Ash Vale	Wentworth Close	Wentworth Crescent to End	Surface Treatment	Completed	
Ash Vale	Wentworth Crescent	Vale Road to End	Reconstruction	Completed	
Ash Vale	Newfield Road	Wentworth Crescent to End	Reconstruction	Completed	
Ash Vale	Vale Rd service Road	Entire Length	Reconstruction	Completed	
Merrow	Field Close	Partridge Way to end	Surface Treatment	Completed	
Merrow	Goldfinch Gdns	Partridge Way to end	Surface Treatment	Completed	
Merrow	Gilliat Drive	Kingfisher Drv to End	Surface Treatment	Completed	
Merrow	Merrow Street	Epsom Road to Kingfisher Rd	Reconstruction	Completed	
Guildford West	Grantley Road	Weston Road to Beckingham	Reconstruction	Completed	

Operation Horizon and Surface Treatment, Guildford – Year 1 (2013/2014)

		Rd			
Guildford North	Cedar Way	Stoughton Road to Fir Tree	Surface Treatment	Completed	
Guildford North	Rowan Close	Maytree Close to end	Surface Treatment	Completed	
Guildford North	North Road	Stoughton Rd to End	Reconstruction	Completed	
Guildford North	Queens Drive	Stoughton Rd to End	Reconstruction	Completed	
Guildford North	Stoughton Road	Worplesdon Road to Grange Road	Reconstruction	Completed	
Guildford South West	Farnham Rd	Down Lane to High View Rd	Surface Treatment	Completed	
Guildford South West	Wodeland Av	Mareschal Rd to Farnham Rd	Reconstruction	Completed	
Guildford South West	The Mount	Wodeland Ave to Cul de sac	Reconstruction	Completed	
Guildford South West	Ridgemount	Entire length	Reconstruction	Completed	
Horsleys Division	Long Reach	Ockham Rd to East lane	Surface Treatment	Completed	
Horsleys Division	Gambles lane	Grove Heath Rd to Hungry Hill Lane	Surface Treatment	Completed	
Shalford Division	Horsham Road	Kings Road to Godstone House Sch.	Reconstruction	Completed	
Shalford Division	Old Portsmouth Rd	Broadford Rd to Astolat Way	Reconstruction	Completed	
Shere Division	Shere Road	Combe Lane to Queen Street	Surface Treatment	Completed	
Shere Division	Horsham Rd	Hoe lane to Hamerfield Drv	Surface Treatment	Completed	
Shere Division	Priors Close	Priorsfield Rd to the End	Surface Treatment	Completed	
Shere Division	Felday Glade	Horsham Rd to End	Surface Treatment	Completed	
Shere Division	Ewhurst Road	Peaslake Rd to Walking bottom	Surface Treatment	Completed	
Shere Division	Send Marsh Rd	Portsmouth Rd to Meadow Drive	Reconstruction	Completed	

Operation Horizon and Surface Treatment, Guildford – Year 1 (2013/2014)

Worplesdon Division	Lois Fields	Brox Drive to Fairlands Rd	Surface Treatment	Completed	
Worplesdon Division	St Albans Close	Entire Length	Surface Treatment	Completed	
Worplesdon Division	Queens Road	Entire Length	Reconstruction	Completed	

Works in Progress

Division	Road Name	Limits	Treatment	Programme Dates	Comments/Changes
Ash Vale	Lysons Avenue	Station Rd W to Frimley Rd	Reconstruction	Quarter 4	
Merrow	Down Road	Epsom Road to End	Reconstruction	25/11/2013	
Guildford North	Fir Tree Road	Cedar Way to Hazel Ave	Reconstruction	Quarter 4	Currently in design and technical assessment
Guildford South East	Abbotswood	London Road to End	Reconstruction	03/02/2014	
Guildford South East	Cline Road	Cooper Rd to the end	Reconstruction	24/03/2014	
Guildford South East	Chertsey Street	Stoke Road to North Street	Reconstruction	26/03/2014	
Guildford South East	High Street	Epsom Rd to Chertsey Street	Reconstruction	24/03/14	
Guildford South East	Epsom Road	High Street to Waterden Rd	Reconstruction	03/12/13	
Guildford South West	Agraria Road	Farnham Road to Madrid Road	Reconstruction	24/03/2014	
Guildford South West	Midleton & Woodbridge Rd	Dennis RB to Ladymead	Reconstruction	29/11/2014	
Horsleys Division	Wisley Lane	Elm Lane to Lock Lane	Reconstruction	Quarter 4	Currently in design and technical assessment
Horsleys Division	Elm lane	Entire length	Reconstruction	17/02/2014	
Horsleys Division	The Drift	Forest Rd to Ockham Rd	Reconstruction	Quarter 4	Currently in design and technical assessment
Horsleys	Critten lane	Crocknorth	Reconstruction	Quarter 4	Currently in design

Operation Horizon and Surface Treatment, Guildford – Year 1 (2013/2014)

Division		Road to Beech Ave			and technical assessment
Shalford Division	Binton Lane	Seal Lane to Bintan Farm	Reconstruction	13/02/2014	
Shalford Division	Broadford Road	Horsham Rd to	Reconstruction	Quarter 4	Currently in design and technical assessment
Shalford Division	Old Portsmouth Road	New Pond Road	Reconstruction	October	
Shalford Division	Puttenham Heath Rd	A3 n'bound slip R/A to The Street	Reconstruction	07/10/2013	
Shere Division	Queen Street	Shere Road to High View	Reconstruction	12/02/2014	
Worplesdon Division	Wildfield Close	Entire length	Surface Treatment	27/09/2013	
Worplesdon Division	Grange Road	Vapery lane	Reconstruction	November	
Worplesdon Division	Beech Lane	Entire Length	Reconstruction	05/02/2014	Recycling
Worplesdon Division	Woking Road	Clay lane to Hazel Avenue	Reconstruction	27/11/2013	

Under Review – Technical Assessment In Progress

Division	Road Name	Limits	Treatment	Programme Dates	Comments/Changes
Guildford West	Weston Road	Beckingham Rd to Deerbarnd Rd	Surface Treatment		In design and technical assessment
Guildford South East	Avonmore Rd	London Rd to End	Surface Treatment		In design and technical assessment
Worplesdon Division	School Lane	A324 to Vapery lane	Surface Treatment	Defer yr 2	Following Engineering Assessment road in good condition and suitable for Surface Treatment Yr 2.
Worplesdon Division	Guildford Rd/ Heath Mill Lane	R/a JW A322 Bagshot Road	Surface Treatment	Defer yr 2	Nature of Bends means redesign of treatment required.
Shere Division	Woodhill	Vicarage lane to Send Barns lane	Surface Treatment	Defer yr 2	Additional patching works or Alternative scheme required, currently in design and technical assessment

Operation Horizon and Surface Treatment, Guildford – Year 1 (2013/2014)

Deferred to Year 2

Division	Road Name	Limits	Treatment	Programme Dates	Comments/Changes
Shere Division	Down Lane	Change of surface to the street	Surface Treatment	Yr 2	Planned Drainage Works
Ash Vale	Ash Hill Rd	Wharf Rd to Guildford Rd	Surface Treatment	Defer	2010/11 SD scheme and planned utility works - to Assess for Yr 2

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (GUILDFORD)

DATE: 11 DECEMBER 2013

LEAD OFFICER(S): JOHN HILDER, AREA HIGHWAYS MANAGER

SUBJECT: PETITION REPOSE 18 SEPTEMBER 2013

DIVISION: GUILDFORD SOUTH WEST



<p><u>SUMMARY OF ISSUE:</u></p> <p>The Local Committee will receive petitions under Standing Order 65.</p> <p>At the meeting on 18 September 2013 a petition requesting the closure of Walnut Tree Close to through traffic was submitted to the committee which was deferred for investigation and research prior to receiving a response.</p>
<p><u>RECOMMENDATIONS:</u></p> <p>The Local Committee (Guildford) is asked to:</p> <ul style="list-style-type: none"> (i) Note and comment on the committee response to the petition at Annexe 1, and (ii) Set aside a total of £5,000 from the 2013/14 budget to meet the cost of undertaking consultation with businesses in Walnut Tree Close to establish their views on any proposed closure.
<p><u>REASONS FOR RECOMMENDATIONS:</u></p> <p>To enable the Local Committee (Guildford) and residents to engage on matters of local concern.</p> <p>Please refer to the response appended as Annexe 1.</p>

Contact Officer(s): John Hilder, AHM, 03456 009009

Annexes: Annex 1 – Petition response

Sources/background papers:

- None

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (GUILDFORD)

DATE: 11 DECEMBER 2013
LEAD OFFICER(S): JOHN HILDER, AREA HIGHWAYS MANAGER



SUBJECT: PETITION REPOSENSE 18 SEPTEMBER 2013

DIVISION: GUILDFORD SOUTH WEST

Principal petitioner/organisation	Rachel Lane, resident of Walnut Tree Close Attracting 342 signatures as submitted to SCC (162 of which came from SCC e-petition)
SCC Division / GBC Ward	Guildford South West/Friary & St Nicolas
Summary of concerns and requests	<p>We the undersigned petition Surrey County Council to shut Walnut Tree Close/Woodbridge Meadows to through traffic, reverting them to no through roads, for the following reasons:</p> <p>To stop traffic driving on the pavement, compromising safety. The road is too narrow for 2 way heavy volume traffic • To cut accidents and constant damage to parked cars • To eliminate the severe delays caused by long queues of through 'rat run' traffic, waiting to exit the road • To allow residents, visitors, employees and customers normal unimpeded access to homes and businesses • To ensure quick access for emergency services • To eliminate through traffic, which delays traffic exiting the train station • To create a safe, pleasant route for cycling and walking between the station, university and industrial parks • To reduce pollution and improve air quality • To cut erosion to properties from road water • To stop confusion over the road name • To improve access enabling potential residential and business development • To enhance the river as a place to visit and enjoy, not see a traffic jam</p>
Response	Walnut Tree Close and Woodbridge Meadows form a route linking the A25 Woodbridge Road to the town centre gyratory system at Guildford rail station. The carriageway is relatively narrow with parked sections effectively reducing the road to a single lane, forcing opposing traffic to give and sometimes mount the footways. The northern section of the road is home to various businesses with few if any residences, while the southern section on the approach to the station is predominantly residential.

	<p>Closing the road to through traffic, for instance by a point closure at an appropriate location, would provide the opportunity to introduce a dedicated cycle route and of course greatly reduce traffic volumes, improving the environment for residents, pedestrians and cyclists.</p> <p>Such a closure would also result in through traffic which is currently using Walnut Tree Close re-routing, most likely using the A322 Woodbridge Road and Onslow Street, where increased peak hour congestion would be expected. Although it is understood that some businesses in Walnut Tree Close have signed the petition, it is likely that vehicular access to many would be affected by a closure, with potential increases in journey times and fuel costs.</p> <p>The gyratory itself is currently the subject of a study by SCC, aimed at reducing congestion and improving pedestrian amenity. Earlier in the year a bid valued at £5m was submitted to the Local Transport Board (LTB) for improvements to the gyratory, which has now been prioritised by the LTB. The County Council is now modelling options for the gyratory, a preferred option will be identified in 2014 with a detailed business case submitted to the LTB during the second part of the year. If successful, funding for implementation will be available in 2015.</p> <p>In November, the request for closure was considered by the Transportation Task Group (TTG) that advises this committee (see Highways Budget agenda item), but was not prioritised for funding in 2014/15 as it is closely linked with work on the gyratory, and they felt it could not be progressed in isolation. The TTG was also aware of current planning applications for residential development in Walnut Tree Close.</p> <p>It is recommended that the closure of Walnut Tree Close is included in the gyratory modelling currently underway in order to gain an appreciation of the effects on the local road network. It is also suggested that market research is undertaken with companies in Walnut Tree Close to establish their views on closure, with say £5,000 allocated from the current 2013/14 budget to meet costs.</p>
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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (GUILDFORD)

DATE: 11 DECEMBER 2013

LEAD OFFICER: CAROLYN ANDERSON
COMMUNITY PARTNERSHIPS TEAM

SUBJECT: GUILDFORD PARTNERSHIPS ANNUAL REPORT

DIVISION: ALL

**SUMMARY OF ISSUE:**

The Local Committee (Guildford) takes an active interest and members participate in partnership work within the borough and in particular in our priority places. Members of the Local Committee are nominated to act as representatives on a number of key partnerships. This report provides an overview of the activities of those partnerships during the past year and a round-up of partnership work supported by the Community Partnerships Team.

RECOMMENDATIONS:**The Local Committee (Guildford) is asked to**

- (i) Note the Guildford Partnership Annual Report
- (ii) Comment on partnership activities
- (iii) continue to use the resources at its disposal to promote the development of stronger, more self-reliant communities in Guildford

REASONS

Partnership and collaborative working is a good way to ensure best outcomes and value with regards to resources and funding. The Local Committee, and the local members in particular, have invested in many projects in priority communities and the support of members is highly valued. The Local Committee is asked to give its support to the work of the partners to promote the importance of sustained, co-ordinated work in all services planning and resourcing both in the priority and wider communities.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Crime and Disorder Act 1998 established the formation of statutory Community Safety Partnership's (CSP's) in recognition that crime reduction cannot be the responsibility of just one agency and should be tackled by a variety of agencies working together in partnership. In law the CSP must include the Police, local authorities, the Fire Service and Probation Services, but may also include a range of additional organisations, all of whom work together to develop and implement strategies for tackling crime and disorder at a local level. In Guildford the CSP is called the Safer Guildford Partnership and Mrs Fiona White is the Guildford Local Committee representative. The Community Partnership Team provides the statutory representation for the County Council.
- 1.2 When someone dies as a result of domestic violence a multi-agency Domestic Homicide Review (DHR) is carried out under guidelines provided by the Home Office. The objective of the review is to identify where agencies and services may improve to better protect others. It is the duty of the CSP's to undertake DHR's.
- 1.3 Local Strategic Partnerships (LSPs) are non-statutory public, voluntary and community sector partnerships with a role in promoting economic, social and environmental wellbeing in the local area. The Guildford LSP was dissolved during 2013 in favour of a new partnership framework which includes a Public Sector Board (PSB). Mr Mark Brett-Warburton is the Guildford Local Committee representative on the PSB.
- 1.4 Health and social care systems were reformed during 2012. Central to the reform was the creation of Health and Well-being boards at upper tier local authority level. The intention was to bring together key commissioning authorities to take a strategic approach local service provision. When the LSP was dissolved the Healthy Guildford Group was also deleted in favour of a local Health and Well-being Board in order to better reflect changes at county and national level and seek more coordinated local service delivery. Mrs Pauline Searle is the Guildford Local Committee representative on the Guildford Health and Well-being Board.
- 1.5 Local 'priority' communities are those where the IMD data reveals a negative indication away from the average for the county. Priority communities with multiple indicators in the borough include neighbourhoods in Westborough, Stoke and Ash, although there are pockets of relative deprivation measurable against a variety of indicators throughout the borough. Indicators include child poverty, access to training, barriers to housing and health, life expectancy and disability.
- 1.6 Westborough was designated a Priority Place by the Surrey Strategic Partnership in 2009 based upon health and wellbeing, children and young people and economic development issues. Social data analysis came from the Joint Strategic Needs Assessment and the Indices of Multiple Deprivation (IMD 2007).
- 1.7 Over recent years the Guildford LSP agreed a strategy and action plan for Westborough and one for Stoke. These plans were presented to the local committee in December 2012. Both plans work towards developing a coherent set of actions that the community and partners can deliver together to improve health, the environment and opportunities for local people.
- 1.8 The Stoke and Westborough Action Group (SWAG) is an agency group with local councillor representation monitoring and delivering the Stoke and Westborough Action Plans.
- 1.9 The Ash Network is a local agency, voluntary, community and faith group linking up to share and progress partnership activities and local initiatives.

