

DRAFT

Minutes of the meeting of the
Guildford LOCAL COMMITTEE
held at 7.00 pm on 22 June 2016
at Council Chamber, Guildford Borough Council, Millmead House, Millmead,
Guildford, Surrey, GU2 4BB.

Surrey County Council Members:

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

Borough / District Members:

- * Cllr Matt Furniss (Vice-Chairman)
- Cllr Nigel Manning
- Cllr David Bilbe
- * Cllr Julia McShane
- Cllr Tony Phillips
- * Cllr Tony Rooth
- Cllr David Wright
- * Cllr Illman
- * Cllr Reeve
- * Cllr Sarti

* In attendance

143/16 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies were received from Councillors: Keith Witham, Mark Brett-Warburton, David Bilbe, Marsha Moseley, Nigel Manning, George Johnson and David Goodwin

144/16 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes were agreed as a true and accurate record of the meeting.

145/16 DECLARATIONS OF INTEREST [Item 3]

There were no declarations of pecuniary interest.

146/16 CHAIRMAN'S ANNOUNCEMENTS [Item 4]

The Community Partnership and Committee Officer (CPCO) made the meeting aware that the 'Informal Question' session and the first part of the Committee would be filmed using Periscope a social media tool to encourage public engagement. People wishing to watch the film could download the Periscope 'App'.

The Chairman welcomed the new Vice-Chairman of the Local Committee Councillor Matt Furniss and stated that this was resuming normal circumstances with a borough member as the Vice-Chairman. He also thanked Councillor Mark Brett-Warburton for providing a transitional period as Vice-Chairman for the last year.

The Chairman informed Members that Jo Long, CPCO would be going on maternity leave after the 8 July and wished her well, David Hall CPCO would be covering this role from August and Michelle Collins Community Partnerships Team Leader West could be contacted in the interim.

147/16 PETITIONS [Item 5]

Two new petitions were received.

The Committee received a petition on **improving the safety of the traffic lights on York Road outside Waitrose in Guildford** signed by 103 residents, agreeing with the statement:

Motorists exiting Waitrose car park turning right up York Road are being confused by seeing red traffic lights at the pedestrian crossing. They stop, then sometimes realise their mistake and drive through late, by which time a green man is displayed. Crossing is used extensively by primary school children. Suggested improvements: 1) add right filter light on opposite side of York Road to Waitrose 2) add a sensor to hold the pedestrian light on green when there are many people crossing.

Calum Shaw made the below points and suggestions to the Committee:

Confusion to motorists:

1. Traffic stops going up/down York Road
2. Traffic released from Waitrose, and turning right going up York Road about 20% of the time (in a 20 minute observation) the first car will stop at the lights (A/B/C) thinking it's red to stop them at the pedestrian crossing despite there being no stop line
3. Next car behind sits across the junction
4. Pedestrians start crossing as Traffic on York Road going down is released
5. Car across junction may realise it's in the way and goes around the incorrectly stopped car and goes through the lights

I have three reports (from Bethany Halliday, Ashley Harrison Stapledon, Claire Rogerson) of near misses where parents with children have been crossing when this exact situation has happened.

Adding long tubes to the lights and covering one of the lights has not solved the problem.

The pedestrian crossing is overloaded during two 20 minute periods each day when children are going to/from Sandfield primary school. This means that traffic is being released going up York Road while pedestrians are still crossing. The green man is lit for only 4 seconds. This was specified in design to be 5 seconds, but in any case this is too short during peak periods.

Suggestions

1. change the phasing of the pedestrian crossing so that they cross before Waitrose traffic released (though there will still be confusion and thus danger)
2. add a new light opposite the Waitrose exit to indicate that Waitrose traffic can proceed
3. add a box junction (though that doesn't necessarily stop the cars dithering)
4. remove the light at A for traffic going up York Road
5. allow crossing of pedestrians for a longer for 20 minute period at 8.30am and 3.15pm, or add a sensor to hold the pedestrian lights on green

The Committee **NOTED** the response of the Highways Manager Surrey County Council attached to the minutes as **Appendix A**. The Highways Manager noted the suggestions made by the petitioner and would pass these onto the Signals team.

The Member Question from Councillor Caroline Reeves was taken at this point as it related to the petition (see Item 7 Member Written Questions).

The Committee received a petition on **Improving Road Safety on Burpham Lane** signed by 155 residents, agreeing with the statement:

As residents, including the Burpham Community Association, we would like to ask the Local Committee to take action to improve road safety on Burpham Lane: to lower the speed limit to 20mph and to introduce additional traffic calming measures. We are asking the Committee to commission an assessment of the feasibility of a lower speed limit (20mph) via the local highways team. It was suggested by Mr. Duncan Knox, Road Safety Team Manager at Surrey CC, that the highways team could order some pneumatic tube surveys to collect data which could be used for this assessment.

George Harris who was presenting the petition on behalf of Joanna Chwatow also asked when the investigation would take place and when would the Transportation Task group meet to look at the issue.

The Chairman informed the petitioner that the Transportation Task Group (TTG) would be meeting on 17 October 2016 to consider Highway issues that have been brought to its attention thorough petitions etc, and they already had a long list. The TTG uses a Highways Prioritisation Framework to evaluate highways issues and will then make recommendations to the 13 December 2016 Local Committee. Any Highways Schemes agreed would be delivered in 2017/18. Mr Harris informed Members that Burpham Community Association could possibly assist with costs of a scheme.

The Committee **NOTED** the response of the Highways Manager Surrey County Council attached to the minutes as **Appendix A**.

Action: Highways Manager to provide the results of the survey of this area to Councillor Ellwood.

Councillor Ellwood asked whether another survey could be done of this area to see if speeds differed from the first survey.

148/16 PETITION RESPONSE: [Item 5a]

The Chairman updated Members that the **Flexford Gap Petition** had been postponed until 20 September 2016 Local Committee for further investigation by the Surrey County Council Legal team.

The Committee had received a petition on **West Clandon – Stop HGVs travelling through the village** signed by 125 residents, at the previous Local Committee on 23 March 2016 agreeing with the statement:

We the undersigned request that you stop HGV 's travelling through West Clandon village and mounting the pavement to pass each other. That a restriction of 20mphs is put in place through The Street & Clandon Road and by the Primary School.

The Committee **NOTED** the response of the Highways Manager Surrey County Council attached to the minutes as **Appendix A**. The Highways Manager informed Members that officers are dealing with the Parish Council's concerns about this issue, a Highways officer had had attended a parish council meeting on this subject and the parish councillors were happy with the approach being taken.

