

Agenda

Guildford
Local Committee

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

Discussion

Services for Young People

Draft Parking Strategy

Highways Update



Venue

Location: Council Chamber,
Guildford Borough
Council, Millmead House,
Millmead, Guildford,
Surrey, GU2 4BB

Date: Wednesday, 22 June
2016

Time: 7.00 pm



SURREY

Get involved

You can get involved in the following ways

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: joanna.long@surreycc.gov.uk

Tel: 01483 517336

Website: <http://www.surreycc.gov.uk/guildford>



Follow @GuildfordLC on Twitter



SURREY



Surrey County Council Appointed Members

Mr W D Barker OBE, Horsleys
Mr Mark Brett-Warburton, Guildford South East
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 (Chairman)
Mrs Fiona White, Guildford West
Mr Keith Witham, Worplesdon

Borough Council Appointed Members

Cllr Matt Furniss, Christchurch (Vice-Chairman)
Cllr Nigel Manning, Ash Vale
Cllr David Bilbe, Normandy
Cllr Julia McShane, Westborough
Cllr Tony Phillips, Onslow
Cllr Tony Rooth, Pilgrims
Cllr David Wright, Tillingbourne
Cllr Illman, Shalford
Cllr Reeve, Clandon & Horsley
Cllr Sarti, Clandon & Horsley

Chief Executive
David McNulty

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 Joanna Long on 01483 517336 or write to the Community Partnerships Team at Surrey County Council, Old Millmead House, Millmead, Guildford, GU2 4BB or joanna.long@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.

MOBILE TECHNOLOGY AND FILMING – ACCEPTABLE USE

Those attending for the purpose of reporting on the meeting may use social media or mobile devices in silent mode to send electronic messages about the progress of the public parts of the meeting.

Anyone is permitted to film, record or take photographs at council meetings. Please liaise with the council officer listed in the agenda prior to the start of the meeting so that those attending the meeting can be made aware of any filming taking place.

Use of mobile devices, including for the purpose of recording or filming a meeting, is subject to no interruptions, distractions or interference being caused to the PA or Induction Loop systems, or any general disturbance to proceedings. The Chairman may ask for mobile devices to be switched off in these circumstances.

It is requested that if you are not using your mobile device for any of the activities outlined above, it be switched off or placed in silent mode during the meeting to prevent interruptions and interference with PA and Induction Loop systems.

Thank you for your co-operation

Note: This meeting may be filmed for live or subsequent broadcast via the Council's internet site - at the start of the meeting the Chairman will confirm if all or part of the meeting is being filmed. The images and sound recording may be used for training purposes within the Council.

Generally the public seating areas are not filmed. However by entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes.

*If you have any queries regarding this, please contact the representative of **Legal and Democratic Services** at the meeting.*

			
Mr Mark Brett-Warburton Guildford South East	Mr WD Barker OBE 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 (Chairman) Shere
-------------------------------	----------------------------------	---------------------------------------	-------------------------------------

		 SURREY COUNTY COUNCIL Local Committee (GUILDFORD) County Councillors 2013-17
Mrs Fiona White Guildford West	Mr Keith Witham Worplesdon	



Cllr Michael Ilman Shalford	Cllr David Bilbe Normandy	Cllr Nigel Manning Ash Vale	Cllr Matthew Sarti Clandon & Horsley
--------------------------------	------------------------------	--------------------------------	---



			
Cllr Matt Furniss (Vice-Chairman) Christchurch	<i>Cllr David Reeve</i> <i>Clandon and Horsley</i>	<i>Cllr Tony Phillips</i> Onslow	Cllr Julia McShane Westborough
		 GUILDFORD BOROUGH Local Committee (GUILDFORD) Borough Council Members 2016-17	
Cllr Tony Rooth Pilgrims	Cllr David Wright Tillingbourne		

For councillor contact details, please contact Joanna Long, Community Partnership and Committee Officer (joanna.long@surreycc.gov.uk /01483 517336)

1 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

To receive any apologies for absence and notices of substitutions from Borough members under Standing Order 39.