Mrs Marsha Moseley and ward Councillor Nigel Manning are active members of the Network.

2. ANALYSIS:

Safer Guildford Partnership (SGP)

- 2.1 The SGP has shared priorities with the county and neighbouring boroughs as laid out in the Single Strategic Assessment produced by Surrey County Council. The priorities of the single assessment for Guildford are
- Anti-social behaviour
 - Burglary
 - Domestic abuse
 - Mental health
 - Substance misuse
 - Working with the highest need individuals
- 2.2 The current Safer Guildford Partnership Plan 2011 – 2014 was presented to the committee last year and sets out the following three overarching priorities for the Borough:
- promoting confidence
 - reducing and preventing crime
 - reducing re-offending
- 2.3 To deliver the partnership priorities the SGP has a number of working groups. The latest performance reports are attached at **Annexe 1**.

(i) Joint Action Group (JAG - focused on places)

The areas of partnership attention during 2013 have been:

- Ash Hill Road area (Anti-social behaviour)
- UK Skunkworks and Haydon Place (Anti-social behaviour)
- Bellfields (Anti-social behaviour)
- York Road/Town Centre Car Parks (Rough sleepers)
- Persian New Year, Ockham (logistics management / environmental impact)
- Seasonal issues: Guildford parks and events (Anti-social behaviour, fire starting, road safety etc.)

(ii) Community Impact Action Group (CIAG - focused on individuals)

This is a multi-agency problem solving group that focuses on interventions to reduce the impact of individuals (both juveniles and adults) on the community. It would not be appropriate to comment on specific cases, but 2013 has seen additional support to this group from the new Family Support Team based at the borough council.

(iii) Town Centre Disorder Group (TCDG - focused on the night-time economy)

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The Partnership has been pleased to see alcohol violence come down again for another year. Venues of concern have become more engaged. There has been a combined approach including a late entry policy, taxi marshals, recruitment of a Night-time Economy Manager, working towards the Best Bar None (part of the Purple Flag) accreditation scheme, Guildford Pub Watch and a high profile campaign at Fresher's Week which have brought good results.

(iv) Casualty Reduction Group (CRG - focused on education and awareness of safer road use)

Casualty reduction is a priority for the SGP and the purpose of this group is to raise awareness of safer road use in the borough. During 2013 the CRG has monitored and supported Community Speed Watch initiatives, School Speed Watch events, Junior Citizens and Road Safety Week. During the coming year the group plans to develop closer links with Surrey County Council and assisting with the local roll-out of Drive Smart road safety initiatives.

(v) Domestic Homicide Reviews

During 2013 one review has been completed and received approval from the Home Office and another has been commenced. The SGP currently sets aside a budgetary contingent for such reviews, however with no confirmed future income to the CSP's it is currently unclear where the SGP may bid in the future to obtain funding for DHR's.

(vi) CCTV Review

The partnership is undertaking a review of the CCTV in the borough on behalf of the Customer and Communities Scrutiny Committee (GBC). The review will focus on value for money and best practice. The outcomes will be delivered to the March meeting of the scrutiny committee and Local Committee members will be informed.

Priorities for 2014/15

- 2.4 The Safer Guildford Partnership has agreed priorities that will include burglary (domestic and non-domestic) in rural areas. The focus on town centre disorder will continue.

Funding

- 2.5 The Community Safety Fund (CSF) which was administered to CSP's by Surrey County Council was transferred to the elected Police and Crime Commissioner from April 2013. The PCC made available £509,000 to receive bids from groups, including CSPs. From April 2014 the CSF allocation will be incorporated into the Police Main Grant. The current Safer Guildford budget is at **Annexe 2**. Income to the Safer Guildford Partnership includes contributions from Guildford Borough Council and Surrey County Council via Guildford Local Committee. Future income will be dependent upon the continuation of local authority contributions and successful bids to available funding streams including any made available by the Police and Crime Commissioner.

Guildford Surrey Board

- 2.6 During 2013 the Local Strategic Partnership Board for Guildford was dissolved in favour of a new partnership framework between Surrey County Council and Guildford Borough Council. A memorandum of Understanding was signed by both authorities. The University of Surrey, Royal Surrey County Hospital, Guildford College and Enterprise M3 have now also been

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incorporated within the new partnership. The areas of work to be undertaken by the new board are outlined at **Annexe 3** Councillor Mark Brett-Warburton as Chairman of the Guildford Local Committee sits on the board.

Guildford Health & Well-Being Board

- 2.7 The new board has agreed its membership. Terms of reference will be agreed at the board meeting in December. Draft terms of reference can be found at **Annexe 4** A local strategy for Guildford will be produced reflecting the county-wide strategy and national health and well-being guidelines. The new local strategy will be circulated to members in due course. Multi-agency task groups continue to promote physical activity and young people's health.

Stoke & Westborough Action Plans

- 2.8 Stoke and Westborough continue to be priority communities for the county council and local partners. Both areas have benefitted from the delivery of Travel Smart funding during the past year. Travel Smart funding is awarded to projects supporting sustainable transportation and skills training. This funding has enabled projects to continue and new schemes to start. Notably, this funding has been community driven and has demonstrated good levels of community engagement. The existing action plans have been assessed by the Stoke and Westborough Action Group and as a next step key local priorities and projects to deliver these priorities will be identified. In follow up, local residents will be consulted on these priorities and projects through a series of engagement activities possibly tied in with Travel Smart or other events.

Travel SMART & 109 Southway

- 2.9 During 2013 a new partnership was created to deliver a number of services and opportunities under one roof. Part of SCC's Travel Smart programme funding had been set aside to create a community hub. The community hub was to provide information and advice about sustainable travel and transport options. In partnership with Guildford Borough Council, Surrey Lifelong Learning Partnership and Guildford College a shop unit is being refurbished to re-open as a Travel Smart community hub, a retail home for the Guildford Bike Project and a centre for learning and skills training opportunities. It is planned that the shop/hub will open end of 2013/early 2014.

Ash Network

- 2.10 During 2013 partner agencies and local councillors took a review of the Community Profiles produced by Surrey-i to identify local priorities and target areas of working. The statistical evidence pointed to the following indicators where figures were higher than average for Surrey:

- Welfare reform (affecting those claiming benefits)
- Levels of adult training & skills
- Young people training & skills (employment opportunities)
- Health and life expectancy
- Child poverty
- Anti Social Behaviour

These indicators were adopted as priorities for the Ash Network. Throughout the year the Network has undertaken extended presentations from agencies working in the priority areas so as to better understand and respond to the local need. During the summer the partnership Network held a stall at the Ash

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Fun Day to circulate information and undertake signposting to local agency service providers.

3. OPTIONS:

3.1 The Guildford Local Committee member representation on local partnership groups is reviewed and nominations put forward at the first meeting of the municipal year.

4. CONSULTATIONS:

4.1 Local councillors, as community representatives, are fully engaged in all of the local partnerships described in this report.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 Prevention work through co-ordinated action in priority areas represents value for money to a range of public agencies.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 It is a requirement of Surrey County Council to take account of its public sector equality duty whenever it makes any decisions.

6.2 It is expected that all agency partners involved in the partnership projects and initiatives described in this report will comply with equalities legislation including the Equality Act 2010.

6.3 Local partnership work seeks to achieve equality of opportunity to those living in priority communities.

7. LOCALISM:

7.1 The local partnerships in the borough include local members, and representatives of the local voluntary and community and faith sector. The partnerships seek a collaborative approach to delivering services locally.

8. OTHER IMPLICATIONS:

8.1 Crime and Disorder implications

Community safety is a priority for residents and effective collaboration and local response contributes to the promotion of stronger, more resilient communities which can increase confidence in resisting crime and anti-social behaviour.

8.2 Sustainability implications

The local partnerships seek to encourage sustainable, self-reliant communities.

8.3 Safeguarding responsibilities for vulnerable children and adults implications

Members of the community safety partnership groups are all signed up to the Surrey County Council Information Sharing Protocol.

8.4 Public Health implications

The local partnerships seek to help to build healthy individuals and healthy communities.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 Guildford Local Committee provides funding for the Safer Guildford Partnership and it is important that the committee is kept abreast of the priorities and activities undertaken.
- 9.2 There are close links between all of the partnerships mentioned in this report and creating and maintaining healthy, resilient communities. It is important that the committee nominates representatives to the partnerships to maintain a joined up overview.
- 9.3 The Local Committee has a remit under the scheme of delegation to monitor and scrutinise issues of local concern. Also to identify priorities for collaborative working. There are various ways members can undertake these duties via the committee process, but an additional and important way is through participation in local partnerships.
- 9.4 Local Committee members have adopted a partnership approach through the committee Youth Task Group and have identified priority areas of need and advised the committee to target the Local Prevention Framework funding accordingly. The committee has agreed that Westborough, Stoke and Ash are target areas for the Framework contract.
- 9.5 It is the aim of this report to provide a helpful overview of local partnership working during the year that has involved local committee members and the Community Partnership Team. It is in no way intended to provide a complete list of partnership projects underway locally as they are too numerous and broad ranging to list. However, should members have an interest in finding out more about local partnerships mentioned either in or outside of this report they should ask the Community Partnership Team who will be pleased to direct them.

The Local Committee (Guildford) is asked to

- (i) Note the Guildford Partnership Annual Report
- (ii) Comment on partnership activities
- (iii) continue to use the resources at its disposal to promote the development of stronger, more self-reliant communities in Guildford

10. WHAT HAPPENS NEXT:

- 10.1 Members, statutory agencies, community, voluntary and faith partners and other key stakeholders will continue to collaborate formally and informally in local partnerships.

Contact Officer:

Carolyn Anderson, Community Partnership & Committee Officer.

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01483 517336

Consulted:

Mr Mark Brett-Warburton, Chairman of the Guildford Local Committee

Mrs Pauline Searle, Guildford Local Committee, Guildford H&WBB representative

Mrs Fiona White, Guildford Local Committee, Safer Guildford representative

Mr Stephen Benbough, Partnerships & Policy Officer, Guildford Borough Council

Mrs Marie Clarke, Community Safety Officer, Guildford Borough Council

Neighbourhood Inspector Lynette Shanks, Surrey Police

Annexes:

1. Performance figures from the Safer Guildford Partnership sub groups

2. Safer Guildford Partnership Budget

3. Terms of Reference for the Guildford Surrey Board

4. Draft Terms of Reference for the Guildford Health & Well-being Board

Sources/background papers:

- Westborough Action Plan
 - Stoke Action Plan
 - SCC Surrey Single Strategic Assessment
 - Safer Guildford Partnership Plan
-

SAFER GUILDFORD PARTNERSHIP EXECUTIVE

16 OCTOBER 2013

COMMUNITY SAFETY QUARTER TWO PROGRESS UPDATE 2013

SUMMARY

This report contains headline information on progress and successes in quarter one and two of 2013 to 2014. It also highlights any issues or barriers where appropriate.

1. Background

This report details current and emerging issues that are affecting the borough of Guildford within the framework and overarching priorities of the Safer Guildford Partnership Plan 2011 – 2014:

- Promoting Confidence
- Reducing and Preventing Crime
- Reducing Re-offending

2. Thematic Performance and Monitoring 2013/14

1. Crime
2. Casualty Reduction Group
3. CIAG
4. JAG (Place)
5. Town Centre Disorder
6. Supported Families
7. Reducing Re-offending

	On target
	Caution
	Risk

1. Key Crime Types	2011/12 actual	2012/13 actual	2013/14 target	2013/14	
				FYTD Jun13	FYTD Sep13
Violence against the person	1676	1401	1300	342	663
Alcohol related violence (All of Borough)	675	612	590	140	260
Vehicle related crime	798	696	650	154	284
Dwelling burglaries	402	444	400	105	177
Metal thefts	133	58	50	12	18
Domestic Violence	481	531	450	125	244

Total no offences (TNO)	9036	7814	7750	1990	3734
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3. Overview

The Key Crime type figures are in a healthy position across the board. Particularly of note is the significant reduction in **Metal thefts** and a combination of price of metal and changes in the law (further changes in legislation requiring dealers to be licensed was enacted this week, which should have further positive impact).

3.1 Vehicle related crime is also in a healthy position, last year's initiatives saw several significant arrests of western offenders, with crime prevention work also having a positive impact. The borough is still vulnerable to opportunist offenders taking advantage of insecurities; (vehicles left unlocked with electrical items such as sat navs left inside). Arrests following the execution of warrants in July revealed local handlers of stolen goods where a large quantity of stolen items were recovered.

3.2 Violence continues to present as a difficult crime type to reduce. Whilst there has been significant success in the town in reducing violence the wider borough is at risk. Work is currently being done to try and identify vulnerable/repeat areas to target. Much violence is domestic related across the borough (with and without alcohol being a factor). The town centre figures reduction is having an overall impact of keeping the borough's figures stable.

3.3 Dwelling burglary figures as a whole are currently down by 19% when compared to this time last year. There have been few identified series across the borough, with sporadic offences occurring in each area of the borough. Of particular note is that Park Barn and University figures have been dramatically reduced due to the proactive work and crime prevention work that was done last year in anticipation of the rise that normally occurs in that area (when the student population returns to campus). Similar work will be done this year. Further significant reductions have occurred in Ash Wharf (which has seen increased Police presence due to the Sec 30 Anti-social behaviour dispersal order being in place). Rises in burglary numbers have occurred in the areas of Stoughton, Merrow, Burpham, Slyfield and Bellfields. Operation Candlelight commences again from 14th October, which focuses on a number of proactive and reactive initiatives and crime prevention work being done in vulnerable areas. Burglary is predicted to rise over this quarter. Surrey Police will be working hard in the coming months to prevent/and detect more of these offences.

Burglary non-dwelling has increased this year (over 11%) – and the figures were high for this crime type last year. The east of the borough is most badly affected (as is the west Ash/Normandy/Pirbright area), and work is being done with crime prevention and proactive initiatives being undertaken. Traditionally this rises April to Sept with sheds being targeted for garden equipment etc. Sheds are poorly secured and often left unlocked. Property is not marked/photographed and security codes not recorded which makes it difficult to identify losers of stolen property when it is recovered (warrants in the borough have found significant amounts of bicycles and lawnmowers etc).

The total number of offences are currently down yet again this year to date.