149/16 PUBLIC QUESTION TIME [Item 6]

One formal public question was received from David Fullbrook (Pete Webb speaking) (this was taken under Item 10 Guildford On-Street Parking Review – Proposals for Burpham Area and 'Ad-Hoc' Locations) regarding: a **Traffic Regulation Order for Barton Place**:

We would like to ask the Committee how can a TRO be placed on an area (accepted as private) that neither SCC nor GBC can prove has been adopted as publicly maintainable highway by due legal process and if implemented what legal standing would parking restrictions have in such a case? This is the case with the access drive of Barton Place which is clearly described in the planning permission and as shown on Land Registry Title SY 173174.

Would the members of the Committee not agree that it is not prudent to include Barton Place in the TRO given the lack of any evidence of adoption (the only "proof" given being an assumption by SCC of adoption because it had been maintained at public expense by GBC up to 1974 – not true.) and the possible legal ramifications of proceeding with parking restrictions?

Responses were tabled and are attached to the minutes as **Appendix B**, please also see Item 10.

One formal public question was received from Julie Brown regarding: **the A25 between Trodds lane and Albury turn off, increase in vehicles of 50,000 a week**

"A recent survey shows that 50,000 vehicles a week use the section of the A25 between Trodds Lane and the Albury turnoff. Therefore, this is a busy stretch of road which is made dangerous by the combination of the Trodds Lane junction, the crossing of the North Downs Way and the entrance to the Newlands Corner site, as regular accidents prove.

It has been confirmed by Cllr Goodman that the number of vehicles currently using the Newlands Corner site, and, therefore, performing slow manoeuvres on the highway when entering and leaving, has increased to 255,000 per year. This is 510,000 manoeuvres on the highway each year. These are manoeuvres on the highway, not on the Newlands Corner site. Why has no consideration been taken of this increase when considering the improvements needed to make this stretch of road safe?

Julie Brown asked an additional question: Which vehicle numbers were included when consulting with the Police.

The Highways Manager responded that: the consultation with the Police involved a number of site visits, the off-peak numbers of cars were not high and there had only been 2 accidents in a 4 year period. The figures used were appropriate for usage as of today.

Responses were tabled and are attached to the minutes as **Appendix B**

150/16 MEMBER QUESTION TIME [Item 7]

A Member question was submitted by Councillor Caroline Reeves regarding **Waitrose in York Road installing a yellow box.**

Councillor Caroline Reeves also asked whether it would be possible to have a green light on both sides of the central refuge. The Highways Manager stated that this would be a significant change and he would take this back to colleagues.

A response from Highways was tabled and is attached to the minutes as **Appendix C.**

151/16 SERVICES FOR YOUNG PEOPLE PERFORMANCE SUMMARY 2015/16 (FOR INFORMATION) [Item 8]

The reason for the report was to tell the local story of how Services for Young People (SYP), working with our partners, has been making a difference to young people in Guildford.

Members asked if they could have reassurance that issues for young people such as: 'Sexting', Child Sexual Exploitation (CSE) and Internet Safety not in prioritised areas of the borough are still being dealt with. Officers informed Members that because they work in partnership with the Police, Guildford Borough Council etc they inform them of issues young people are facing and then they can provide a wrap around service. The example was given of

recent issues around the Guildford Castle area where young people had been abusing substances and within a week detached youth work was deployed in that area straight after school when this was occurring. Services for Young People have also contacted schools on prevention and targeting of young people who need further support around 'sexting'.

Officers informed Members that 19 young people were at risk of CSE in the borough and that relevant services meet regularly to ensure that all services are aware of any issues. The service also supports families with education and in a preventative role. The Sliding Doors programme supports young women who are at risk of CSE. WISE also do one to one work with young people at risk of CSE up to the age of 24 years old. Also a big part of the work that the Community Youth Work service does is around CSE.

Members asked for any feedback on how things have moved forward on the mobile youth work and where the Life Train bus is pitching to reach more young people. Officers updated that the Life Train is working in the Guildford Castle area and there are sessions in Ash and Stoke and believe that the numbers of young people accessing the bus have increased.

Councillors commented that males coming into Guildford with the intention of carrying out CSE have been prevented through community safety work and that the new taxi livery colours will help people to identify registered taxis improving safety. Officers commented that perpetrators often related to peer on peer situation with a 5 year or less age difference with the victims of CSE.

Members asked whether the right resources are in place to support young people; officers responded that the Early Help services are taking some time to implement however in other areas the resources are in place.

The Local Committee (Guildford) noted the report.

Reason:

The reason for this report is to tell the local story of how Services for Young People (SYP), working with our partners, has been making a difference to young people in Guildford.

152/16 TRAVEL SMART PROGRAMME CLOSE OVERVIEW (FOR INFORMATION) [Item 9]

The purpose of the item was to provide an overview of all the work delivered in Guildford, as part of the Travel SMART programme that started in April 2011. Summarising the range of achievements, outcomes and challenges recognised across the programme, but with a specific focus on Guildford. It was intended to be used by the members of Local Committee initially to assess the success of the programme and to have sight of the open schemes that continue to be progressed.

Members queried why there was a delay in a permanent waiting area at Onslow Park and Ride being introduced and the site being handed over from Surrey University. Officers informed Members that the tender for the waiting room would be returned to them by 4 July and construction should be completed by Christmas 2016. Surrey University will sign the lease with Guildford Borough Council for the waiting room when they see the contract to

build the waiting room and there is a document ready to be signed by the University.

Members stated that it was imperative to have Park and Ride signs on the A3.

Actions: CPCO to follow progress on these actions through the Decision Tracker.

Councillor Reeves asked if the Travel SMART programme was doing anything on air quality - David Ligertwood to update Councillor Reeves outside of the meeting.

The Local Committee (Guildford) agreed to:

- (i) Note the content of the report and the outcomes of the project.
- (ii) Agree that the remaining schemes in the Guildford programme will now be delivered through the most appropriate department, as set out in paragraph 4.5.

(iii) That an update report on the Outstanding Schemes as set out in paragraph 4.4, Table 6 be brought to Local Committee on 13 December 2016.

Reasons:

- As per the agreed governance structure of the programme, to keep the relevant Local Committees informed of progress.
- To facilitate the closure of the programme.
To ensure there is a mechanism to deliver the remaining schemes in the programme.

153/16 GUILDFORD ON-STREET PARKING REVIEW - PROPOSALS FOR BURPHAM AREA AND 'AD-HOC' LOCATIONS (EXECUTIVE FUNCTION FOR DECISION) [Item 10]

Pete Web asked an additional public question:

“The simple question of HOW, WHEN, & WHY? the access drive to Barton Place was adopted will have to be answered prior to being included in the TRO.

Would the Committee members also agree that after our asking for 21 months, and recently Anne Milton MP asking the same question and both receiving no answer, that Barton Place should be removed from the TRO and the RESIDENTS ONLY markings be restored.

The Chairman responded that: Surrey County Council legal team have stated that the access drive to Barton Place has been adopted as Highways and if there was any objection this would need to be taken to court.