2 MINUTES OF PREVIOUS MEETING

(Pages 1 - 8)

To approve the Minutes of the previous meeting as a correct record.

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 CHAIRMAN'S ANNOUNCEMENTS

To receive any Chairman's announcements.

5 PETITIONS

To receive any petitions in accordance with Standing Order 65. An officer response will be provided to each petition.

The Committee is due to receive two petitions with the following requests:

York Road Lights – improve the safety of the traffic lights on York Road outside Waitrose in Guildford

Burpham Lane - lower the speed limit to 20mph and introduce additional traffic calming measures

a PETITION RESPONSE:

(Pages 9 - 10)

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

West Clandon – Stop HGVs travelling through village

6 PUBLIC QUESTION TIME

To receive any questions from Surrey County Council electors within the area in accordance with Standing Order 66.

7 MEMBER QUESTION TIME

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

8 SERVICES FOR YOUNG PEOPLE PERFORMANCE SUMMARY 2015/16 (FOR INFORMATION) (Pages 11 - 32)

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.

9 TRAVEL SMART PROGRAMME CLOSE OVERVIEW (FOR INFORMATION) (Pages 33 - 50)

This report provides an overview of all the work delivered in Guildford, as part of the Travel SMART programme that started in April 2011. It summarises the range of achievements, outcomes and challenges recognised across the programme, but with a specific focus on Guildford. It should 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.

10 GUILDFORD ON-STREET PARKING REVIEW - PROPOSALS FOR BURPHAM AREA AND 'AD-HOC' LOCATIONS (EXECUTIVE FUNCTION FOR DECISION) (Pages 51 - 142)

This report presents 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.

Annex 2 and Annex 4 of the Guildford On-Street Parking Review report are available on-line at <http://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=196&MId=5003&Ver=4> or from Andy Harkin Guildford Borough Council Tel: 01483 444535. (These pages will be missing from paper copies of the agenda).

11 PARKING STRATEGY FOR GUILDFORD (EXECUTIVE FUNCTION FOR DECISION) (Pages 143 - 182)

This report presents a draft parking strategy which is written to support other strategies and plans and to assist in the development of Guildford town centre. The strategy restates the need to promote access by means other than the car, sets out ways of developing and encouraging greater use of park and ride and proposes to rearrange the car parks in the town centre to reduce traffic in the centre and encourage a "drive to, not through" policy. The Committee is asked to consider the contents strategy and agree the principles

12 SURREY CYCLING STRATEGY (FOR INFORMATION) (Pages 183 - 238)

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. This report provides members

with information about the aim, objectives and content of the Surrey Cycle Strategy and the progress made in delivering it to date

Annexes A - D of the Cycling Strategy report are available at <http://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=196&MId=5003&Ver=4> or by contacting Marc Woodall Surrey County on 01483 519556. (These pages will be missing from paper copies of the agenda).

- 13 SHERE RURAL AREA HGV REVIEW AND DE-CLUTTERING PROJECT (EXECUTIVE FUNCTION FOR DECISION)** (Pages 239 - 246)
- This item reports 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. 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.
- 14 HIGHWAYS UPDATE (EXECUTIVE FUNCTION FOR DECISION)** (Pages 247 - 270)
- This report provides 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.
- 15 PROJECT HORIZON AND PROJECT HORIZON PAVEMENTS UPDATE** (Pages 271 - 276)
- This report describes 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. This report is the start of the consultation process to engage and to better inform the prioritised list of the needs based schemes.
- 16 LOCAL COMMITTEE SUBSTITUTE MEMBERSHIP, TASK GROUP MEMBERSHIP AND NOMINATIONS TO PARTNERSHIP (EXECUTIVE FUNCTION FOR DECISION)** (Pages 277 - 284)
- This item addresses 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. This paper asks the Committee to consider membership of these groups for the new municipal year.
- 17 TRANSPORTATION TASK GROUP UPDATE (FOR INFORMATION)** (Pages 285 - 292)
- The Local Committee for Guildford considers a broad range of highways and transportation matters. In order to progress the committee's transportation work programme a task group has been created. The purpose of the task group is to consider local

transportation business on a more frequent and flexible basis than the schedule of the formal full committee may allow and thereafter to act in an informed and advisory capacity to the full committee. The Transportation Task Group (TTG) membership is made up of nominated members from the full committee. All formal decisions are undertaken by the full committee. This report is for the information of the full committee. The intention is to provide an update of the TTG work and a work programme.