4. Place Group (JAG)

4.1 Specific Places Group Reduction Priorities 2013/14:

- Antisocial Behaviour
- Burglary Dwelling

- Speeding and Antisocial Driving
- Violence Against the Person (including Alcohol Related Violence)

Performance Measurement	2011/12	2012/13	Target (2013/14)	13/14 FYTD Jun13	13/14 FYTD Sep13
Anti-social behaviour	7280	5992	5750	1440	3023
Graffiti and Criminal Damage	1544	1288	1250	318	586
Dealing with crime and anti-social behaviour issues that matter (The percentage of people who agree that the police and local council are dealing with the anti-social behaviour and crime that matter in their areas.)	57.2%	55.5%	57%	60%	TBC

4.2 The place group has been focussing on the continued ASB in the Ash Wharf area of the borough. In April a Section 30 Dispersal Order was authorised and implemented. Since that time there has been a significant reduction in ASB, and there has been tremendous positive feedback from the public in response to the actions taken by the partnership. There is however, work to do. Community cohesion activities are planned to help build relationships. There does remain a core group of youngsters who remain ‘hard to reach’ and difficult to engage with. They have as might be expected become subject of the criminal justice system, and restorative interventions continue. These few are now referred to CIAG – and efforts continue to improve behaviour through engagement with other agencies. This work is in infancy, whilst other interventions have been taking place – and the Sec 30 is very much still required in the area whilst this work continues. (It is due to expire on 10th November). On the whole the youngsters in ash that had previously been involved in ASB are making better behaviour choices – but there are lapses, which mean that the work that is being done must continue for now. Certainly half term and Halloween/Fireworks night is regularly a problem and is upon us this year! There is a slight displacement into Winchester Road (where some of the individuals noted above reside), and work is now being done to try and reduce the impact on residents affected by behaviour, as well as work with the families in the road whose children are involved in the ASB to reduce that impact.

4.3 UK Skunkworks is another issue that continues to cause concern. Trading standards have stalled in their prosecution and barristers continue to deliberate upon the evidence obtained and actions they intend to take. The local team continue to collate evidence to build their own ASB case and follow up reported incidents of concern (several people have collapsed and required medical intervention); in order to seek avenues to prosecute. Much of the ASB in the area is not linked closely enough to the premise itself. Residents in the area of Haydon Place and Sandfield Terrace continue to suffer (and report) incidents of concern via Police and local councillors. The community centre is a focus for ASB/ illegal and NPS (novel psychoactive substance) taking in this area – as well as other associated criminality. Local stakeholders have been having meetings to jointly improve things, but the area is run down. Although due for re-development - this has also stalled. Improved security of the development site; better CCTV coverage; and ongoing ASB case building would improve matters and this is the focus of the group going forward.

4.4 ASB in Lime Grove, Belfield has been removed from the agenda following a reduction in incidents.

5. Community Incident Action Group (CIAG)

5.1 This group has suffered through the lack of attendance of key stakeholders of late, but which has improved over the last 3 months. There have been some positive outcomes/interventions which saw the group work together to remove a vulnerable male being forced into criminality by an organised group; he was suffering violence and theft, and committing crime himself at their behest. He has been successfully relocated and is receiving help for his addictions and has avoided becoming involved in criminality (being caught at least!) to date.

5.2 CIAG cases for quarter one and two are broken down as follows:

	April	May	June	July	August	September
Female Juveniles	1	1				
Male Juveniles	2	2	2	2	2	2
Adult Females						3
Adult Males	1	1	1	1	1	
Total on agenda	4	4	3	3	3	5*

*Twelve additional cases discussed involved in the Ash Section 30.

5.3 As mentioned three new nominations have come to the group to work with (perhaps indicative of the restoration of faith that the group has the right decision makers around the table to make positive interventions). It is hoped that the group can assist the place group with those involved in criminality as disorder in Ash.

6. Guildford Town Centre Disorder Group

6.1 Specific Town Centre Disorder Priorities 2013/14:

- Delivering a safer town centre
- Reduce the adverse impact of the night-time economy on the people and infrastructure of Guildford Borough
- Support to the Local Licensing Committee in providing evidence in relation to matters of disorder, people coming to harm and other risks associate with the night-time economy.

Performance Measurement	Baseline 2012/13	Target 13/14	FYTD Jun13	FYTD Sep13
Alcohol related violence Guildford Town Centre	252	250	54	90
Incidents ASB Town Centre	1071	950	249	472
Premises Enforcement Action	5	5	2	TBC
Alcohol Related A & E Admissions*	100	90	24	TBC

6.2 The excellent work of this group continues. Improved communication and clear directions and expectations fed back to the stakeholders have led to a significant reduction in Town Centre violence and ASB. Alcohol related violence is much reduced, and the licensing trade have been persuaded to implement initiatives (such as the latest entry policy) across the town. Guildford Pub Watch has become more involved in the delivery of education messages and has attended Fresher's this year. 'Best Bar None' and 'Behave or be Banned' are other initiatives ongoing. The use of taxi marshals has improved the hotspot area at the bottom of town and the group identify key periods when extra resources (security staff/police/marshals etc.) are needed. Enforcement action (Police led reviews and objections) have seen reductions of ASB and violence at fast food outlets in the town.

6.3 The group is now working with the Business Improvement District and Guildford Borough Council Licensing and others to assist in bringing Purple Flag to Guildford.

6.4 Taxi space/ranks and the lack of improvements of same are inhibitive.

6.5 The cleanliness of the town needs improving (litter/vomit and urine) to lessen the impact of the high-time economy on the people and infrastructure of Guildford. There is work for the group to do here.

6.6 Extra Police and security staff has been available for Fresher's week, as it was last year, which did not see the expected rise in violence. Figures look promising this year too.

6.7 There has traditionally been a spike in July for the violence figures and during 'Guildfest' weekend, in particular the town has suffered badly. This year the alcohol related violence figures dropped for July. The lack of camping at this year's music event (as well as the event attracting a different demographic) has meant that the crowds were more transient and the town less affected. In short, this year's alcohol related violence figures are significantly improved.

7. Casualty Reduction

Targets	2008 actual	2009 actual	2010 actual	2011 actual	2012 actual	2013 target
1. NI 47: Reduce the number of people (including children) killed or seriously injured in road traffic accidents in Guildford borough (including pedestrians and those travelling in vehicles)	83	81	76	99	98	80
2. Reduce the number of people slightly injured in road traffic accidents in Guildford Borough	882	839	674	781	772	730
3. Percentage of people in Guildford who are confident that the Police in their neighbourhood would deal with speeding motorists and anti-social driving (measured by the Joint Neighbourhood Survey – Rolling Year Results)		67.6% (Jan to Mar)	67.5% (Jan to Mar)	72.1% (Jan to Mar)	70.3% (Jan to Mar)	71%

7.1 The Casualty Reduction Group has supported a successful summer of road safety education and awareness.

7.2 Junior Citizen's ran for two weeks at Guildford Fire Station (10-21 June) and was strongly supported by agency partners and local members. Over 1,200 pupils from local schools attended the sessions. For 2014, the Sea Cadets premises on Dapdune Wharf will be the venue and it is anticipated the partnership will be able to host more schools and engage a greater number of children.

7.3 Safe cycling remains a priority for the CRG. In July, Surrey Police continued to deliver a series of Cycle Education Days offering safer cycling advice direct to cyclists using North Street and the High Street. Using Drive Smart resources the Police led a successful high profile public information stand highlighting safe cycling when the Tour of Britain reached Guildford on 21 September.

7.4 Planning is well underway for Road Safety Week (18-22 November). The theme for 2013 will be 'tune in' to road safety and avoid distractions whilst using the road. The local schedule will include a full programme of engagement with local schools and young peoples groups. In addition, this year the CRG is contacting our local parish councils, residents associations, Community Speed Watch and Neighbourhood Watch groups to encourage participation and offer support to local awareness raising initiatives.

7.5 The development of new Community Speed Watch groups will be cross-referenced to the CRG's Problem Profile of priority roads. The roads are prioritised most often due to frequency of recorded speeding.

7.6 The CRG will take an active role in reviewing and feeding back on Guildford Local Committee's Speed Plan.

7.7 The KSI and slight injury figures for Guildford remained high for 2012. The county-wide Road Safety Group has invited the Chair of the Guildford CRG to attend future road safety meetings in order to better understand the figures and to determine if we might influence the numbers as a local group, focus partner efforts at a local level and provide a link to county-wide initiatives.

8. The Family Support Programme

8.1 The Family Support Team has been in place since the April 2013. Referrals are regularly being received from various agencies including Children's Services, Schools, Education Welfare, Probation Service, JCP and Housing.

All referrals go to a multi agency panel made up of lead professionals from partner agencies. This panel decides if teach family meet the referral criteria and a lead agency is identified. Each of the four co-ordinators in post is currently managing up to five family cases at any one time. They have just handed over their first cohort of families to the 'Team around the Family' after 12 weeks of intensive whole family support.

9. The Junior Citizen Scheme 2013/14

9.1 The scheme was extremely successful this year. Over twelve hundred year six students (aged 11) attended the scheme at Guildford Fire Station. Workshops were provided by Guildford Borough Council, Surrey Police, RNLI, Surrey Fire & Rescue and St John Ambulance.

9.2 Over the last two-year's The Safer Guildford Partnership has used the scheme as its priority engagement opportunity with this age group. Workshop themes and content were tailored to meet current need and to ensure we deliver our strategic aims. This year's workshops were:

- Risky Decision Making
- Home Fire Safety
- Dogs
- Road Safety
- Water Safety
- Internet Safety/Cyber Bullying
- How to make a 999 Call
- First Aid
- Play and Countryside Safety

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**SAFER GUILDFORD PARTNERSHIP
BUDGET 2013-14**

Partnership Contributions	2013-14
Balance Carried Forward	£39,527
ASB Fund Receipt in advance	£4,927
Guildford Borough Council	£15,000
Surrey County Council	£3,226
Schools Contribution to JC (7)	£2,013
Total Income	£64,693

Partnership Priorities	2013-14
1 Places Group (JAG)	£7,500
2 Places Group ASB Fund	£4,927
3 Places Group (JAG) CCTV	£4,110
4 CIAG initiatives and interventions	£5,000
5 Casualty Reduction Group	£5,000
6 Town Centre Disorder Group	£7,500
7 Junior Citizen Scheme	£1,800
8 Promotional Campaigns	£1,000
9 Domestic Abuse Homicide Review	£5,000
10 Domestic Abuse Awareness	£4,000
11 Crime Summit	£1,500
12 SCC Youth Engagement Scheme	£1,500
13 Meetings/Contract Catering	£600
14 Printing Services	£500
15 Contingency Fund	£3,000
Total Planned Expenditure	£52,937
Balance Unallocated	£11,756

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ANNEX 1**Guildford Borough Council Surrey County Council****Memorandum of Understanding**

This memorandum of understanding sets out the basis upon which Guildford Borough Council and Surrey County Council (SCC) will work together to improve Guildford and the quality of life of its residents.

Guildford Surrey Board

Guildford Borough Council and Surrey County Council will establish a joint board (the Guildford-Surrey Board) to oversee progress on agreed initiatives and, where necessary, submit new proposals for approval to each council.

The board will comprise six members, three from Guildford Borough Council and three from Surrey County Council, with a quorum requirement of three of which at least one must come from each council.

The board will focus on, but not be limited to, overseeing the delivery of the following shared priorities:

- (1) Infrastructure improvements, including roads (trunk roads and town centre), rail and future transport innovations.
- (2) Economic development, including sustainable business and jobs growth and access to learning and skills.
- (3) Promoting sustainable development, including housing.
- (4) Delivering public health and wellbeing improvements.
- (5) Supporting families and our less advantaged communities, including in the light of welfare and benefit reforms.
- (6) Maximising the use of our assets and estates to drive income and community benefit.
- (7) Maximising the value extracted from waste.

Guildford Borough Council will provide secretariat support for the Board.

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GUILDFORD HEALTH AND WELLBEING BOARD

25 SEPTEMBER 2013

PROPOSED TERMS OF REFERENCE

The Board is requested to approve the following terms of reference proposed by the Healthy Guildford Group.

- (1) To work with the Surrey Health and Wellbeing Board to deliver its functions.
- (2) To develop and interpret local health profiles and turn health data into meaningful insights that can be put into action.
- (3) To oversee local health needs assessments with particular marginalised or vulnerable populations or in geographical areas.
- (4) To develop, oversee and monitor the implementation of a Guildford Health and Wellbeing Strategy based upon local needs.
- (5) To implement evidence based public health interventions that are needs based and to monitor and communicate outcomes.
- (6) To ensure public health interventions are tailored to meet the specific needs of the local population.
- (7) To promote access to public health services, encourage uptake and lead communications relating to public health issues and threats.
- (8) To identify where health inequalities exist and drive reductions in these.
- (9) To consider how services commissioned or delivered locally could be enhanced to improve residents' health.
- (10) To encourage local partners providing health, social care and related services to work closely together.

Originator:

Steve Benbough, Guildford Borough Council
Direct Line: 01483 444052
E-Mail: stephen.benbough@guildford.gov.uk

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (GUILDFORD)

DATE: WEDNESDAY 11 DECEMBER 2013

LEAD OFFICER: DAVID CURL, PARKING STRATEGY & IMPLEMENTATION TEAM MANAGER

SUBJECT: GUILDFORD ON-STREET PARKING REVIEW – SCOPING REPORT FOR NON-CPZ REVIEW

DIVISION: ALL OUTSIDE THE GUILDFORD TOWN CENTRE CONTROLLED PARKING ZONE

**SUMMARY OF ISSUE:**

The report presents the parking issues that have been raised about locations outside the Guildford town controlled parking zone (the non-CPZ area). This report recommends the scope of the review and recommends the next steps.

It also details the formal representations received resulting from the recent advertisement of proposals near the railway level crossing in Sample Oak Lane and Dorking Road, Chilworth are reported and the next steps recommended.

RECOMMENDATIONS:**The Local Committee (Guildford) is asked to agree:**

- (i) Informal public consultation of parking controls in and around the following areas will be undertaken and the outcomes considered by the Parking Strategy and Implementation Manager in consultation with the Chairman and Vice-Chairman of the Local Committee and local ward and divisional councillors with any proposals arising presented back to the Local Committee for authority to formally advertise,
- a. Burpham and Merrow shopping parades
 - b. Avondale Estate, Ash Vale
 - c. Effingham Junction
 - d. Fairlands Estate
 - e. Shalford
- (ii) That, subject to the approval of the proposed Woodbridge Hill improvement scheme, any resulting parking restrictions will be included in the scope of this review.

(ii) That in respect of the Ad Hoc requests referred to in paragraph 2.24 and 2.26 a preliminary desktop assessment is undertaken, and the findings reported to a future meeting of the Local Committee **or** delegated for consideration to the Transportation Task Group,

(iv) To receive a report at a future meeting of the Committee seeking authority to formally advertise the changes necessary to accommodate formalised Disabled Bays and Vehicle Crossovers (CPZ or non CPZ),

(v) That the proposals for the traffic regulation order for Chilworth is made with changes to parking restrictions as set out in **Annexe 1** and that the controls implemented are funded from the Guildford on-street parking account.