The purpose of the report was to present the representations resulting from the formal advertisement of proposals in the Burpham shopping parade area

and Burpham Lane and 'ad-hoc' locations and recommends that traffic regulation orders are made.

Members discussed whether or not to include Barton Place in the recommendations for a Traffic Regulation Order to be made to implement new controls and decided to vote on the question. Should Barton Place be included in the below recommendations:

For: 7 Against: 3 Abstained: 1

Barton Place therefore remained as part of the below recommendations.

RECOMMENDATIONS:

The Local Committee (Guildford) agreed:

- (i) that a Traffic Regulation Order (TRO) is made under the relevant parts of the Road Traffic Regulation Act 1984 to implement new controls in the Burpham shopping parade area and Burpham Lane, shown in ANNEXE 3,
- (ii) that Traffic Regulation Orders (TROs) are made under the relevant parts of the Road Traffic Regulation Act 1984 to implement new controls and changes to the existing, covering the 'ad-hoc' locations, shown in ANNEXE 5, and that the proposals in Millmead Terrace are not progressed at the present time.

Reasons:

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

154/16 PARKING STRATEGY FOR GUILDFORD (EXECUTIVE FUNCTION FOR DECISION) [Item 11]

The Parking Strategy was developed to support other key plans held by the County and Borough Councils, including the Town Centre Masterplan, to help reduce congestion. It was agreed that additional signage along the A323 towards the Onslow P&R would be considered to help direct residents from Normandy and Pirbright. It was also confirmed that the borough council was still looking at two additional P&R in the north and the south of the town, and that consideration was being given to joining up all the public transport routes in Guildford.

The Local Committee (Guildford) agreed:

- (i) the principles set out in bold in the draft parking strategy attached as Annexe 1 and,

- (ii) delegate any changes to details within the strategy to the Parking Services Manager in consultation with the Chairman and Vice Chairman of the Committee.

Reasons:

To provide a strategic framework for parking to guide and to assist decisions and help meet the wider policy aims of Surrey County Council and Guildford Borough Council.

155/16 SURREY CYCLING STRATEGY (FOR INFORMATION) [Item 12]

As part of the Surrey Transport Plan, the Surrey Cycling Strategy was approved by Surrey County Council's Cabinet in December 2013. The Strategy set out a role for Local Committees to oversee the development of Local Cycling Plans. The purpose of the report was to provide members with information about the aim, objectives and content of the Surrey Cycle Strategy and the progress made in delivering it to date.

Action: Sustainable Transport Manager to send link to cycling survey to Councillor Reeve.

The Local Committee (Guildford) noted:

- (i) The aim, objectives and content of the Surrey Cycle Strategy

Reasons:

As part of the Surrey Cycling Strategy, the County Council and Guildford Local Committee want to encourage more people in Surrey to cycle, more safely. This report provides more detailed information to the committee on the work that Surrey County Council and its partners are currently doing to deliver the strategy

156/16 SHERE RURAL AREA HGV REVIEW AND DE-CLUTTERING PROJECT (EXECUTIVE FUNCTION FOR DECISION) [Item 13]

This purpose of this item was to report on progress on the combined rural HGV review and de-cluttering project being carried out in the central area of the Surrey Hills AONB, currently focussed mainly within the Parishes of Shere, Ewhurst and Albury. The Parish Councils agreed to defer a report to this committee on a package of HGV management measures until a later meeting, pending further traffic surveys and consultations with Surrey Police on the feasibility of HGV restrictions.

Mindful of the extensive work already being carried out by Parish Councils in identifying superfluous road signing, and the recent changes in the Traffic Signs Regulations and General Directions (TSRGD, 2016), which gives further legislative support to this work, it was decided to bring a report on the de-cluttering aspect of this project to this committee to ensure that the momentum of this work as a pilot study is maintained.

Members were updated that another working group would be meeting on 14 July to move the work forward.

The Local Committee (Guildford) agreed:

- (i) the implementation of road signing de-cluttering proposals developed through a risk assessment process trialled by parish councils, subject to appropriate sign off from Surrey Highways and available funding
- (ii) the continuation of a collaborative approach supporting Parish Councils to identify rural HGV and traffic issues and that a further report is brought back to this committee

Reasons:

Parish councils, with their in depth knowledge of their locality, are ideally placed to play a central role in identifying superfluous signing and street furniture and a number have already been trialling the Norfolk risk assessment process.

Much work on de-cluttering audits by parish councils has now taken place and so it would be timely to complete and review the trial assessment process before rolling out the initiative to other areas.

157/16 HIGHWAYS UPDATE (EXECUTIVE FUNCTION FOR DECISION) [Item 14]

The purpose of the report was to provide an update on the 2015/16 programmes of highway improvement and maintenance works funded by this committee and sets out the programme of works for 2016/17 as agreed by the committee at the meetings of December 2015 and March 2016.

The Local Committee (Guildford) agreed to:

- (i) Note that three ITS and the Cluster Fund schemes were not completed by the end of the financial year in March. However capital funding of 137,000 has been carried forward which is expected to very nearly meet the cost of completing these projects within the current financial year.
- (ii) Note the 2016/17 programme of highway works and operations detailed at **Annex 1**.
- (iii) Agree to promote a traffic regulation order for the introduction of parking restrictions in the Boxgrove Lane area as shown at **Annex 2**.
- (iv) Agree to promote a traffic regulation order to reduce the existing 60mph speed limit on the A25 Shere Road to 40mph as shown on the plan at **Annex 3**. This proposal will also be subject to consultation with the police.
- (v) Agree that the 25,000 of revenue funding previously directed towards an additional jetter is now allocated towards minor maintenance works identified by the Area Highway Manager.

Reasons:

The recommendations above allow the implementation of ITS schemes included in the 2016/17 programme of highway works.

Action: Members to send any representations on Operation Horizon to matthew.gallop@surreycc.gov.uk and copy in Amanda.Richards@surreycc.gov.uk, John Hilder, Councillor Matt Furniss, and Councillor Keith Taylor.

158/16 PROJECT HORIZON AND PROJECT HORIZON PAVEMENTS UPDATE [Item 15]

The purpose of the report was to describe the potential Pavement Horizon 5 year programme, generated from the Footway Network Survey (FNS), for Guildford. These schemes include lower cost preventative treatment, in an asset management approach, to extend the life of the pavement. This programme also includes need based schemes that are higher cost reconstruction of the pavement, and the potential list of these is included in Annex 1 of the report.

The report is the start of the consultation process to engage and to better inform the prioritised list of the needs based schemes. The Local Committee were invited to identify schemes that are high priority (should be part of the 5 year programme), on the list which are low priority (work not required in the 5 year programme), or not on the list which are high priority and should be considered for the 5 year programme.