18 DECISION TRACKER (FOR INFORMATION)

(Pages 293 -
304)

To provide an update on Local Committee decisions.

19 FORWARD PLAN (FOR INFORMATION)

(Pages 305 -
308)

The Forward Programme of reports for the Local Committee for 2016/17.

This page is intentionally left blank

DRAFT

Minutes of the meeting of the
Guildford LOCAL COMMITTEE
 held at 7.00 pm on 23 March 2016
 at Council Chamber, Guildford, Borough Council, Millmead, Guildford GU2
 4BB.

Surrey County Council Members:

- * Mr W D Barker OBE
- * Mr Mark Brett-Warburton (Vice-Chairman)
- * 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
- * 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

126/16 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

There were no apologies received.

127/16 MINUTES OF PREVIOUS MEETING [Item 2]

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

128/16 DECLARATIONS OF INTEREST [Item 3]

Councillor Pauline Searle under Item 9 St Joseph's School Zebra Crossing, declared that she was a governor at St Joseph's school.

129/16 CHAIRMAN'S ANNOUNCEMENTS [Item 4]

ITEM 2

The Chairman explained at the start of the meeting that Item 8 - A31 Hog's Back Gap at East Flexford Lane would be deferred to a future meeting based on the advice of the Surrey County Council legal team.

The Chairman welcomed Councillor David Bilbe as a new member on the Local Committee.

The Chairman informed Members that this was likely to be the last time that the Committee was web cast due to a reduction in funding but other alternatives were being looked at.

130/16 PETITIONS [Item 5]

Two petitions were received.

The Committee received a petition on stopping HGVs travelling through West Clandon village signed by 125 residents, 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** that a full response would be provided at the Local Committee meeting on 22 June.

The Committee received a petition on Hogs Back A31 - Gap closure proposal at East Flexford Lane signed by 71 residents, agreeing with the statement:

We the undersigned oppose the proposed gap closure and request that SCC Highways undertake a strategic review of the A31, with input from local residents. Closure of this crossing is against the interests of residents of the Hogs Back and is a step closer to creating a motorway by stealth and imposing an 11 mile physical barrier across Surrey, affecting an area of Outstanding Natural Beauty, against the interests of all residents, walkers and cyclists.

The Committee **NOTED** the response of the Highways Manager Surrey County Council attached to the minutes as **Appendix A** and the report at Item 8. The item itself was deferred until a future meeting based on advice from the Surrey County Council legal team.

131/16 PUBLIC QUESTION TIME [Item 6]

Two formal public questions were received from Amanda Renshaw regarding the On-Street Parking Review at Fairlands and from Robert Drummond regarding the Flexford Gap accident statistics. Responses were tabled and are attached to the minutes as **Appendix B**.

Amanda Renshaw asked an additional question as to 'what documentary evidence has been provide to Members to support a 24/7 yellow line restriction and does this evidence show that there are parking issues at Fairlands? Will the restrictions be policed by parking officers?'

The Parking Manager responded that this is the standard way to deal with 24/7 restrictions and that there have been issues reported. The restrictions will be enforced and if there are any issues officers will come round more often.

132/16 MEMBER QUESTION TIME [Item 7]

A Member question was submitted by Councillor Bob McShee Guildford Borough Council regarding the crossing at St Josphehs School.

A second Member question was submitted by Councillors Bob McShee, Iseult Roche and David Elms Guildford Borough Council regarding On- Street parking at Fairlands.

Responses from Highways and Parking were tabled and are attached to the minutes as **Appendix C**.