REASONS FOR RECOMMENDATIONS:

To assist with safety, access, traffic movements, increase the availability of space and its prioritisation for various user-groups in various localities, and to and make local improvements.

1. INTRODUCTION AND BACKGROUND:

- 1.1 In December 2004, the Committee agreed a cycle of reviews alternating between the Guildford town centre controlled parking zone (CPZ) and the areas elsewhere within the borough (non-CPZ). It was envisaged that each cycle would take 18 months.
- 1.2 The last review concerning non-CPZ issues was completed in August 2012. The most recent review, dealing with issues within the CPZ, is nearing completion, and changes are either in the process of being advertised or implemented.
- 1.3 During the last review outside the CPZ, the major assessment of various issues were undertaken in Ashenden, Park Barn, Slyfield, Stoughton and Westborough areas.
- 1.4 Additionally, an assessment criteria was agreed for the consideration of issues concerning one or two roads, or specific locations within particular roads, and a preliminary assessment was undertaken of over 100 locations. Around 30 locations were progressed to a full assessment, and of these, controls were subsequently implemented in around 20 locations.
- 1.5 Although the intention is for the reviews to take around 18 months to complete, the last reviews of the CPZ and outside CPZ areas have each taken around two and a half years to complete. Therefore, one whole review cycle, has taken almost 5 years to complete, as opposed to the 3 years envisaged. Understandably everyone is concerned about how long the process takes.
- 1.6 The reason for the long reviews is a tendency to include as many items as possible in a review, so they do not have to wait for the next review. In addition, we currently report the results to each cycle of informal consultation to the Committee and get agreement before moving to the next step. When the process was first introduced the Committee met every six weeks but it now meets every three months.
- 1.7 The process has recently been considered by the Transportation Task Group. The Task Group agreed that to have faster reviews the scope of each review should be more restricted. This would mean that those areas the Committee considered a higher priority could be implemented faster, but would also mean that those items not included a particular review would have to wait longer.
- 1.8 The Task Group also agreed that the process could be streamlined if more decisions were delegated to officers consulting the local members and the Chairman. The two key decisions are what is included in a review and what proposals are put forward as a solution to a particular issue. It was recommended that these decisions are made by the Committee and work on the design, consideration of initial consultations, and the consideration of objections once a proposal has been agreed by the Committee, is delegated to officers in consultation with local members and the Chairman.
- 1.9 The scope of the review and the recommendations in this report are made to reflect these changes.

- 1.10 The Committee agreed in September to formally advertise proposals in Sample Oak Lane and Dorking Road, Chilworth, in the vicinity of the railway level crossing. The concerns about parking in the vicinity of the level crossing were such that it was felt appropriate to consider the issue at the earliest opportunity. Indeed, it had already prompted Surrey County Council Highways, with the support of Surrey Police, to introduce temporary physical barriers, as a stop-gap, to prevent parking. The proposals shown in Annexe 1 were formally advertised between 1 and 22 November 2013. The representations received as a result of the formal advertisement appear in Annexe 2.

2. ANALYSIS:

- 2.1 A list of areas where concerns about parking restrictions have been raised appears below with the concerns highlighted:

Geographic areas

- Burpham and Merrow shopping parades – concerns raised about turnover, the use of space and inconsiderate parking,
- Avondale estate and surrounding roads, Ash Vale – concerns raised about parking by rail commuters, the employees and visitors to the industrial estate and inconsiderate parking,
- Old Lane, Effingham Common Road and surrounding roads in Effingham Junction - concerns raised about parking by rail commuters, inconsiderate parking and pressure created by residents parking,
- Fairlands Estate – concerns raised about the turnover of space around the shopping parade, parking associated with the school run, and inconsiderate parking,
- Shalford – concerns about the turnover of space around the shopping parade, inconsiderate parking and pressure on parking created by residents,
- Woodbridge Hill, Stoughton– changes to the existing parking restrictions and the creation of new parking restrictions maybe needed to support an environmental improvement scheme which is currently being designed,
- Ashenden, Park Barn, Slyfield, Stoughton and Westborough areas – concerns raised about non-resident parking,
- School expansion programme and potential issues associated with school run.

Others

In addition, there are a number of isolated requests for new restrictions:

- Ad Hoc requests for controls in other locations. We have a list of in excess of 100 issues, which we will assess under the agreed scoring system and report separately to the Committee, unless the Committee would prefer these were delegated to the Transportation Task Group,
- Formalisation of disabled spaces for specific residents and at particular locations and accommodation of new and extended vehicle crossovers adjacent to formalised parking bays.

- 2.2 It is hard to estimate in advance how long an item will take to review, as it depends on the nature of the solution and the public reaction to it. The level of work is not known until the work has begun. However, all of the items shown above could be included in a review, although the number of Ad Hoc items included would be less than in the previous review of the non-CPZ areas.
- 2.3 During the previous review of the non-CPZ areas 30 locations were considered and 20 resulted in restrictions being implemented. These were selected by a scoring system agreed by the Committee and included areas which had an accident history. There remains a list of over 100 locations where restrictions have been requested but the last review addressed the ones with greatest need and we will therefore restrict the number of issues considered in this review by selecting fewer from this list to progress.

Burpham and Merrow shopping parades

- 2.4 In 2011 the County Council considered concerns about a lack of churn at a number of shopping areas in the County and proposed introducing pay and display. The Local Committee did not support the proposals for pay and display at the locations listed but agreed to review the need for restrictions itself. The majority of the locations were covered during the controlled parking zone review, but as Kingspost and Merrow Parades fell outside the town centre controlled parking zone, it suggested that these be reviewed during the next review of outer areas.
- 2.5 In both locations, concerns have also been raised about inconsiderate parking in nearby roads, namely Burpham Lane and Merrow Street. Although these locations were considered as part of the last non-CPZ review, they did not score highly enough to be progressed. However, if controls were to be introduced within Kingpost and Merrow Parades, and the surrounding areas remained uncontrolled, the issues in Burpham Lane, Merrow Street and other nearby roads could be exacerbated.
- 2.6 We recommended informal consultation is conducted about the possibility of new and amended parking controls in and around Burpham and Merrow shopping parades, and that the feedback is considered by the Chairman and Vice-Chairman of the Committee and the Parking Strategy and Implementation Manager, in consultation with the local ward and divisional councillors, and any solutions developed are report to the Committee to seek authority to formally advertise them.

Avondale Estate and surrounding roads

- 2.7 There are long-standing issues associated with parking around Ash Vale and North Camp railway stations. During the 2006/8 non-CPZ parking review, this area, along with Ripley, formed one of the two Geographic areas considered as part of that review. For a number of years, the controls that were subsequently introduced have proven effective, and relatively little correspondence has been received.
- 2.8 However, during the course of the last CPZ review, an amount of correspondence has been received, particularly about Station Roads East and West. The impact that parking on the north side of the road has on

visibility and the ability for two vehicles to pass along the road has been highlighted. Additionally, the parking situation in Station Road West, much of which is unadopted and owned by Guildford Borough Council, has been raised. Indeed, badly worn double yellow lines, which are not supported by traffic regulation order, and are therefore unenforceable, are already present within certain sections of the private part of the road.

2.9 Concerns have also been raised about parking in Lysons Avenue and Frimley Road. However, it may be worth noting that in the case of the former, the development and opening of a Tesco Metro store appears to have had little impact on the on-street parking situation. Instead, the parking appears to be associated with the nearby industrial units.

2.10 We therefore recommend informal consultation is conducted about the possibility of new and amended parking controls in and around the Avondale Estate, Ash Vale, and that the feedback is considered by the Chairman and Vice-Chairman of the Committee and the Parking Strategy and Implementation Manager, in consultation with the local ward and divisional councillors, and any solutions developed are report to the Committee to seek authority to formally advertise them.

Effingham Junction

2.11 During the course of the last CPZ review, those living in Effingham Junction raised concerns about various issues. Overspill parking from a recent residential development, and the issues it causes in Old Lane and the nearby service road has been raised. It is also suggested that inconsiderate parking by rail commuters has becoming more prevalent, both within Old Lane, the nearby service road and beyond the existing controls in Effingham Common Road, south of the railway station, since the increase in parking charges at the railway station car park.

2.12 We therefore recommend informal consultation is conducted about the possibility of new and amended parking controls in Effingham Junction, and that the feedback is considered by the Chairman and Vice-Chairman of the Committee and the Parking Strategy and Implementation Manager, in consultation with the local ward and divisional councillors, and any solutions developed are report to the Committee to seek authority to formally advertise them.

Fairlands Estate

2.13 During the course of the last non-CPZ review, the Parish Council raised various concerns about the parking situation in the Fairlands Estate. They were primarily concerned about the lack of turnover of space, the accessibility issues caused to those with mobility issues, and inconsiderate parking in and around the shopping parade. Subsequently, those living elsewhere within the estate have raised concerns about parking around the school and associated with the school run. Of course, if we were to address these issues, and other junctions and bends within the estate left uncontrolled, issues could develop elsewhere.

2.14 We therefore recommend informal consultation is conducted about the possibility of new parking controls in the Fairlands Estate, and that the

feedback is considered by the Chairman and Vice-Chairman of the Committee and the Parking Strategy and Implementation Manager, in consultation with the local ward and divisional councillors, and any solutions developed are report to the Committee to seek authority to formally advertise them.

Shalford

- 2.15 As part of the last non-CPZ review, double yellow line junction protection measures were implemented around various of the junctions within Kings Road. However, concerns have subsequently been raised about the ability for vehicles to pass in Chinthurst Lane, in the straight section of the road, adjacent to the common. During the course of the last CPZ review, those living in the cul-de-sacs off Station Road have raised concerns about parking primarily by residents, close to their junctions. The Borough Council's refuse and recycling teams have confirmed that their crews have difficulties servicing the properties in these roads. The County Council have also recently introduced a pedestrian crossing facility in Kings Road. In doing so, they have removed a number of parking spaces immediately outside the shops. The Parish Council has requested that limited waiting parking controls be introduced in the vicinity to compensate.
- 2.16 We recommend informal consultation about the possibility of new and amended parking controls is conducted in Shalford, and that the feedback is considered by the Chairman and Vice-Chairman of the Committee and the Parking Strategy and Implementation Manager, in consultation with the local ward and divisional councillors, and the way forward determined, and that if and when any proposals are subsequently developed, a report is presented to the Committee seeking authority to formally advertise them.

Woodbridge Hill

- 2.17 During the course of the last CPZ review, a project began to consider an environmental improvement scheme in Woodbridge Hill. There is an intention to present a report to the March 2014 meeting of this Committee. As a part of these plans it is likely to be necessary to change the parking arrangements and the traffic order that supports them. It is recommended that any changes are considered as part of this review.

Westborough

- 2.18 There has been relatively little correspondence received following the implementation of the parking controls in Park Barn, Slyfield, Stoughton and Westborough in August 2011. The same is true regarding the changes introduced in various other locations in August 2012. Nevertheless, some issues have arisen in a number of the localities, most notably in and around the Southway area.
- 2.19 Concerns have been raised about inconsiderate parking in Beech Grove, Greville Close and within the service road that runs parallel to the main carriageway in Southway. It is suggested that these issues are primarily caused by non-residents, and as a result, there have been some calls for residents' parking to be considered.

ITEM 9

- 2.20 There is a Westborough Parking Task Group. Recently, the Borough Council's Executive met to agree an action plan for the Task Group, which includes asking the residents' association within Ashenden, Park Barn and Westborough areas, to gauge opinion amongst their members. They have been asked whether they would like further changes to the controls in their areas and whether residents would support a residents parking scheme. There are pockets where parking does cause particular problems but a residents scheme in these areas would push this parking into other areas. The problem likely to be moved unless a permit scheme covering a substantial area was introduced. The feedback we have received suggests that there is not support from residents for a widespread permit scheme in the area.
- 2.21 Guildford Borough Council's Executive agreed to appoint a consultant to look at the problems in the area and to recommend interventions that would improve the situation. It is recommended that parking controls in the area are reassessed in a review when the outcome of the consultant's report is known.
- 2.22 We recommend minor issues are considered on an individual basis and the issues will be picked up when the Ad Hoc changes are considered.

School Expansion Programme

- 2.23 To meet rising demand for primary, junior and infants school places, the County Council has recently embarked upon a programme of expanding existing schools. It is best to consider the need for controls around schools on a individual basis and this issue will be picked up when the Ad Hoc changes are considered.

Other requests for controls

- 2.24 Since 2004, we have received requests for new controls and changes to existing ones in over 100 locations. As part of the last non-CPZ review, we developed an assessment criterion to consider individual requests for controls. This was agreed by the Committee at its meeting in September 2009. Ultimately, controls were introduced in around 20 locations. This followed a preliminary, desktop assessment, a full investigation and the development of proposals, prior to their formal advertisement, consideration of the representations, implementation and making of the order.
- 2.25 Since the last non-CPZ review, numerous additional requests have been received, to add to the locations that were not progressed as part of that review. Again, well in excess of 100 locations are involved.
- 2.26 We recommend that a preliminary desktop assessment is undertaken, and that its findings are reported to the Committee to determine the way forward.

Disabled Bays and Vehicle Crossovers

- 2.27 The County Council considers applications from blue badge holding motorists for disabled spaces in residential areas close to their homes.

www.surreycc.gov.uk/guildford.

Similarly, the County Council considers applications for vehicle crossovers. Where there is a need for a disabled parking bay to be formalised, or other changes made to the existing formalised parking controls to accommodate a disabled bay or vehicle crossover, Parking Services becomes involved. We progress the necessary changes at the earliest opportunity, within the most convenient parking review. This is done regardless of the geographic location involved (CPZ or non-CPZ).

Representations received about Chilworth proposals

- 2.28 Three representations have been received. Surrey Police, one of the statutory consultees notified, fully support the proposals. A second representation, received from a resident living on the north side of Dorking Road, close to the junction with Sample Oak Lane, suggests that the proposals are not extensive enough, that they will not address the existing issues present on the north side of Dorking Road. The third objects specifically to the proposals on the eastern side of Sample Oak Lane, immediately outside the railway station, on the basis of the loss of facility. Although also suggesting that there is no major issue to resolve, nevertheless, they support the proposals elsewhere.
- 2.29 The proposals for Chilworth were developed on the basis of unsolicited correspondence received about an issue that Surrey County Council – Highways, have taken the unusual step on introducing physical measures, as a stop-gap, to prevent parking. Previously, we had received no correspondence about issues on the north side of Dorking Road, opposite the junction.
- 2.30 The proposed measures are, in many respects, the minimum that we would recommend introducing. The double yellow line controls proposed should assist in resolving the issues in the immediate vicinity of the level crossing, and will improve visibility at the junction for those wishing to turn onto Dorking Road. By proposing controls only on the bellmouth (south) side of Dorking Road, rather than on the opposite side, this will also help to minimise the possibility of parking displacing elsewhere within the road. By introducing controls on the eastern side of Sample Oak Lane, immediately outside the railway station, this will prevent this area being used for long-stay parking. The area will, however, still be available for those loading and unloading, boarding and alighting and undertaking work on the adjacent public highway and railway installations.
- 2.31 It may be possible to consider more extensive controls in the vicinity of those proposed, as part of the assessment of Other Locations, to be considered as part of this review.
- 2.32 Therefore, we recommend that the traffic regulation order is made to introduce the changes to parking restrictions set out in Annexe 1, so that the controls can be implemented, and the implementation be funded from the Guildford on-street parking account.