The Local Committee (Guildford) noted:

- (i) The list of potential Pavement Horizon needs based schemes, for the 5 year programme, generated from the FNS for Guildford. (**Annex 1**).
- (ii) The request to identify schemes that are
 1. High priority and should remain on the 5 year programme
 2. Lower priority and could be deferred to a future programme
 3. Currently not on the high priority list and should be considered for addition to the list.
- (iii) The process outlined in part 1 to verify that the schemes in **Annex 1** meet local and community needs.

Action: Members to send any representations on Pavement Horizon to Matthew.Gallop@surreycc.gov.uk and copy in Amanda.Richards@surreycc.gov.uk, John Hilder, Councillor Matt Furniss, and Councillor Keith Taylor.

159/16 LOCAL COMMITTEE SUBSTITUTE MEMBERSHIP, TASK GROUP MEMBERSHIP AND NOMINATIONS TO PARTNERSHIP (EXECUTIVE FUNCTION FOR DECISION) [Item 16]

The purpose of the report was to address certain governance requirements to be considered by the committee on an annual basis and at the first municipal meeting of the year. Under Surrey County Council constitutional arrangements the Committee is required to agree if it shall accept substitute co-optee members to attend committee as directed by the Borough Council. Member task groups have been established to support the Committee in its work and membership and terms of reference are to be reviewed and agreed.

Finally, the Committee is invited to provide representation on local partnership bodies. The paper also asks the Committee to consider membership of these groups for the new municipal year.

The Local Committee (Guildford) agreed:

- (i) that there shall be substitute Borough Council co-optee membership for the municipal year 2016-17;
- (ii) the terms of reference for the two Task Groups as set out in **Annexes 1 and 2**;
- (iii) the nominated members and substitute members as below for the Transportation Task Group for the municipal year 2015-16;
- (iv) the nominated members for the Youth Task Group as below for the municipal year 2015-16;
- (v) To appoint the nominees as below from the Local Committee to the local partnerships as set out in the report.

Transportation Task Group:

Councillor Mark Brett-Warburton

Councillor Keith Taylor

Councillor David Goodwin

Councillor Paul Spooner

Councillor Matt Furniss

Councillor Tony Phillips

Substitutes: Councillor Bill Barker and Councillor Tony Rooth

Youth Task Group:

Councillor Pauline Searle

Councillor Keith Taylor

Councillor Iseult Roche

Councillor Caroline Reeves

Safer Guildford Partnership

Councillor Fiona White

Guildford Health and Wellbeing Board

Councillor Pauline Searle

Reasons:

Good governance practice requires that the Committee reviews membership arrangements regularly to ensure that representation on the committee, task groups and partnerships is fair and provides the best outcomes for the interests of Guildford borough residents.

Action: The Local Committee representatives on the Health and Wellbeing Board and the Safer Guildford Partnership to provide an annual update to a future meeting.

160/16 TRANSPORTATION TASK GROUP UPDATE (FOR INFORMATION) [Item 17]

The Local Committee (Guildford) agreed to:

- (i) Note and comment on the work and programme for the Transportation Task Group.

Reasons:

The purpose of the Transportation Task Group is to provide the Guildford Local Committee with considered and informed advice. The purpose of this report is to keep the full committee informed of matters under consideration by the TTG and when those items are likely be bought forward for the attention of the full committee.

161/16 DECISION TRACKER (FOR INFORMATION) [Item 18]

Members noted the update on the progress of the Local Committee decisions.

162/16 FORWARD PLAN (FOR INFORMATION) [Item 19]

Members noted the Forward Plan for the Local Committee Guildford.

163/16 INFORMAL PUBLIC QUESTIONS (FOR INFORMATION)

Meeting ended at: 9.30 pm

Chairman

This page is intentionally left blank



Surrey County Council Local Committee (Guildford) 22 June 2016

Petition [Item 5a]

Flexford Gap Petition – postponed until 20 September 2016 Local Committee for further investigation by the Surrey County Council Legal team.

Principal petitioner/organisation	Kate Mackay 125 confirmed signatures, e-petition
SCC Division / GBC Ward	Shere/West Clandon
Summary of concerns and requests	<p>We the undersigned request that you stop HGV 's travelling through West Clandon village and mounting the pavement to pass each other. That a restriction of 20mphs is put in place through The Street & Clandon Road and by the Primary School.</p> <p>(please see background information below, following the response)</p>
Response	<p>The committee would like to thank Mrs MacKay for taking an interest in road safety in West Clandon and organising the petition being presented today.</p> <p>The petition focuses on reducing the speed limit through West Clandon village to 20mph, introducing restrictions on the size of HGV's and preventing vehicles mounting the pavements. Numerous similar request for changes to the road network are made each year and the Local Committee has an annual budget for undertaking highway improvement and maintenance works, see agenda item 14, for 2016/17 budget allocations. All requests for significant changes such as those made by the petitioners are considered by the Transportation Task Group each Autumn, who report to the committee and make recommendations on which requests should be prioritised for funding and implementation in the following year. This petition will be considered by the task group later in the year, as well as the following officer comments, alongside requests from previous years and those made this year.</p> <p>The A247 through West Clandon has a 30mph speed limit, however average speeds are known to be well in excess of this at between 35 and 40 miles per hour. Consequently for the past year or more Surrey County Council (SCC) highways officers and police road safety officers have been considering measures</p>

aimed at reducing speeds to nearer the 30mph limit in consultation with West Clandon Parish Council. Surrey Highways will be installing a vehicle activated sign (VAS) this Summer which is funded by the parish council. The sign will display '30 SLOW DOWN' when triggered by speeding vehicles. A second VAS sign is under consideration, as are alterations to the conventional signs and road marking such as removing the centre line. The centre line was removed on the A248 through Albury last year and this measure is known to have a traffic calming effect. .

Given present vehicle speeds introducing a 20mph limit which is effective in reducing speeds to near 20mph would require significant interventions to the road layout to physically regulate speed. Such traffic calming typically takes two forms: vertical features such as road tables and speed cushions as found in Bellfields, or horizontal features such as kerb build - outs with priority give-way as found in Trodds Lane. Both types of physical traffic calming have to be illuminated at night, so are accompanied by enhanced street lighting, and as a result introducing a 20mph limit would be a high value highway scheme. Traffic calming has other secondary impacts in addition to changing the night-time ambience of a road. Road tables can generate noise and ground vibration while build-outs with priority give way are associated with vehicle braking and acceleration. Both types of traffic calming have been considered by the parish council and officers understand their view is that such changes and their secondary effects may be unlikely to be welcomed by the majority of residents, who if they were aware of them would be also less likely to support the introduction of a 20mph speed limit. The parish council would prefer to continue to work with SCC and the police to get speeds down nearer to the current 30mph limit.