3. OPTIONS:

- 3.1 Consideration of changes necessary to accommodate disabled bays and vehicle crossovers are a constant, and their number can vary from one review to the next. In due course, we will seek authority from the Committee to formally advertise the necessary changes. This will be done as late as possible within the review process, to accommodate as many requests received during the course of the review. Therefore, we recommend that a report to acquire authority to formally advertise the changes is presented to a future meeting of the Committee.
- 3.2 During previous non-CPZ reviews greater emphasis has been placed on the Geographic areas of the review, considering a number of long-standing issues in specific locations. This has meant that we have only been able to address a relatively small number of the 100-or-so Ad Hoc locations where concerns have also been raised.
- 3.3 There is a tendency for the amount of consultation involved in the Geographic area to be more involved than the consideration of issues in Ad Hoc locations. This is particularly true when consideration is given to the prioritisation of parking for particular-user groups (e.g. short-stay), and even more so, when considering the possible introduction of a permit scheme. This can result in one or more informal stages of consultation, prior to the formal process. This, combined with the number of issues being dealt with, can prolong the duration of the reviews significantly.
- 3.4 Therefore, in order for the review to progress in a timely fashion, it is necessary to limit the number of Geographic areas being reviewed. A result, it is recommended that the six Geographic areas listed are progressed. Even so, the consideration of this number of Geographic areas is likely to limit the number of issues in Ad hoc locations that can be progressed. The changes associated with Disabled Bay and Vehicle Crossovers will also be progressed. It is also recommended that within the areas covered by the Geographic areas that emphasis is placed on the safety, access, and the turnover of space (in the case of the shopping parades), rather than the consideration of permit schemes.
- 3.5 Nevertheless, it will still be possible to consider those issues which are not progressed as part of the Geographic areas as Ad hoc issues, so that they are assessed on their own merits and prioritised accordingly, alongside the other issues which have been raised.
- 3.6 Therefore, the list recommended for progression appears below:

Geographic areas

- Burpham and Merrow shopping parades – concerns raised about turnover, the use of space and inconsiderate parking,
- Avondale estate and surrounding roads, Ash Vale – concerns raised about parking by rail commuters, the employees and visitors to the industrial estate and inconsiderate parking,
- Old Lane, Effingham Common Road and surrounding roads in Effingham Junction - concerns raised about parking by rail commuters, inconsiderate parking and pressure created by residents parking,

- Fairlands Estate – concerns raised about the turnover of space around the shopping parade, parking associated with the school run, and inconsiderate parking,
- Shalford – concerns about the turnover of space around the shopping parade, inconsiderate parking and pressure on parking created by residents,
- Woodbridge Hill, Stoughton– changes to the existing parking restrictions and the creation of new parking restrictions maybe needed to support an environmental improvement scheme,

Others

- Ad Hoc requests for controls in other locations. We have a list of in excess of 100 issues, which we will assess under the agreed scoring system and report separately to the Committee, unless the Committee would prefer these were delegated to the Transportation Task Group,
- Formalisation of disabled spaces for specific residents and at particular locations and accommodation of new and extended vehicle crossovers adjacent to formalised parking bays.

3.7 In respect to the proposals in Chilworth, the Committee must consider the representations received. It needs to decide whether to implement the proposals as originally advertised, or implement the proposals with minor changes, which make them less restrictive, or to drop some or all of the proposals. We have formally advertised the proposals and only minor amendments can be made at this stage. If the committee wish to make significant changes, or ones that increase the level of restriction, the relevant proposals would need to be re-advertised to give road-users an opportunity to comment.

4. CONSULTATIONS:

- 4.1 Although Parish Councils often contact Parking Services to make us aware of parking issues, nevertheless, all Parish Councils within the Borough have been contacted and asked to highlight any parking issues that have been brought to their attention.
- 4.2 In respect to the Westborough Parking Task Group, various residents associations in Ashenden, Park Barn and Westborough have been asked about the possibility of further changes to the parking controls in their areas, including the possibility of residents' parking.
- 4.3 In respect to Chilworth, the proposals have been formally advertised in the Surrey Advertiser and by using street notices at the particular location.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 To create the order and implement the signs and lines required to give affect to the proposals we estimate will cost no more than £50,000. If the Committee agrees to implement the proposals, the money will come from the Guildford on-street parking account.

www.surreycc.gov.uk/guildford.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 Blue badge holders can park in disabled parking bays without time limit or on yellow lines for up to three hours and are exempt from charges for parking on-street. They can also park for an unlimited period in residents only, shared-use or limited waiting parking places.

7. LOCALISM:

7.1 At this point of the review it is possible that any proposals subsequently developed could affect all wards, divisions and parishes outside the CPZ, and particularly road users and residents in those areas. All the proposals will be publicised, and the comments drawn from residents and local communities will be carefully considered.

8. OTHER IMPLICATIONS:

Sustainability implications

8.1 Parking sits alongside Climate Change and Air Quality within the strategies that feed into the Surrey Transport Plan. Therefore, in many respects, these strategies and sustainability are inter-dependant.

8.2 Preventing parking in locations where it would otherwise cause safety and access issues, and in particular, impede traffic, helps reduce congestion, the resultant journey times and pollution. This can be particularly important on bus routes where large, public service vehicles utilise relatively narrow roads.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 It is recommended that the Committee agrees that:

(i) Informal public consultation of parking controls in and around the following areas will be undertaken and the outcomes considered by the Parking Strategy and Implementation Manager in consultation with the Chairman and Vice-Chairman of the Local Committee and local ward and divisional councillors with any proposals arising presented back to the Local Committee for authority to formally advertise,

- a. Burpham and Merrow shopping parades
- b. Avondale Estate, Ash Vale
- c. Effingham Junction
- d. Fairlands Estate
- e. Shalford

(ii) That, subject to the approval of the proposed Woodbridge Hill improvement scheme, any resulting parking restrictions will be included in the scope of this review.

(iii) That in respect of the Ad Hoc requests referred to in paragraph 2.24 and 2.26 a preliminary desktop assessment is undertaken, and the findings reported to a future meeting of the Local Committee **or** delegated for consideration to the Transportation Task Group,

(iv) To receive a report at a future meeting of the Committee seeking authority to formally advertise the changes necessary to accommodate formalised Disabled Bays and Vehicle Crossovers (CPZ or non CPZ),

(v) That the proposals for the traffic regulation order for Chilworth is made with changes to parking restrictions as set out in **Annexe 1** and that the controls implemented are funded from the Guildford on-street parking account.

10. WHAT HAPPENS NEXT:

10.1 Residents, businesses and residents' associations in and around Burpham and Merrow shopping parades, the Avondale Estate, Effingham Junction, the Fairlands Estate and Shalford are written to, to establish their views about the parking situation in the various localities, and what, if anything, they would like to see done. The feedback will be reported to the Chairman and Vice-Chairman of the Committee and the Parking Strategy and Implementation Manager, and a way forward determined.

10.2 The 100-or-so Ad Hoc requests for parking controls are subject to a preliminary, desktop assessment, and that its findings are reported to the Committee to determine the way forward, unless the Committee would prefer these were delegated to the Transportation Task Group,

Contact Officer:

Kevin McKee, Parking Services Manager, Guildford Borough Council
(01483 444530)

Lead Officer:

David Curl, Parking Strategy and Implementation Manager, Surrey County Council
03456 009009

Consulted:

Local Committee (Guildford) Transportation Task Group on the process
All Parish Councils within the borough
Various residents' associations in the Ashenden, Park Barn and Westborough areas

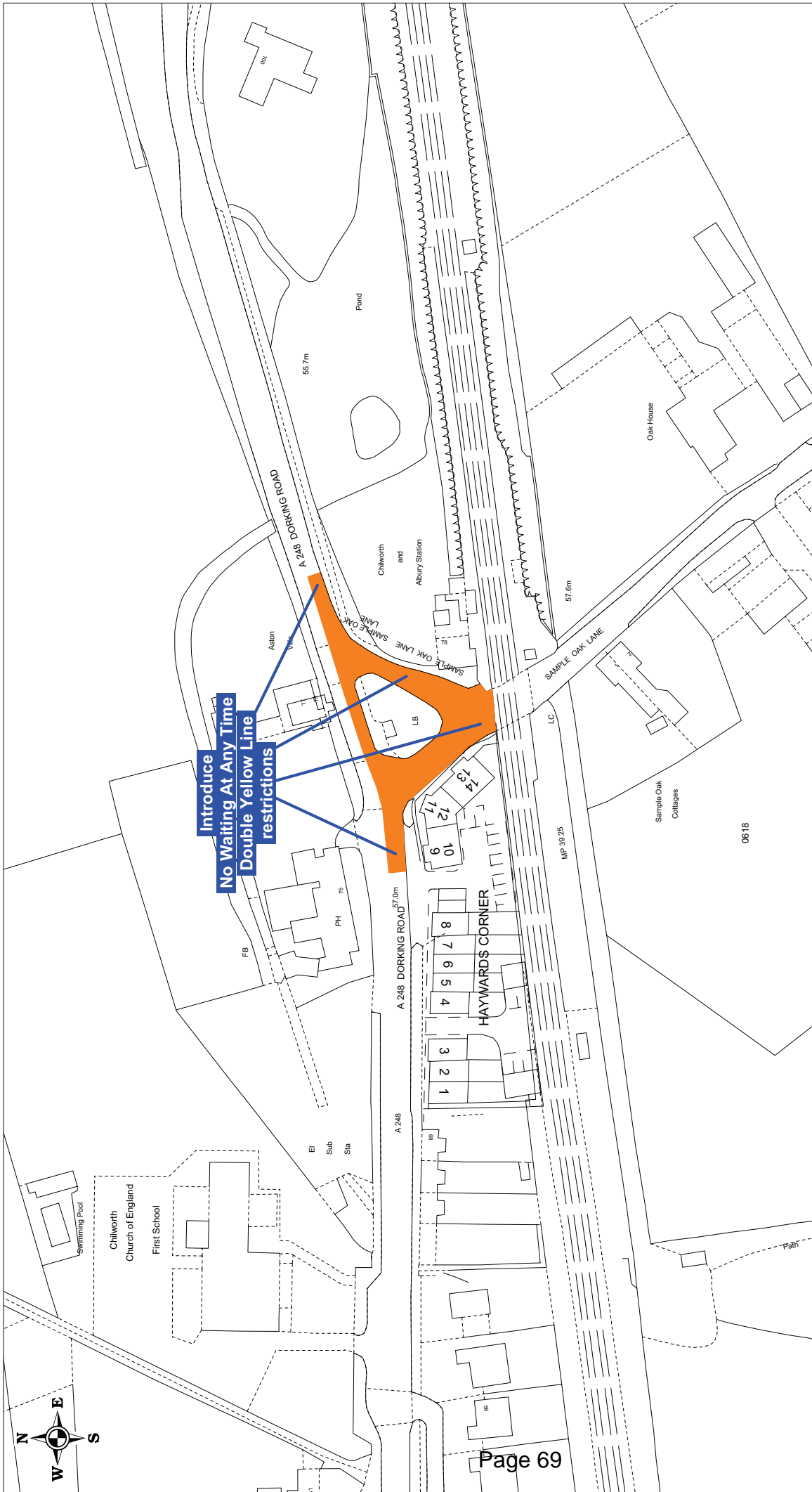
Annexes:

1 – Recently advertised proposals for Chilworth,
2 – Representations received resulting from the advertisement of the above.

ITEM 9

Sources/background papers:

- Item 12, Local Committee (Guildford), 6 June 2002
 - Item 8, Local Committee (Guildford), 6 May 2004
 - Item 10, Local Committee (Guildford), 30 September 2009
 - Item 17, Local Committee (Guildford), 22 June 2011
 - Item 6, Local Committee (Guildford), 22 September 2011
-



SCALE	1 : 1250 at A4
DATE	17/10/2013
DRAWING No.	GBC/APH/SampleOakLane
DRAWN BY	ANDREW HARKIN

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**Guildford On-Street Parking Review -
 Proposal to introduce new parking controls
 in Dorking Road and Sample Oak Lane,
 Chilworth**



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ITEM XX : ANNEXE 2 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER TOGETHER WITH OFFICER COMMENTS

Ref. No.	Representation Comments	Officer Comments & Recommendation
Sample Oak Lane / Dorking Road, Chilworth		(3 representations)
	<p>I live at No. 77 Dorking road and wish to ask for the double yellow lines to be extended along the Dorking Road between the Percy arms pub and our shared drive with our next door neighbour. The reason is to maintain a clear access around the multiple access island opposite the station. Which will stop cars parking along the main Dorking road causing restriction and accidents by allowing a safe flow of traffic around the station/railway crossing. It will also ensure clear visibility/access onto the Dorking Road from our drive. Lastly, it will ensure cars do not park on the pavement which stops us being able to use the only pavement available for our young family along that part of the road. This request is also supported by my immediate next door neighbour at 79. We are the only property situated between the pub and station on the Dorking Road side.</p>	<p>The proposals for Chilworth were developed on the basis of unsolicited correspondence received about an issue that Surrey County Council – Highways, have taken the unusual step on introducing physical measures, as a stop-gap, to prevent parking. Previously, we had received no correspondence about issues on the north side of Dorking Road, opposite the junction.</p> <p>The proposed measures are, in many respects, the minimum that we would recommend introducing. The double yellow line controls proposed should assist in resolving the issues in the immediate vicinity of the level crossing, and will improve visibility at the junction for those wishing to turn onto Dorking Road. By proposing controls only on the bellmouth (south) side of Dorking Road, rather than on the opposite side, this will also help to minimise the possibility of parking displacing elsewhere within the road.</p> <p>Nevertheless, it may be possible to consider more extensive controls in the vicinity of those proposed, as part of the assessment of Other Locations, to be considered as part of this review.</p> <p>Therefore, we recommend that the proposal is implemented as advertised.</p>

	<p>I can confirm that Surrey Police fully support these proposals.</p>	<p>The support for the proposals has been noted, and we recommend that the proposal is implemented as advertised.</p>
<p>Page 72</p>	<p>Having studied the proposal to introduce No Waiting restrictions all around the triangle of roads outside Chilworth railway station I maintain that any restriction would be unnecessary on the eastern edge of the east side of that triangle (outside the station building and telephone kiosk). There is sufficient room to allow 3 or 4 vehicles to park without causing any obstruction or sighting problems.</p> <p>I support any restrictions on the west and north sides of the triangle, the west side being narrow and the north side a main road.</p> <p>The area outside the station building is currently safely used by persons waiting to collect people from trains and by vehicles used to service the railway installations.</p> <p>A GBC representative has suggested that persons unknown have alleged that the level crossing is dangerous because if a vehicle was prevented from clearing the crossing when a train was due there would be a collision. This is not true since Chilworth is a controlled, supervised crossing monitored by CCTV and a human has to confirm that the crossing is indeed clear of vehicles and pedestrians before trains are allowed to cross.</p> <p>In 'Level Crossing News' (!) the emotive photograph of the Renault Laguna estate car parked close to the crossing on the west side of the triangle depicts a one off occurrence of a (presumably) broken down vehicle that was there for a few days</p>	<p>The proposals for Chilworth were developed on the basis of unsolicited correspondence received about an issue that Surrey County Council – Highways, have taken the unusual step on introducing physical measures, as a stop-gap, to prevent parking.</p> <p>The proposed measures are, in many respects, the minimum that we would recommend introducing. The double yellow line controls proposed should assist in resolving the issues in the immediate vicinity of the level crossing, and will improve visibility at the junction for those wishing to turn onto Dorking Road. By introducing controls on the eastern side of Sample Oak Lane, immediately outside the railway station, this will prevent this area being used for long-stay parking. The area will, however, still be available for those loading and unloading, boarding and alighting and undertaking work on the adjacent public highway and railway installations.</p> <p>Therefore, we recommend that the proposal is implemented as advertised.</p>

	before being recovered. In 21 years I cannot recall seeing another parked similarly.	
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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (GUILDFORD)

DATE: 11 DECEMBER 2013

LEAD OFFICER: DAVID LIGERTWOOD – LSTF PROGRAMME MANAGER

SUBJECT: LOCAL SUSTAINABLE TRANSPORT FUND UPDATE

DIVISION: ALL



SUMMARY OF ISSUE:

Surrey County Council was successful in securing an award of £14.3 million in grant funding from the Department for Transport (DfT) Local Sustainable Transport Fund (LSTF). This was in addition to the award of £3.9 million LSTF Key Component.