Turning to restricting HGV's the A247 is one of the historic rural A roads within Surrey and links settlements to the south of Guildford to the A3 trunk road and Woking. These rural A roads typically form the high street through the centre of villages such as West Clandon, as is the case to the south where the A248 passes through Albury and Chilworth for instance. Restricting HGV movements on these roads is simply not practicable since no alternative suitable roads exist.

Lastly highways officers and police road safety officers are very aware of locations where vehicles mount footways in order to pass oncoming traffic. New bollards will be considered, but in most places the footways are so narrow that a bollard would make it impossible to pass with a push-chair. Widening the carriageway and/or the footways would require land acquisition which is an expensive and lengthy process, likely to involve Compulsory Purchase Order (CPO) procedures which can trigger a Public Inquiry, and as a result SCC reserve land acquisition for major infrastructure projects such as construction of the A331 Blackwater Valley Route.

--	--

Background to e-petition:

For many years West Clandon has had problems with HGV's speeding through the village both in the 40mph and 30 mph zone. Whilst this is classed as an A road 247, which provides access to the A3, A25 and A246. In fact it is a B road in a small village that does not have the capacity to take the traffic. There are several bends and areas where the visibility is limited, there are very narrow pavements and pavements only one side of the road. And when they cannot pass another vehicle coming in the opposite direction they mount the pavement to pass each other. I enclose 2 photographs as evidence. This is a frequent occurrence.

Six years ago, My daughter and I together with my 2 grandchildren age 6 weeks and 2 years (who were in a double buggy) were walking from Felix Drive to the Railway Station. An HGV that was coming from Clandon Road/The Street, which was speeding mounted the pavement inches from my 6 week old grand-daughter. The vehicle drove along the pavement, the driver did not even slow down, he/she was going so fast we could not even obtain a number plate or the name of the Company who owned the HGV's. I reported this matter to the police to the Parish Council and to Guildford Borough Council.

Six years on we still have the same problem which results in people not being confident about walking about the village in their daily lives. Reports of vehicles mounting near the bus stop, of cars driving so close to people are put in serious danger.

Introduction:

I was promised that we would have speed checks and in six years they have been very few usually outside of any period when the traffic is heavy. The Parish Council looked at putting in VAZ signs and when we were about to put them in last year 5 years later this was dropped. This is now being reviewed but will not solve the problem of HGV's or speeding vehicles entering the 30mph zone from the 40mph zone or stopping large vehicles from mounting pavements.

Findings:

A speed test survey was carried out a couple of years ago, which showed traffic speeding through the village at 50/60 and up to 70 mps. And still no effective measures were put in place to reduce the risk to pedestrians. There are several areas of risk, The Clandon Road, A 3 Slip Road, the 30mph section at Lime Grove bend, the Railway Station area, the area by Summers and the area from the Clandon Cross Roads by Clandon Park and the Village School.

We are in a situation where families with their children cannot walk safely around this village to the Railway Station, Playground or Village School. There is only one crossing point by the Playground and Village Hall. The lighting in Winter is bad with many accidents being at the Clandon Road section slip road and it is becoming every increasing difficult for people to enter and exit their drives in vehicles safely on Clandon Road and The Street. Lines of sight and visibility are poor due to the bends and the Bridge at the Railway Station.

When it rains flooding of the road is serious with the narrow pavements it is almost impossible for Pedestrians to walk down Clandon Road and The Street without being drenched in drain water from Vehicles. In the last year or so we have many cyclists using the village and it is extremely dangerous for them. Another problem last year or so has been over the weekends with constant traffic and speeding motor bikes seen speeding at 60/70 mph and on the wrong side of the road by Lime Grove bend, where the speed drops to 30mps.

Conclusion:

In view of the fact that many Counties in the Country including London, have now put in speed restrictions and measures to stop HGV's and speeding vehicles using areas as "rat runs" when the traffic becomes heavy on the motorways they should be using, it is now time that the situation in West Clandon is reviewed. It is not acceptable to continue to allow HGV's and other vehicles to speed through this village and put people at risk by trying to pass vehicles when there is insufficient room. It is not acceptable for this problem to be ignored and putting vehicles travelling through the village before the residents.

This year the village school will be accepting up to age 11 and there needs to be a speed reduction to 20mph as in other areas which complies with the Surrey County Council 2014 Safety Outside School Policy. This would allow those parents who wish to walk their children to and from school to do so.

Therefore as a Health and Safety Consultant I advise SCC/GBC to put in place the measures that would greatly reduce the risk.

1. Lighting and Signage by the Clandon Road hotspot.
2. Reduce the Speed in the 40 mph zone to 30mph.
3. Put VAZ sign by Lime Grove as planned.
4. Reduce the Speed in the 30mph zone to 20 mph.
5. Put measures in at the Bridge so that vehicles can pull out of the Railway Station and Oak Grange Road with safety. A width/weight restriction on the Bridge is an option.
6. Put in measures along the hotspot by Summers to stop vehicles mounting the pavement.
7. A 20 mph zone along by the School with road signage
8. Measures in place by the Church so that residents can cross safely to the Church.
9. A VAZ sign as you come into the village from the Clandon Cross Roads.
10. The air pollution emissions needs to be considered as many of the Properties on Clandon Road and The Street are at risk.

The previous response from Guildford Borough Council over road safety has given priority to vehicles over people who live in the village. I hope now that Surrey County Council, who are responsible for the Highway will not take the appropriate steps to change this and give the same consideration to residents that is given in other Counties as part of the UK initiative to reduce accidents and deaths.

The accidents statistics for the village do not include 1915, 1916, and since there have been a lot of near misses not reported, I am not going to present the accident statistics but I will highlight some of those reported which have happened recently.

Examples: Incidents & Comments from Residents.

1. Felix Drive: Crossing the Road by Felix Drive, half way across with grand-daughter and women comes from the Railway Station in vehicle speeding had to grab my grand-daughter and pull her back. No where in sight when we started to cross the road.
2. Felix Drive: 2 residents have written to GBC/SCC regarding the speed of the traffic and trying to exit the drive safely.
3. From Resident:

I met a very wide load yesterday morning being escorted by a police car over the railway bridge at more than a slow speed . I dread to think what would have happened if another HGV was in the vicinity.

As an aside, I have noticed an increasing number of trainee HGV's going through the village lately and wonder if it is used for training purposes because of the obstacles created by the road conditions.

4. From Resident:

I do not know if you are aware but there was a nasty accident that an ambulance was called to this evening at about 8pm. It was at the Junction where you get on the A3 going Southbound. Also if we reduce the speed through the village, at the point where it is 40 mph and is still a built up area, it also needs to be reduced as proved by the accident this evening.

5 From Resident;

There was another nasty accident with ambulance / police about 8 weeks ago during the day at the same spot (sorry do not have date). At the actual junction as you turn right to enter the slip road down to the A3 south.