Both grants are for the period up to 31 March 2015 and jointly form the Surrey TravelSMART programme. As part of this programme a total of £10.789 million has been allocated for sustainable travel improvements in Guildford.

This report notes the progress made with the programme to date and seeks approval for the design of the Wayfinder map project.

RECOMMENDATIONS:

The Local Committee (Guildford) is asked to:

- (i) Note progress to date with the Guildford Travel SMART programme
- (ii) Agree the design for the Wayfinder mapping programme

REASONS FOR RECOMMENDATIONS:

The wayfinder mapping programme is consistent with the objectives of the LSTF and with best practice developed in the United Kingdom.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Surrey County Council has been successful in securing £18.2 million from the Department for Transport's (DfT) Local Sustainable Transport Fund (LSTF) to deliver the Surrey Travel SMART programme. £3.9 million was awarded in July 2011 with a further £14.3 million awarded in June 2012 as part of the large bid of £16 million. The aim of the fund is to deliver sustainable travel measures that support economic growth and carbon reduction. A total of £8.743 million of the Large Bid funding is allocated for sustainable travel improvements in Guildford.

2. ANALYSIS:

Onslow Park & Ride

- 2.1 The new 550 space Onslow Park & Ride car park and bus service opened on 11 November 2013. The works to construct the car park and access road enabling the service to begin operation has taken only nine months. The ability of SCC and GBC to deliver a high profile major project in a short timescale will be recognised by the DfT and may assist with future bids for funding. Members will recall that planning permission to construct the site was secured exactly one year ago.
- 2.2 Landscaping works at the site, together with the construction of the permanent passenger waiting facility are scheduled for completion Spring 2014. Further works along the park & ride bus corridor will be undertaken as part of the wider LSTF programme.

Quality Bus Corridor Works

- 2.3 A programme of improved bus stop infrastructure including new poles, flags and timetable cases, together with a range of bus stop accessibility works is ongoing in Guildford.
- 2.4 The construction of the bus stop accessibility improvements on the Aldershot Road and Woodbridge Road Quality Bus Corridors (QBC) have been completed, with the Worplesdon Road programmed to start this month. The Park Barn QBC was due to start this autumn, however the work programme has been changed and will now start early in 2014. Woking Road QBC will complete the programmed works for this financial year.
- 2.5 Design work on the programme for 2014/15 continues.
- 2.6 During 2014 a bus shelter replacement programme, real time passenger information and passenger marketing will be rolled out across these quality bus corridors.

Walking and Cycling

2.7 Detailed design work continues on a number of cycle schemes which focus of connecting employment, education and residential areas of north Guildford. A programmed start date of January has been given for the footway widening scheme A25 under Wooden Bridge (rail and pedestrian bridges). The shared (pedestrian and cycle) route from Surrey Way to the University has been brought forward to Winter/Spring 2014 while negotiations continue to acquire land fronting Guildford Business Park and Ladymead Retail Park. Pedestrian and cycle crossing facilities using existing traffic signals are planned on A25 Woodbridge Rd/Woodbridge Meadows; A25 Woodbridge Rd/Ladymead and Stoke crossroads junctions over this and next financial years.

Traffic Management

2.8 A review of the UTC/SCOOT traffic management systems in Guildford has been started with a view to improve the control and management of traffic and to address performance related maintenance issues. This work will continue throughout 2014.

Wayfinder mapping programme

- 2.9 One of the key objectives of the LSTF programme for Guildford was 'to improve permeability from the rail station to centres of employment with clear signing'
- 2.10 Evidence from other areas of the UK, such as London, Glasgow and Bristol has demonstrated that improved, consistent pedestrian signage can contribute positively to the public realm of an area, increase dwell time and promote confidence in using walking as a means of getting around an area.
- 2.11 Research was commissioned in January 2013 to consider the introduction of a wayfinder signage system in Guildford town centre. This piece of research considered the existing pedestrian signage offer in Guildford, the benefits a new system could bring, how any system could fit into the character of the town and how it could contribute to the future economic vitality of the town. This programme is part of a roll out of new signage in Guildford, Woking and Redhill.
- 2.12 As a result of this research, designs for a new system of pedestrian signage have been completed, together with proposed sign locations and a map base for the signs.
- 2.13 As part of the initial research into pedestrian signage in Guildford, an initial audit of the current pedestrian signs in Guildford town centre identified eight different systems currently in use throughout the town. Over the years many of these signs have been damaged and much of the information is obsolete as destinations have changed.. It was therefore recommended that a new system of wayfinding signage be introduced into the town centre area.
- 2.14 Existing wayfinding programmes have established the principles of good practice in developing legible, clear, accessible and predictable systems enabling people to navigate around and through town centres better. These systems rely on the provision of information predominately via a map orientated in a 'heads up' (the map orientated in the way that you are

facing, rather than the traditional north at the top) fashion. The research therefore established the case for an introduction of a map based wayfinding system for Guildford.

- 2.15 An assessment of the character of Guildford was undertaken to ensure that the new system was sympathetic to the existing public realm in the town, but also contributes positively to an improved look and feel of the area. Whilst, to maintain good value for money in the programme, some elements of the product design are common to Guildford, Woking and Redhill, the material and colour of the accent of the signage is unique in each town.
- 2.16 During this time user testing was also undertaken with people in Guildford to understand what information they thought should be included on any map base.
- 2.17A detailed assessment of major town centre and nearby destinations, key entry points, and pedestrian desire routes were all considered in establishing the best locations for wayfinder signage to be introduced. **Annex A** provides detail of the locations for new signage to be introduced. Working on the principles of good practice from existing wayfinding schemes, these locations were selected based key decision/choice points for pedestrians along routes experiencing the highest levels of footfall.
- 2.18 The signage products for the programme were designed to provide authoritative, legible and clear location information, reflect the look and feel of Guildford and be consistent with signs being installed in other parts of Surrey. Different types of signs have been developed for different locations, depending upon footfall and whether the location is considered an entry point. **Annex B** provides a visual of the product family. It should be noted that the Large arrival point (with seat) and trail marker signs are not proposed for installation as part of this programme.
- 2.19 The new map base, focussing on facilities and infrastructure for pedestrians has been developed to provide the mapping element of the new signage. This means that in contrast to conventional A to Z maps, footways, steps and pedestrianised areas have greater prominence than roads. The map base uses a high contrast colour scheme making the interpretive information easy to see in all light conditions. **Annex C** and **Annex D** provide examples of the map design. Please note that these maps undergoing final checks and corrections.
- 2.20 A tender process to establish a supplier, and receive final prices for manufacture, installation and maintenance is being undertaken throughout December. The final costs will be shared with the Guildford LSTF task group in early 2014. The coming months will also include the development of a maintenance strategy for the signs which will be presented to the Task Group as soon as possible.

Travel Planning and promotion

- 2.1 The Westborough Community Funding Event was held on 28 September 2013. The Travel SMART voting event was a part of the Joining In!

Jamboree which provided opportunities for residents to find out about volunteering opportunities in the ward of Westborough. Those bidding for funds were given the opportunity to showcase their project to residents using X-Factor style presentations and voting. All bids were funded as follows:

- The Parks and Leisure service at Guildford Borough Council, Westborough Woods improvements, £15,000
- Guildford Job Club, coaches/facilitators, £15,000
- Kings College, cycling project, £15,000
- Barn Youth Project, CV and interview sessions, £15,000
- EmployAbility/Guildford Bike Project, supported volunteering opportunities, £9,350
- Park Barn and Westborough Community Association, green space work, £10,500
- Voluntary Action South West Surrey, Welcome to Volunteering, £15,000

2.2 The deadline for applications for the next round of Small Community Grants is 13 January 2013.

2.3 The Stoke and Stoughton Community Fund Event was held on 9 November 2013 at St Peters Shared Church in Bellfields. The event had a disappointing turnout compared to the very popular event last financial year however all groups were successful at winning funding. In total we had 46 voters at this event. The following groups received funding:

- Bellfields Greenspace Project, Fir Tree Road pathway, £6,850
- Christ's College with Weyfield Primary Academy and Meeting Point, minibus, £15,000
- Christ's College, secure cycle storage, £10,500
- EmployAbility and Guildford Bike Project, supported volunteering, £14,880
- FurnitureLink Guildford, formalised volunteering opportunities, £15,000
- GBC Safety Wardens, cycle safety equipment, £7,860
- GBC Safety Wardens, slapbands, £3,400
- Guildford Job Club, facilitators, £15,000
- Surrey Chambers of Commerce, Eco Rewards, £15,000
- Weyfield Primary Academy, Bikeability training, £3,160

2.4 The deadline for applications for the next round of Small Community Grants is 10 February 2014.

3. OPTIONS:

3.1 As this report forms a progress update for the Local Committee there are no options to consider at this stage.

4. CONSULTATIONS:

4.1 Guildford Local Committee Task Group has been consulted throughout the development of the LSTF Programme. In addition, more recently, stakeholder workshops for the Wayfinder mapping element of the programme have been undertaken with representatives from Guildford Borough Council, local businesses and the wider community.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 The business case for the Travel SMART included a financial section that does not form part of this report and was approved by the DfT.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 The major elements of the LSTF programme have been subject to Equality Impact Assessments. These documents are published on the Surrey County Council website and can be found by clicking [here](#).

7. LOCALISM:

7.1 The Travel SMART programme was designed with Localism in mind. Guildford Local Committee has decision making powers relating to the programme. Furthermore, elements of the programme such as the Community funding and Business engagement use Localism tools to encourage localised decision making, and seek to increase local participation in the programme.

8. OTHER IMPLICATIONS:

8.1 Sustainability implications

The central aims of the Travel SMART Programme are to encourage the uptake of sustainable transport, enabling economic growth and reducing carbon emissions. The measures included in the Travel SMART programme therefore have positive sustainability outcomes.

8.2 Public Health implications

The Travel SMART programme is making significant investment in providing new infrastructure and promoting active travel such as walking and cycling. Evidence suggests that investment in these schemes have a proportionate benefit in overall public health. Walking promotions in particular are being linked with the Surrey CC Public Health team's 'Walk for Life' campaign.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 This report provides an update to the Local Committee on the progress made to date with the Travel SMART programme for Guildford. The report asks members to agree to the design of the wayfinder mapping programme.

10. WHAT HAPPENS NEXT:

10.1 The Guildford Local Committee Task Group will meet to review the schemes within the LSTF programme. The programme will be continue to be developed and delivered with further reports presented to Guildford Local Committee.

10.2 The installation of the Wayfinding signage will begin in the summer of 2014, with the full roll out anticipated to be approximately three months

Contact Officer:

David Ligertwood
LSTF Programme Manager
020 8541 9323

Consulted:

GLC Task Group

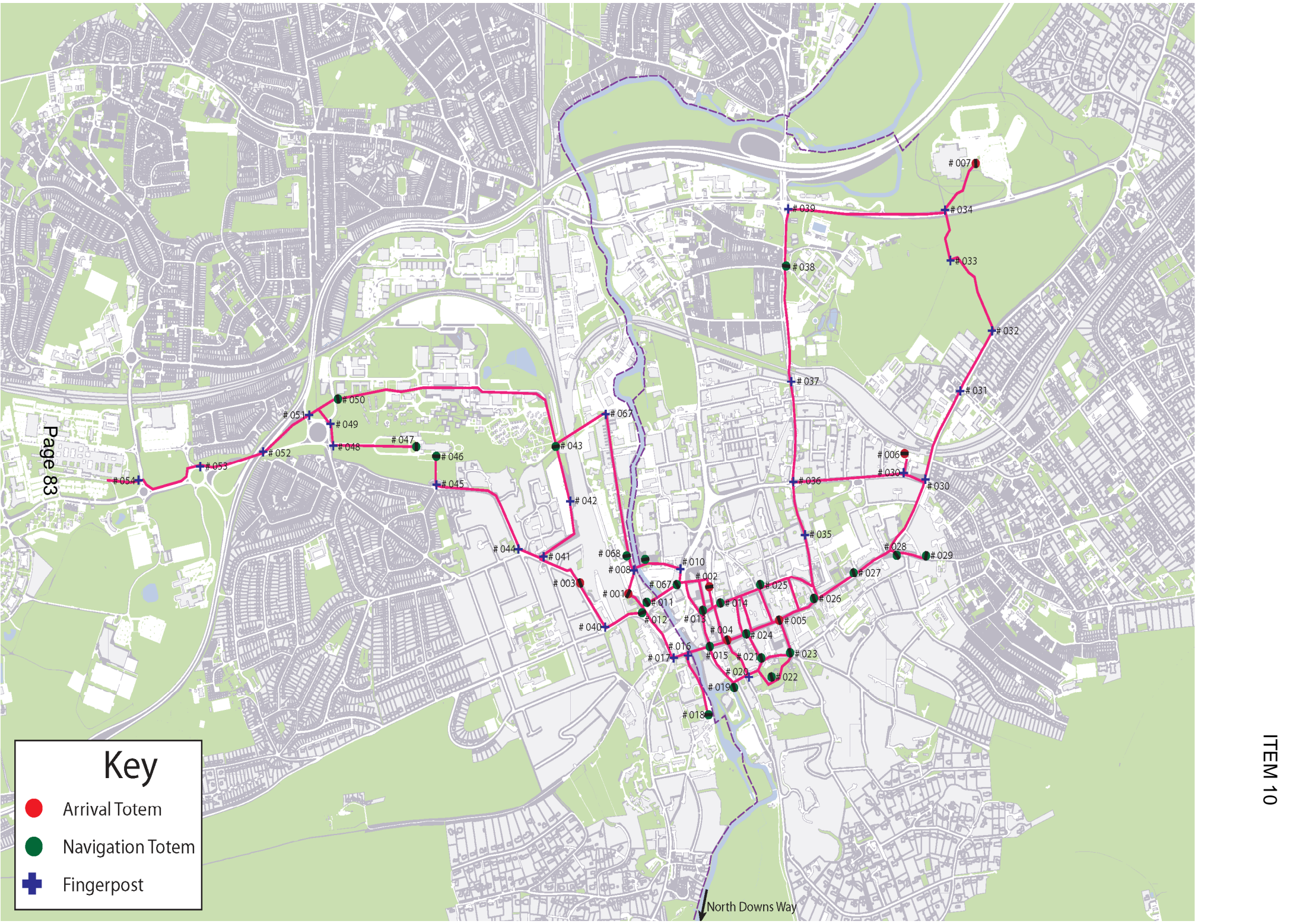
Annexes:

Annexes A, B, C and D – Wayfinder mapping designs

Sources/background papers:

- Surrey County Council LSTF Large bid document. [Click here](#) to access this document.