Two cars crashed (one certainly write off)...elderly drivers in both.

6 From Resident:

I do not know if you are aware but there was a nasty accident that an ambulance was called to this evening at about 8pm. It was at the Junction where you get on the A3 going Southbound. Also if we reduce the speed through the village, at the point where it is 40 mph and is still a built up area, it also needs to be reduced as proved by the accident this evening.

7 From Resident:

Just seen what I would deem to be a "serious" vehicular accident at the unlit (not that I want the village awash with lights) badly signed, poorly laid out junction of A247 with the A3 southbound to Guildford. Serious enough to warrant a police car and ambulance - looked like at least 2 cars. Seen quite a lot of bother here. I avoided by coming home through Clandon the other way ie via the Clandon Crossroads and a driver in the opposite direction said there was an accident and the road was "closed".

8. From Resident:

Can I please mention the road by our village church. It is very dangerous trying to cross the road to and from the church - cars speed around the corner from the village towards Clandon crossroads - we have to have people guide us across from a viewpoint from the path on the church side. Church-goers park in the Rectory drive and it is too dangerous to turn right on exiting - it is necessary to turn left and go back on yourself at Clandon crossroads.

9 From Resident:

I. am not sure that I have missed this point but the other thing that also adds to the issues in the village are cyclists. It is not necessarily the cyclists that are a problem (although there is increased volume since the Olympics and annual races through here) but the way that cars and trucks overtake. I have seen several near misses as impatient drivers go to overtake as soon as they enter the village (particularly from the Church side) on a road that is both narrow and has blind bends. Often, to be faced with a truck or car coming the other way (and often not taking into consideration the pedestrians safety should their overtaking antic go horribly wrong).

10 From Resident:

About 15 years ago a man nearly lost his foot in an accident outside Jaynes (half way between the Onslow and the Station) as he crossed the road, the driver must have been speeding.

Later, about 10 or so years ago there was a major incident where a White van going northbound way too fast tried to break in wet weather (probably didn't realise there was the

station and cars turning) and went off the road to the west side (ie nearside) and narrowly missed the bus stop just south of the railway station.

11 From Resident:

You might be interested in these photos taken last year when traffic came to a grinding halt when two HGVs came face to face in the narrow stretch outside Summers. I think the picture says it all.

(Photos attached to document)

12 From Resident:

I hope we are not thinking that a 20 mph speed limit in our village is an unobtainable dream. The excellentincludes a long list of the many towns and cities which have already made 20 mph as their norm for residential streets like ours. Let 20 be the new 30 for our village as well.

13 From Resident:

I lost my wing mirror recently at the pinch point near Summers as the car coming in the opposite direction in the dark was over the white line.

14 From Resident:

I had a minor accident trying to turn right out of Oak Grange road a month ago. No-one hurt, though damage to both cars, but coming out of that road is a nightmare at certain times of day. Visibility, particularly looking left, over the hump and bend by the railway bridge, is very poor, given the speed at which traffic moves. A 20mph limit would go a long way to preventing such accidents. I know of at least one other who has had an accident coming out of Oak Grange Road, and I'm pretty sure she mentioned another accident as well as hers.

15 From Resident:

I agree that the danger to the largest number of people are the cars heading north from the Summers pinch point. Once they get onto the straight downhill section past the village hall most are doing 40 , many much faster, especially in the morning rush. I will never forget the time a van lost it and careered into the side narrowly missing the bus stop just shy of the station. This is the main gathering area for children in clandon to get their school bus and it makes them sitting ducks. Hence whilst I also support slowing south bound traffic into the 30mph section the main risk on numbers of potential casualties is fast traffic coming downhill towards the rail road crossing and of course near the school further south. I would be very happy if we can achieve 20mph but 30 would be a good start.

16 From Resident;

I have had to stop many times at the narrow part of the A247 or just before it to avoid being hit by lorries, buses and speeding cars. Lots of the lorries and buses mount the pavement to get through and likewise I have had to mount the pavement because of on-coming lorries and buses. The HGV learner lorries are the worst! Especially the double hinged ones. I have had my wing mirror hit once whilst stationary just before the narrow point. I walk along the main road fairly often and I am scared to. The speeding vehicles whizz by. I am sure that I have escaped been hit by lorry/bus wing mirrors several times.

17 From Resident:

I don't know how possible it is to get the speed limit reduced to 20mph but I am fully supportive.

18 From Resident:

Further to your point as to quite where any sign should go I would endorse your view that the bend near Lime Grove needs motorists to slow down. We live atThe Street. Our entrance

is on the right soon after you come around that bend from the Send direction. A few years ago my daughter was sitting stationary signalling right to turn in, waiting for oncoming traffic, when two motor cyclists came around the bend too fast. One did manage to stop OK, but the other (less experienced one) came off her bike and injured her arm in avoiding her companion and also my daughter's car. I don't believe the incident was ever reported to any authority/insurance company as no damage was done to anyone or anything other than the motorcyclist herself and her bike. But definitely a dangerous bend.

Turning right out of our drive - up which there are three houses - I quite often get the feeling that I have annoyed people by making them slow down sharply after the bend, but they were not in sight when I made the decision to pull out. I would suggest they are travelling too fast for the road.

19 From Resident:

I would suggest the most dangerous part of the of the A247 coming through the village is the narrowing of the road by "Summers", and the main entrance to the station . In the past 3 years there has been numerous accidents at this spot, and I have seen motorcyclist's doing " wheelies" over the bridge .To try and get motorist to adhere to the speed limit, I have put 30mph and speed kills notices in a prominent position on the entrance to the station which can clearly be seen from the A247 , with little success.

20.From Resident:

I live between the station and the Onslow and currently walk my son to Clandon school most days. I have 2 younger boys as well so quite often have a double buggy. I am determined to walk, but do often wonder whether I'm being irresponsible in terms of our safety. Particularly on the narrow pavement by Summers. Last week I was walking and a van almost brushed her leg and the buggy as it drove past. We have often discussed that a priority lane is needed at that point so that only one car can pass at a time at that narrow point and perhaps further traffic slowing/calming measures.

I would also like to draw you attention to the Department for Transport Circular 01/2013, which has been drawn to my attention by Sir Paul Beresford, our local MP. I would outline some of the advice for Local Authorities from the Ministers which I think is appropriate to our request.

“Traffic authorities are asked to keep their speed limits under review with changing circumstances and to consider the introduction of more 20mph limits and zones, over time, in urban areas and built up village streets that are primarily residential to ensure greater safety for pedestrians and cyclists using the criteria in Section 6.”