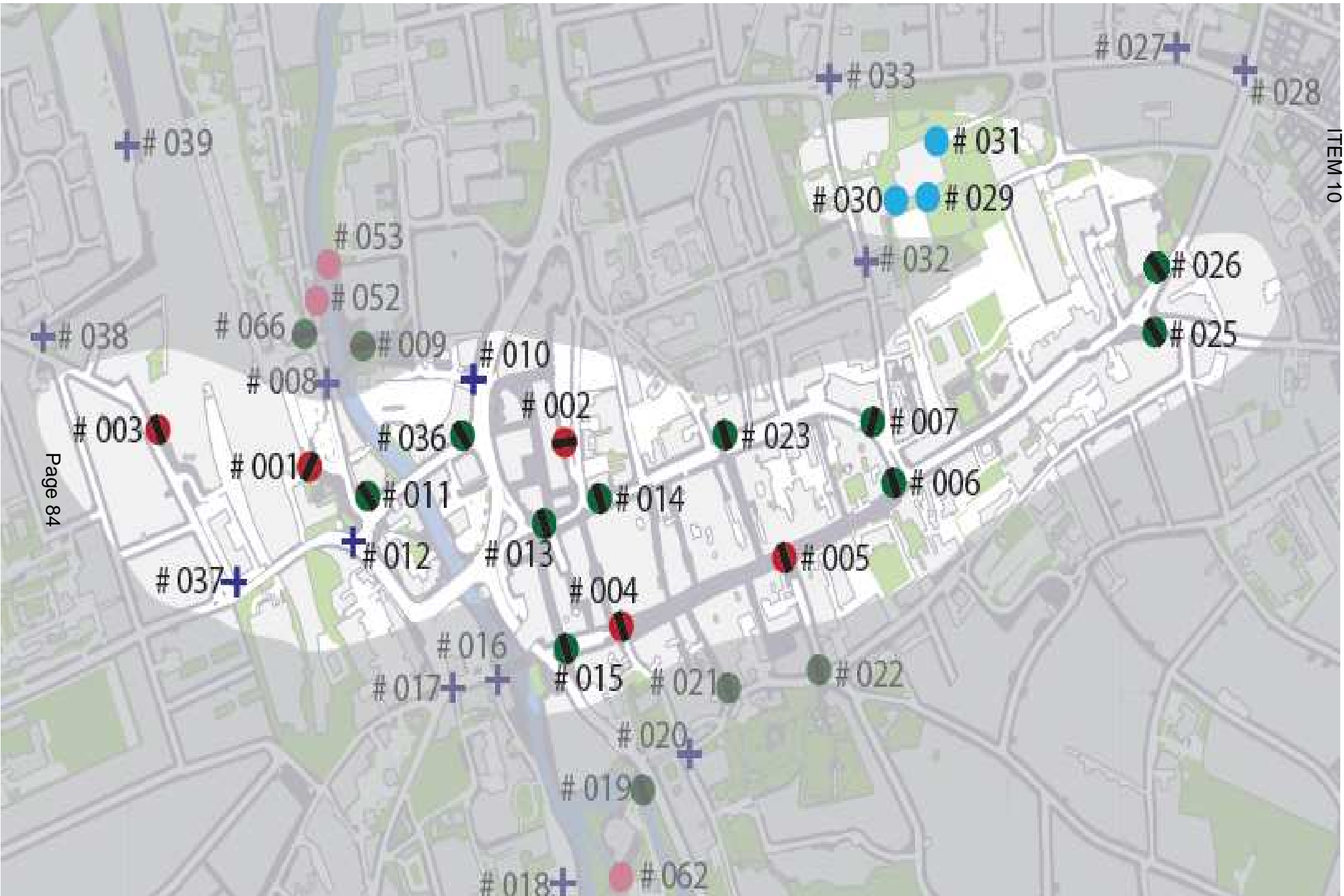
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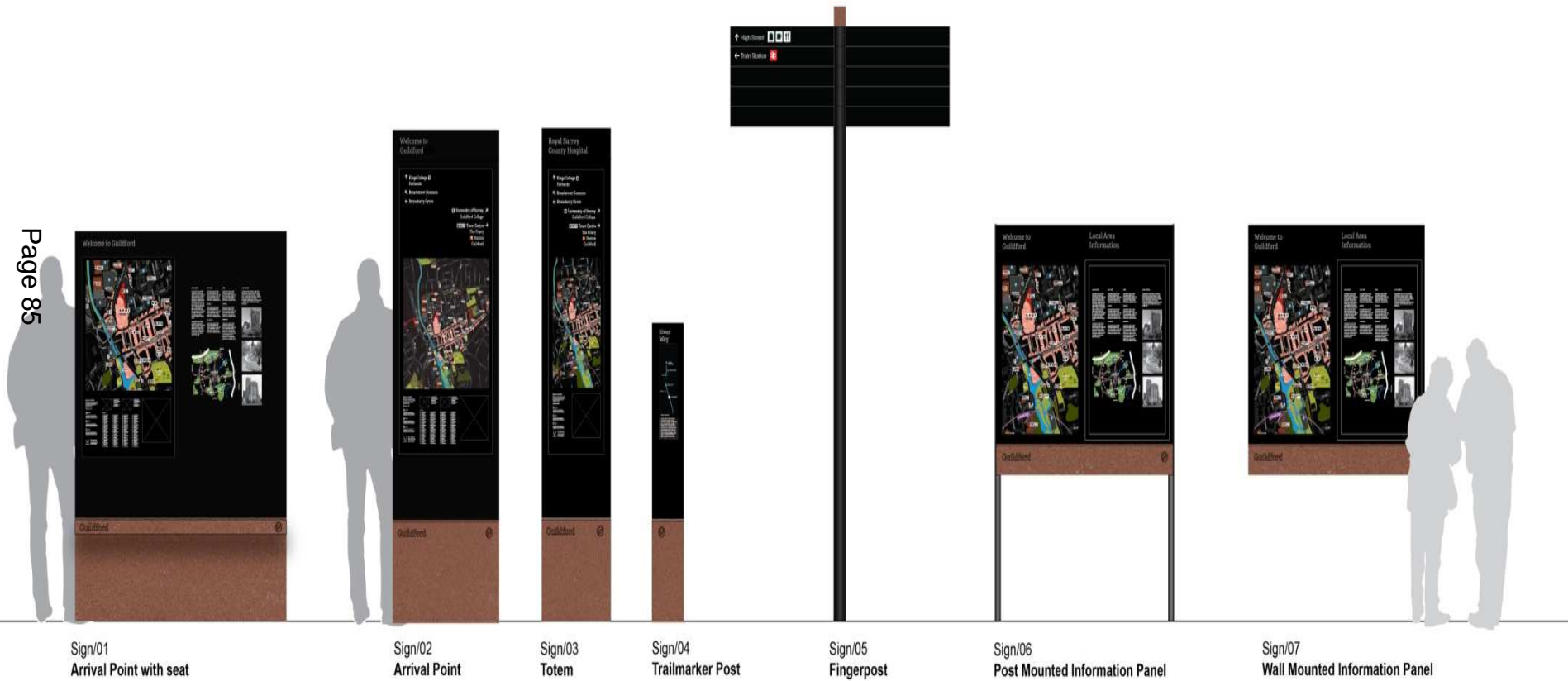


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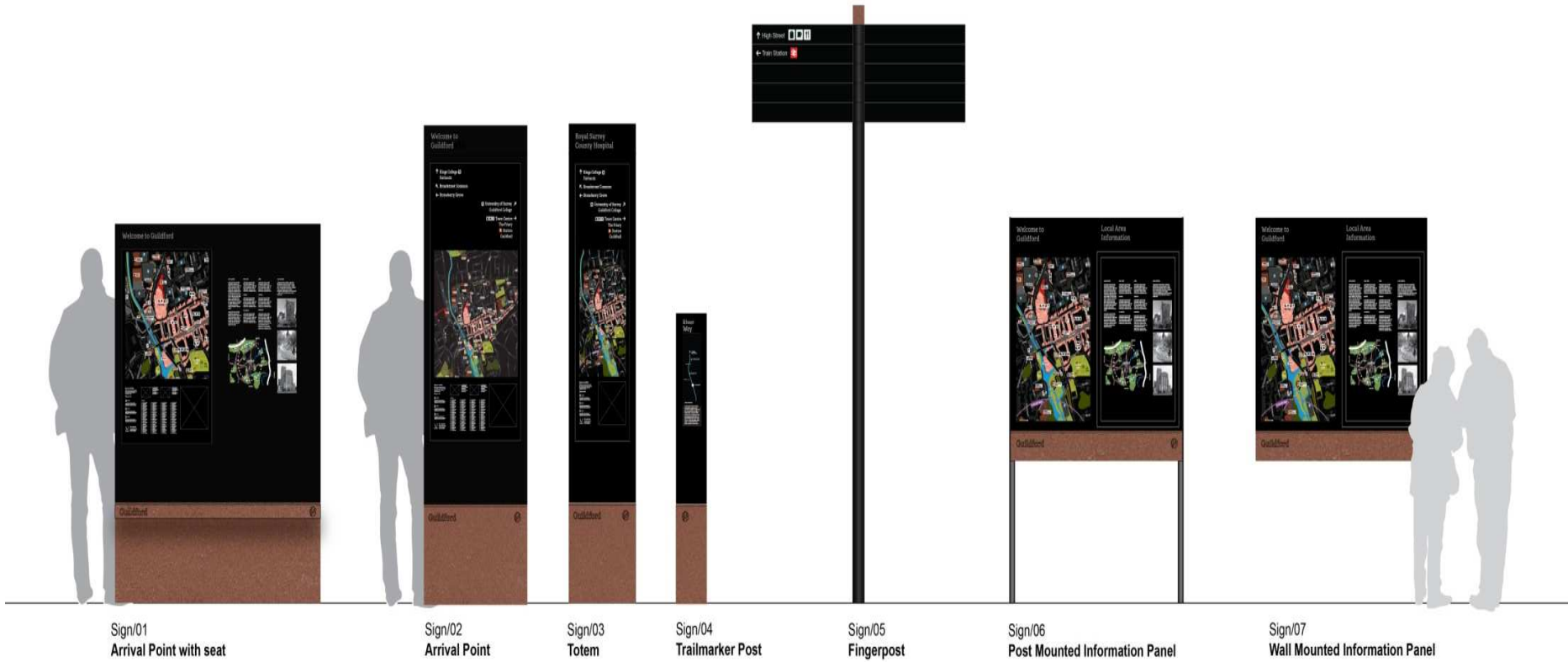
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SURREY COUNTY COUNCIL

LOCAL COMMITTEE FOR GUILDFORD

DATE: WEDNESDAY 11 DECEMBER 2013

LEAD OFFICER: JOHN HILDER, SCC AREA HIGHWAY MANAGER SW

SUBJECT: HIGHWAYS UPDATE

DIVISION: ALL



SUMMARY OF ISSUE:

This report provides an update on the 2013/14 programme of minor highway works funded by this committee as well as Section 106 (developer funded) and Casualty Reduction Group (CRG) schemes.

RECOMMENDATIONS:

The Local Committee is asked to:

- (i) Note progress.
- (ii) Agree that £10,000 be allocated towards professional services to develop the High Street setts scheme, particularly refining the cost estimate.
- (iii) Agree to the introduction of a 20mph speed limit to replace the current 30mph limit in Shere village.

REASONS FOR RECOMMENDATIONS:

The committee is asked to allocate funding to progress preparation of the High Street setts schemes, and authorise the introduction of a lower speed limit in Shere village as part of a safety scheme that incorporates traffic calming measures.

1. INTRODUCTION AND BACKGROUND:
--

1.1 Budgets available to this committee in 2013/14 are as follows.

	£
Capital ITS (Improvement) Schemes	263,000
Capital Maintenance	263,000
Revenue Maintenance	317,000
Total	843,000
And in addition	
Community Enhancement Fund	50,000

1.2 At the meeting of 13 March 2013 the committee agreed that this funding should be allocated as follows:-

General Revenue Works

New signs, bollards etc by Guildford team	£20,000
'Community Gang' for 48 weeks	£96,000
Jetter for 5 weeks	£25,000
Ad-hoc maintenance work by the Guildford team	£20,000
Reserve funding for the Lengthsman scheme	£15,000
Sub total	£176,000
ITS (improvement) schemes	£424,000
Market Street Refurbishment	£120,000
Total	£720,000

1.3 The committee agreed the residual **£123,000** (843k – 720k) should be held in reserve against potential increases in costs since estimates made before design has commenced are indicative at best. Any surplus could be directed to LSR (surfacing) work later in the year. The Guildford Maintenance Engineer has priced a number of LSR schemes that can be ordered at short

notice should there be a risk of underspend towards the end of the financial year.

- 1.4 At the meeting of 18 September the committee agreed that an additional £10,000 be directed towards the Lengthsman scheme, bringing the total to £25,000

2. SCHEME PROGRESS:

LENGTHSMAN INITIATIVE

- 2.1 The committee agreed to fund the following Lengthsman (or localism) bids from the £15,000 set aside in March for this initiative:-

Ash Parish Council	£4,800
Pirbright Parish Council	£864
Shere Parish Council	£3,500
Worplesdon Parish Council	<u>£5,000</u>
	£14,164

- 2.2 Worplesdon PC has withdrawn its bid.

- 2.3 'The Horsleys' (up to six parishes to the east of Guildford town) had expressed interest in the initiative back in March, though they made no formal bid at that time. These parishes have been in discussion with the local member and area team, and intend to make a bid shortly.

MARKET STREET REFURBISHMENT

- 2.4 Market Street refurbishment in block paving had been included in the 2012/13 LSR programme funded by this committee. However it was agreed it should be substituted with 'blacktop' surfacing schemes in view of the risk that the complexity of the scheme would mean that it would not be delivered by the end of that financial year, and funding has been allocated in 2013/14.

- 2.5 Market Street has been combined with North Street refurbishment Phase 2, which will see the steps and market/parking areas in North Street remodelled. Works in Market Street are now substantially complete, and the contractor will return in January following the 'Christmas embargo' which prohibits works in town centres. The North Street scheme is expected to complete in February.

CONSTRUCT 3 SCHEMES DEFERRED FROM 2012/13

- 2.6 The estimated cost for all three schemes is **£180,000**.

2.7 Pirbright Village Safety scheme

- Public exhibition held in November, awaiting final comments from PC, install Feb/March.

2.8 Gole Road in Pirbright

- The local committee meeting in June considered a petition from residents of Gole Road in Pirbright for measures to reduce vehicle speeds, and agreed this should be included as part of the village safety scheme. The design team recommend that a 30 speed limit is introduced in Gole Road (currently 40mph) from the junction with the A243 Dawney Hill to a point approximately 1/2km to the west, and that village gateways are installed at this location.

2.9 Shere Village Safety Scheme

- Exhibition in Shere first week of September, install Feb/March. The Parish Council has asked that making Upper Street one-way or no-entry is not progressed at present.
- The scheme includes introducing traffic calming measures aimed at reducing speeds, which are already low in the centre of the village, and was developed with the intention of reducing the current 30mph limit through the village to 20mph. The police have been consulted and are satisfied that once the traffic calming is installed a 20mph limit would be appropriate. The committee is asked to agree to the introduction of a 20mph speed limit to replace the current 30mph limit in Shere village.

2.10 Pedestrian refuge in Portsmouth Road, Ripley

- The Parish Council has agreed preferred location at the village hall. Design being refined to accommodate lorries turning for access, install Feb/March.

CONSTRUCT FURTHER SCHEMES AGREED AT 13 MARCH LC MEETING

2.11 Road table at Warren Road, Charlotteville

- Design complete, install Nov/Dec. Estimated cost £15,000.

2.12 Safer pedestrian crossing at rail bridge, Salt Box Road, Whitmoor Common

- Design being developed by area team in consultation with countryside officers since located on common land. Install Feb/March. Estimated cost £20,000.

2.13 Bus stop platform at The Street, Albury

- Design complete, SCC structures team checking. Install Jan/Feb. Estimated cost £10,000.

2.14 Anti-skid and bollards Queen Eleanor's Road, Dennisville

- This road will be re-surfaced in 2014/15 under the project Horizon programme so anti-skid not necessary, focus on safety in the vicinity of the school. Install December. Estimated cost £15,000.

2.15 Traffic calming Wodeland Avenue, Guildford

- Design in progress. Install Feb/March. Estimated cost £45,000.

2.16 Zebra crossing Kings Road, Shalford

- Completed in Oct. Estimated cost £50,000 – awaiting final costs.

2.17 Feasibility only, Hill Road level crossing, Brook

- Design in progress. Estimated cost £2,000.

2.18 Feasibility only safer pedestrian crossing points BVR/Aldershot Road Interchange slip roads

- Feasibility complete. New signs, road markings and clear vegetation. Estimated cost £2,000.

2.19 Zebra crossing serving schools, Aldershot Road Westborough

- Design complete. Install January. Estimated cost £50,000.

DESIGN ONLY 3 SCHEMES (FOR CONSTRUCTION IN 2014/15)

The estimated cost for designing all three schemes is £35,000

2.20 Woking Road j/w Jacobs Well Road junction improvement

- Design in progress.

2.21 Jacobs Well Road j/w Clay Lane, junction improvement

- Design in progress.

2.22 Chertsey Rd j/w North Street, pedestrian amenity/environmental enhancement scheme

- Design in progress.

SECTION 106 SCHEMES

2.23 Zebra crossing New Inn Lane

- Complete.

2.24 Pedestrian safety improvements A25 Epsom Road, Merrow

- Upgrade pedestrian refuges and introduce road table at Horseshoe Lane West. Design in progress, install Jan/Feb.

CASUALTY REDUCTION GROUP SCHEMES

The central Road Safety Team fund low cost schemes at sites with clusters of accidents.

2.25 Signs & anti-skid Ash Road j/w Guildford Road, Fox Corner

- Design complete, install Nov/Dec.

2.26 Dropped kerbs in Dorking Road in the vicinity of Chilworth Infants School, Chilworth

- Design complete, install Dec/Jan.

HIGH STREET SETTS

- 2.27 In June the committee agreed a strategy for the future maintenance of Guildford High Street setts, which is to re-lay them in their entirety with work commencing in 2014/15.
- 2.28 A Steering Group has been established and met initially at the beginning of August. The meeting focussed on funding streams and opportunities, possible construction techniques and whether work should be carried out continuously or in stages.
- 2.29 Cores have been taken throughout the High Street which established that the road has a mass concrete foundation over chalk sub-soil.
- 2.30 Thames Water have been asked to replace the water main running under the High Street which is the source of regular leaks requiring the road to be excavated to effect repairs. SCC has not yet had a response to this request.
- 2.31 A second meeting of the Steering Group in November recognised that a more refined estimate of works costs is need to form the basis for discussions with potential contributors (the current working figure is £1.5m). The group recommended that professional quantity surveying services are engaged to produce such an estimate and the committee is asked to allocate £10,000 from the current years' budget towards this purpose.

3. OPTIONS:

- 3.1 As discussed with members.

4. CONSULTATIONS:

4.1 Appropriate consultation will be carried out for all schemes.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 Works will be carried out by SCC's term highways contractor, May Gurney, who won the term contract in a competitive tender process.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 None

7. LOCALISM:

7.1 Works and schemes are designed to improve and make safer the facilities for local communities in the borough.

7.2 The Lengsthman initiative allows parish councils to undertake enhanced maintenance of the public highway.

8. OTHER IMPLICATIONS:

8.1 None

9. CONCLUSION AND RECOMMENDATIONS:

9.1 As set out in the body of the report.

10. WHAT HAPPENS NEXT:

10.1 Officers will continue to progress the programme of schemes agreed by the committee.

Contact Officer:

SCC Area Highway Manager SW
Tel 0300 200 1003

Consulted:

As described within the report

Annexes:

None

Sources/background papers:

Local Committee for Guildford Wednesday 13 March 2013 Item 10: 'Highways Update & Budget Allocations for 2013 2014'
Local Committee for Guildford Wednesday 13 March 2013 Item 11: 'Localism in Highways: An Update on Devolved Highways Delivery'

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE FOR GUILDFORD

DATE: WEDNESDAY 11 DECEMBER 2013
LEAD OFFICER: JOHN HILDER, SCC AREA HIGHWAY MANAGER SW
SUBJECT: HIGHWAYS BUDGETS FOR 2014/15
DIVISION: ALL

**SUMMARY OF ISSUE:**

The Local Committee is asked to approve the budget allocations for 2014/15. The Transportation Task Group (TTG) that advises this committee met 18 November to consider how the expected 2014/15 budget allocation could be allocated and the proposals of the group are included in this report.

RECOMMENDATIONS:**The Local Committee is asked to:**

The Local Committee (Guildford) is asked to

- (i) Agree the following budget allocations for 2014/15:-

New signs, bollards etc by Guildford team	£20,000
Community Gang for 48 weeks	£96,000
Jetter for 5 weeks	£25,000
Ad-hoc maintenance ordered by Guildford team	£10,000
Reserve funding for Lengthsman scheme	£25,000
Implement three ITS schemes currently in design	£290,000
'New' ITS schemes prioritised by TTG	£255,500
High Street setts project (reserved)	£100,000

- (ii) Agree authority for the Area Highways Manager, in consultation with the Chairman and Vice Chairman and locally affected Members, to amend budgets throughout the year if required to ensure schemes are delivered in a timely manner and with any such amendments reported to committee in the Highways Update reports.

REASONS FOR RECOMMENDATIONS:

The committee is asked to agree 2014/15 allocations at this stage so that the design of schemes can start at the earliest opportunity, increasing confidence in delivery.

<u>1. INTRODUCTION AND BACKGROUND:</u>

1.1 It is expected that the budgets available to this committee in 2014/15 will be the same as in 2013/14, which were as follows.

	£
Capital ITS (Improvement) Schemes	263,000
Capital Maintenance	263,000
Revenue Maintenance	<u>317,000</u>
Total	843,000
And in addition	
Community Enhancement Fund	50,000

2. BUDGET OUTLINE:

2.1 The Guildford Transportation Task Group met 18 November to consider how this budget could be used. As in previous years the TTG recognised the worth of funding general revenue work which allows the Guildford local team to address day-to-day issues in a timely manner throughout the year.

General Revenue Works

New signs, bollards etc by Guildford team	£20,000
'Community Gang' for 48 weeks	£96,000
Jetter for 5 weeks	£25,000
Ad-hoc maintenance work by the Guildford team	£10,000
Reserve funding for the Lengthsman scheme	<u>£25,000</u>
Sub total	£176,000

2.2 In December 2012 the committee agreed that three schemes should be designed in the current financial year, with the expectation these would be delivered in 2014/15:-

**Schemes currently in design,
estimated 2014/15 delivery costs**

Jacobs Well Rd j/w A320 Woking Road	£10,000
Jacobs Well Road Clay Lane	£30,000
North St j/w Chertsey St	<u>£250,000</u>
Sub total	£290,000

2.3 The TTG meeting of 18 November considered requests that have been received for new ITS, or improvement, schemes. The TTG advised that the following schemes should be prioritised for 2014/15:-

**'New' schemes for 2014/15,
estimated delivery costs**

Elm Lane Tongham: 50m footway extension	£20,000
Mount Pleasant, Guildford: No-entry (one way)	£10,000
Hornhatch Estate, Chilworth: Pram ramps	£5,000
Wood St Village: Traffic calming	£25,000
Boxgrove R'bout, Guildford: Safer crossing point	£20,000
A281 Horsham Rd, Shalford: Pedestrian refuge	£20,000
A281 Shalford Rd, Guildford: Reduce limit from 40 to 30	£6,000
Down Lane, Compton: Traffic calming	£30,000
East Lane, West Horsley: 30m footway extension	£15,000
Epsom Rd j/w The Street, W Horsley: Junction feasibility	£5,000
A281 Quarry St, Guildford: Red man/green man at signals	£25,000
A323 Aldershot Rd, Worplesdon: Pedestrian refuge	£25,000
Wisley Lane, Wisley: Reduce speed limit	£10,000
Old Lane, Ockham: Closures for Persian New Year	£7,000
Shere Rd, West Horsley: Reduce limit from 40 to 30	£15,000
Poyle Rd & others, Tongham: Speed limit review	£15,000
Byrefield Rd/Stoughton Rd, Guildford: Bus stop/Keep Clear Markings	<u>£2,500</u>

Sub total **£255,500**

2.4 The above is approved this would leave uncommitted budget as follows:-

Total Capital & Revenue allocation	£843,000
General revenue works	- £176,000

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Schemes currently in design	- £290,000
'New' schemes for 2014/15	- £255,500
Reserved for High Street Setts	- £100,000
Unallocated/contingency	£121,500

2.5 The Area Manager recommends that £100,000 should be reserved against the High Street setts project, which is planned to start on site in 2014/15.

3. OPTIONS:

3.1 As discussed with members.

4. CONSULTATIONS:

4.1 Appropriate consultation will be carried out for all schemes.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 Works will be carried out by SCC's term highways contractor, May Gurney, who won the term contract in a competitive tender process.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 None

7. LOCALISM:

7.1 Works and schemes are designed to improve and make safer the facilities for local communities in the borough.

7.2 The Lengthman initiative allows parish councils to undertake enhanced maintenance of the public highway.

8. OTHER IMPLICATIONS:

8.1 None

9. CONCLUSION AND RECOMMENDATIONS:

9.1 As set out in the body of the report.

10. WHAT HAPPENS NEXT:

10.1 Officers will continue to progress the programme of schemes agreed by the committee.

Contact Officer:

SCC Area Highway Manager SW
Tel 0300 200 1003

Consulted:

As described within the report

Annexes:

None

Sources/background papers:

Local Committee for Guildford Wednesday 13 March 2013 Item 10: 'Highways Update & Budget Allocations for 2013 2014'

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (GUILDFORD)

DATE: 11 DECEMBER 2013
LEAD OFFICER: CAROLYN ANDERSON
COMMUNITY PARTNERSHIPS & COMMITTEE OFFICER

SUBJECT: LOCAL COMMITTEE FORWARD PROGRAMME

DIVISION: ALL

SUMMARY OF ISSUE:

The Forward Programme of reports for the Local Committee for 2013/14.

RECOMMENDATIONS:

The Local Committee (Guildford) is asked to

- a) Agree the Forward Programme 2013/14, as outlined in **Annexe 1**, indicating any further preferences for inclusion.
- b) Consider any further themes for Member briefings during 2013/14.

REASONS FOR RECOMMENDATIONS:

Members are asked to comment on the Forward Programme so that Officers can publicise the meetings and prepare the necessary reports.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Forward Programme of the Local Committee is revised at each Committee meeting. Members are requested to propose any additional items for inclusion on the Programme.

2. ANALYSIS:

- 2.1 Officers are required to investigate and consult with the appropriate services, partners or other agencies on the purpose, content and timing of future reports. As these negotiations are concluded then items are added to the Programme.

3. OPTIONS:

- 3.1 It is prudent and practical for the Local Committee to produce and maintain a business forward plan.

4. CONSULTATIONS:

4.1 Local Committee members are consulted.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 None

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 None

7. LOCALISM:

7.1 The Local Committee will receive reports relating to communities within the borough.

8. OTHER IMPLICATIONS:

8.1 None

9. CONCLUSION AND RECOMMENDATIONS:

9.1 Members are asked to agree the Forward Programme

10. WHAT HAPPENS NEXT:

10.1 Officers will progress any member request and schedule reports for future meetings

Contact Officer:

Carolyn Anderson 01483 517336
Carolyn.anderson@surreycc.gov.uk

Consulted:

Guildford Local Committee members

Annexes:

Annexe 1 Forward Programme

Sources/background papers:

- None
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Surrey County Council Local Committee (Guildford) Forward Programme 2013/14

Details of future meetings			
	12 March 2014	7pm	Lord Pirbright's Hall, GU24 0JE

Topic	Purpose	Contact Officers	Proposed date
General Items			
Youth Services	LPF Commissioning Report	Leigh Middleton	17 Sept 2014
Trading Standards	Guildford's Local Trading Standards Report	Linda Cobbett	TBC

Topic	Purpose	Contact Officers	Proposed date
Transportation Items			
Highways	Local Sustainable Transport Fund 2014/15	David Ligertwood	12 March 2014
Highways	Highways Update	John Hilder	12 March 2014
Highways	Operation Horizon update	Mark Borland	12 March 2014
Highways	Borough Drainage Plan	Mark Borland	Dec 2014
Highways	Woodbridge Hill Highways Engineering Scheme	John Hilder	12 March 2014

Please note the Forward Programme may be subject to change.

ANNEXE 1

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Topic	Purpose	Contact Officers	Proposed date
Parking	Onslow Village CPZ consultation outcomes	Guildford Borough Council & David Curl	12 March 2014
Parking	Non CPZ review outcomes	Guildford Borough Council & David Curl	June 2014
Parking	New parking enforcement arrangements	David Curl	Dec 2014