“Roads should be designed to that mistakes made by road users do not result in death or serious injury. Effective speed management is part of creating a safe road environment which is fit for purpose.” “Achieving local speed limits that better reflect the needs of all road users not just motorised vehicles”. “Ensuring improved quality of life for local communities and a better balance between road safety, accessibility and environmental objectives, especially in rural communities”.

Considerations in setting local speed limits

23. A study of types of crashes, their severity, causes and frequency together with a survey of traffic speeds, should indicate whether an existing speed limit is appropriate for the type of road and mix of use by different groups of road users, (including people walking, cycling or on motorbikes) or whether it needs to be changed. Local residents may also express their concerns or desire for a lower speed limit and these comments should be considered.

24. Is about air quality.

26. Where there is poor compliance with an existing speed limit on a road of stretch of road the reasons for non-compliance should be examined before a solution is sought.

K Mackay 23 March 2016



Outside Summers Cottage



Petition [Item 5]

Principal petitioner/ organisation	Mr Calum Shaw, 103 confirmed signatures, e- petition
SCC Division / GBC Ward	Guildford SE/Guildford SW/Friary and St. Nicolas
Summary of concerns and requests	<p>Improve the safety of the traffic lights on York Road outside Waitrose in Guildford:</p> <p>Motorists exiting Waitrose car park turning right up York Road are being confused by seeing red traffic lights at the pedestrian crossing. They stop, then sometimes realise their mistake and drive through late, by which time a green man is displayed. Crossing is used extensively by primary school children. Suggested improvements: 1) add right filter light on opposite side of York Road to Waitrose 2) add a sensor to hold the pedestrian light on green when there are many people crossing</p> <p>(see diagram below for more information)</p>
Response	<p>We thank the petitioners. The following is the response to the two suggestions made:</p> <p>1) Add a right filter light on the opposite side of York Road to Waitrose. <u>Response.</u> We do not think that installing the suggested signal opposite the Waitrose junction will obviously improve road user behaviour. Drivers exiting the Waitrose site already receive a clear signal from the signals located at the store exit. Having left Waitrose, drivers exiting right seem to have doubt about completing their right turn manoeuvre. They are sometimes distracted by trying to view the signals aimed at A246 eastbound drivers, and/or by pedestrians at the signal controlled pedestrian crossing over the A246 eastbound lane, who sometimes do not cross on a 'green man'.</p> <p>2) Add a sensor to hold the pedestrian light on green when there are many people crossing. <u>Response.</u> The pedestrian crossings at the A246 York Road / Waitrose traffic signal junction already features 'on-crossing' sensors, to detect pedestrians using the crossing and adjust the 'green man' time accordingly. All road users, whether they be pedestrians or motorists need to obey traffic signals.</p> <p>County council officers are fully aware of the issues present at this signal junction. In conjunction with Waitrose's team, they have been trialing a series of measures, to try and address the issues, including:</p> <ul style="list-style-type: none"> - Fitting extended hoods to signal heads that drivers seem to be viewing incorrectly, and - Covering signal heads that drivers seem to be viewing incorrectly.

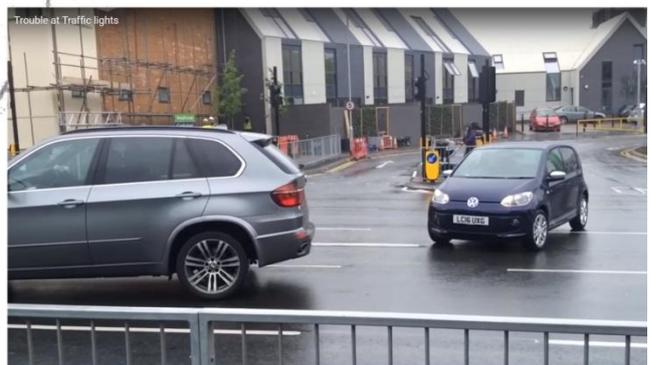
	<p>Unfortunately, this has not substantially changed road user behaviour. Further possibilities include relocating signal poles / heads and other changes, which county council officers will trial, in conjunction with Waitrose's team, to try to fix the issues. This work is continuing.</p>
--	--



YORK ROAD
UP →



Observation 18th
May 2016 3pm:
2 out of 10 traffic
light cycles result in
driver error



Principal petitioner/ organisation	Mrs Joanna Chwatow, 155 confirmed signatures, paper petition (signed letters)
SCC Division / GBC Ward	Guildford East/Burpham
Summary of concerns and requests	As residents, including the Burpham Community Association, we would like to ask the Local Committee to take action to improve road safety on Burpham Lane: to lower the speed limit to 20mph and to introduce additional traffic calming measures. We are asking the Committee to commission an assessment of the feasibility of a lower speed limit (20mph) via the local highways team. It was suggested by Mr. Duncan Knox, Road Safety Team Manager at Surrey CC, that the highways team could order some pneumatic tube surveys to collect data which could be used for this assessment.
Response	<p>The Committee would like to thank Ms Chwatow for presenting the petition on behalf of the local residents in Burpham.</p> <p>The SCC officers receive many highway requests, such as the Burpham Lane safety improvements scheme. Firstly, an initial investigation is carried out and if deemed to be justified it would be placed on the running list for recommended further investigation. The running list will then be taken to a Task Group to be further discussed. The Task Group is comprised of local 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.</p> <p>The SCC Highways officers have investigated the above and placed Ms Chwatow's request on the running list to be discussed in the autumn Task Group meeting.</p>

This page is intentionally left blank



Surrey County Council Local Committee (Guildford) 22 June 2016

Public Questions and Statements

Submitted by David Fullbrook (Pete Webb speaking)

We would like to ask the Committee how can a TRO be placed on an area (accepted as private) that neither SCC nor GBC can prove has been adopted as publicly maintainable highway by due legal process and if implemented what legal standing would parking restrictions have in such a case?

This is the case with the access drive of Barton Place which is clearly described in the planning permission and as shown on Land Registry Title SY 173174.

Would the members of the Committee not agree that it is not prudent to include Barton Place in the TRO given the lack of any evidence of adoption (the only “proof” given being an assumption by SCC of adoption because it had been maintained at public expense by GBC up to 1974 – not true.) and the possible legal ramifications of proceeding with parking restrictions?

Response

Accepted as private by whom? Surrey County Council is satisfied that the road is public highway and that it has been managing the area as such for the past 42 years. Furthermore, the County Council has indicated that it would be prepared to defend any suggestion that Barton Place is not public highway in court. Therefore, unless an application was made to the High Court within 6 weeks of making of the order disputing its validity on the basis that Surrey County Council and its agents have acted beyond their powers (and it was subsequently found that this was the case), then the parking restrictions would be valid.

There are numerous instances where the sub-soil is privately-owned but the carriageway and footway form part of the public highway.

It would be the prerogative of the Barton Place Residents’ organisation or AN Other to take the matter to court and to dispute the County Council conclusion and / or the authenticity, or accuracy of that Guildford Road Register 1974 document. Until such time that it does, Surrey County Council is satisfied that the road is public highway. As its agents in respect to on-street parking management, and given the evidence provided, Guildford Borough Council Parking Services concur with Surrey County Council’s view.

Supplementary Question

“The simple question of HOW, WHEN, & WHY? the access drive to Barton Place was adopted will have to be answered prior to being included in the TRO.

Would the Committee members also agree that after our asking for 21 months, and recently Anne Milton MP asking the same question and both receiving no answer, that Barton Place should be removed from the TRO and the RESIDENTS ONLY markings be restored.

Response

Guildford Road Register 1974 document indicates that Barton Place was adopted as public highway at some point prior to local government reorganisation in 1974. Surrey County Council is satisfied that the road is public highway and that it has been managing the area as such for the past 42 years.

Surrey County Council has dealt with two previous complaints from the Barton Place residents about this issue. The most recent of which went to the Local Government Ombudsman. The Ombudsman found that the County Council had dealt with the issue in the correct manner. However, it is not the role of the Local Government Ombudsman's to determine the status of the road. If residents do not agree with the County Council's conclusion, and wish to challenge it further, it would be their prerogative to take the matter to court. As indicated, Surrey County Council would be prepared to defend any suggestion that Barton Place is not public highway in court.

Karen Amies (GBC) replied to an enquiry from Anne Milton MP's officer on behalf of Sue Sturgeon (MD – GBC) on 10 June 2016. This correspondence reiterated the County Council's view that the road is public highway.

Submitted by Juile Brown

"A recent survey shows that 50,000 vehicles a week use the section of the A25 between Trodds Lane and the Albury turnoff. Therefore, this is a busy stretch of road which is made dangerous by the combination of the Trodds Lane junction, the crossing of the North Downs Way and the entrance to the Newlands Corner site, as regular accidents prove.

It has been confirmed by Cllr Goodman that the number of vehicles currently using the Newlands Corner site, and, therefore, performing slow manoeuvres on the highway when entering and leaving, has increased to 255,000 per year. This is 510,000 manoeuvres on the highway each year. These are manoeuvres on the highway, not on the Newlands Corner site.

Why has no consideration been taken of this increase when considering the improvements needed to make this stretch of road safe?

Response

Agenda item 14 'Highways Update' includes a section about the Newlands Corner safety scheme at paragraphs 1.8 to 1.13 and Annex 3 to the report shows a plot of personal injury accidents recorded by the police in the four year period to the end of November 2015. Of the 28 accidents reported during this period between Clandon Crossroads and the Sherbourne Road junction only two occurred near the Newlands Corner, junction, suggesting there is not a pressing safety problem associated with turning traffic here. None the less the proposed scheme is intended to improve safety for all road users, particularly those following the North Downs Way and crossing the A25, and the proposals include reducing the speed limit from the current 60mph to 40mph, which the committee is asked to approve. The scheme also includes 'gateways' on the approaches to Newlands Corner and additional signs and road markings aimed at encouraging drivers to reduce speed and be alert for people crossing the road. This scheme has been developed in consultation with police safety offers over the past 12 months, so effectively with reference to current levels of usage reflected by the traffic figures included in the question.



Surrey County Council Local Committee (Guildford) 22 June 2016

Member Questions and Statements

Submitted by Councillor Caroline Reeves, Guildford Borough Council

"Since the store opened last year I have had extensive correspondence with SCC Highways and the manager at Waitrose about the issue of the phasing of the lights and the road markings. In addition to the concerns raised by the residents, which I fully support, I have two questions:

I believe that in the early stages of the design of the road layout, Waitrose had wanted a yellow box to stop those exiting the car park blocking the cars queuing back from the York Road roundabout but it was thought this was unnecessary. In the light of the problems we have seen, would this add clarity for all drivers?

Please could we be given an explanation of the timing on the sequencing of the pedestrian phase? "

Response

Waitrose's detailed design of the A246 York Road / Waitrose store traffic signal junction did not include a junction box marking. Waitrose requested permission for a junction half box on the A246 westbound lanes in front of the store access at the end of 2015. However, a subsequent assessment indicated this box marking was not warranted. A246 westbound traffic was not observed to queue back across the Waitrose junction.

We do not think that a junction full or half box on the A246 would improve road user behaviour. The issues are associated with drivers not obeying traffic signals, or having doubt over their manoeuvres, and pedestrians not always crossing on a 'green man'; not about traffic queues blocking turns.

The A246 York Road / Waitrose store traffic signal junction operates in four phases / stages, as follows:

- Phase / stage 1: Both A246 eastbound and westbound ahead traffic go. The pedestrian crossing over the Waitrose store exit lane is allowed. All other traffic and pedestrian movements are stopped / not allowed.
- Phase / stage 2: A246 eastbound and right turn traffic go. The pedestrian crossings over Waitrose store exit lane and the A246 westbound lanes are allowed. All other traffic and pedestrian movements are stopped / not allowed.
- Phase / stage 3: Waitrose store exit traffic goes. The pedestrian crossings over Waitrose store entry lane and the A246 westbound lanes are allowed. All other traffic and pedestrian movements are stopped / not allowed.
- Phase / stage 4: A246 westbound traffic goes. The pedestrian crossings over Waitrose store exit lane and the A246 eastbound lanes are allowed. All other traffic and pedestrian movements are stopped / not allowed.
(Cycle repeats).

The time allowed for each traffic phase / stage is variable and dependent on demand at this junction and elsewhere, because the junction is part of the Guildford town centre urban traffic control system. The signal settings include sufficient time for pedestrians to cross the road during the pedestrian stages.



Surrey County Council Local Committee (Guildford) 22 June 2016

Informal Public Questions

Submitted by Brian Miller

The Local Committee agreed to fund the planting of trees in Darynton Drive, however 25% of the trees have not taken, and we are liaising with Cllr Ellwood on this. We've been told that the contractor has no obligation to re-plant them. Is a 25 % failure rate normal as this money is coming out of the tax payers fund, what is the Council going to do and when?

Response

John Hilder is working with Cllr Ellwood to look at whether Highways can replace the trees; these would be planted in autumn time 2016. Councillor Ellwood stated that he was happy to use his Member's Allocation fund to pay for the trees and requested that Highways convene a meeting with residents to see if the re-planting could be done sooner.

Submitted by Charles Hope

Why is it taking so long for the white gate in West Horley to be installed by Highways?

Cllr Bill Barker asked could a contractor be used for this work?

Response

John Hilder updated some of the work has slipped from last financial year to this year, he wouldn't expect the bill to increase for the work and will go back to the responsible Highways officer.

As the gate is being funded by the Parish Council then potentially they could use a contractor for the work.

This page is intentionally left blank