133/16 A31 HOG'S BACK GAP AT EAST FLEXFORD LANE (EXECUTIVE FUNCTION FOR DECISION) [Item 8]

The purpose of the report was to ask the committee to consider making a traffic regulation order for the closure of East Flexford Lane central reservation gap.

Based on the advice of the Surrey County Council legal team this decision was deferred to a later meeting.

134/16 ST JOSEPH'S SCHOOL ZEBRA CROSSING (FOR INFORMATION) [Item 9]

The purpose of the report was to provide an update following the December meeting when the committee considered a petition for a pelican crossing to replace the zebra crossing on the Aldershot Road at St Joseph's School.

Members thanked the Headteacher of St Josphehs School for putting in place a crossing patrol while a permanent solution is found. Members clarified that the cost of the patrol is solely falling on St Josephs School.

A wish was expressed by some Members that the crossing should be upgraded to a Pelican crossing in the future. The Chairman referred the Committee to the response to the Member question around funding for the crossing patrol at appendix C of the Minutes. He confirmed that the scheme had been reclassified as 'high' within the Prioritisation Framework and that the Transportation Task group would be looking at it in the future.

The Local Committee (Guildford) agreed to:

- (i) Note the contents of the report.

135/16 GUILDFORD ON-STREET PARKING REVIEW - PROPOSALS FOR GEOGRAPHIC AREAS AND 'AD-HOC' LOCATIONS (EXECUTIVE FUNCTION FOR DECISION) [Item 10]

ITEM 2

The purpose of the report was to present the representations resulting from the formal advertisement of proposals in a number of other geographic areas and 'ad-hoc' locations and recommends that traffic regulation orders are made.

Members commented that controlled parking zones in Guildford town centre seem to have brought in uniformity around parking however there is need to bring in more flexibility as things have changed. For example some resident's need for Sunday controls and changes to operation. Councillor Furniss said he would take this on board.

The query was raised as to when the Onslow area would be looked at, the Parking Manager responded that once this On-Street Parking review is complete a scoping report will be brought to Committee to look at other further items. Members discussed recommendation three concerning new controls in Fairlands and whether to adopt the option of Annex 7a or Annex 7b. It was felt that the option of Annex A would bring in unnecessary restrictions, the Parking Manager however informed Members that these would be the clearest set of restrictions. It was commented that the option to adopt Annex 7b would cost the borough more and take extra enforcement however Councillor Witham had volunteered funding to cover costs from his Members Allocation. Members therefore agreed on Annex 7b.

The Local Committee (Guildford) agreed:

- (i) that a Traffic Regulation Order (TROs) is made to implement new controls and changes to the existing, covering Avondale area around the Ash Vale and North Camp railway stations, shown in ANNEXE 3,
- (ii) that a Traffic Regulation Order (TROs) is made to implement new controls and changes to the existing, covering Effingham Junction, shown in ANNEXE 5,

Councillor Witham proposed that option 2 Annexe 7b of recommendation 3 is agreed this was seconded by Councillor Bilbe; on a vote it was resolved by 14 votes For and 6 votes against.

- (iii) that a Traffic Regulation Order (TROs) is made to implement new controls, covering Fairlands, shown in ANNEXE 7b,

Councillor Witham proposed that option 2 Annexe 7b of recommendation 3 is agreed this was seconded by Councillor Bilbe; on a vote it was resolved by 14 votes For and 6 votes against.

- (iv) that a Traffic Regulation Order (TROs) is made to implement new controls and changes to the existing, covering the Merrow shopping parade area, shown in ANNEXE 9. **In Merrow Street retain 10 metres of 'no waiting at anytime' restrictions around the junction with Epsom Road but do not implement the remaining 'no waiting at anytime' restrictions proposed for the rest of Merrow Street.**
- (v) that a Traffic Regulation Order (TROs) is made to implement new controls and changes to the existing, covering Shalford, shown in ANNEXE 11,

- (vi) that Traffic Regulation Orders (TROs) are made to implement new controls and changes to the existing, covering the 'ad-hoc' locations, shown in ANNEXE 13.

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 make local improvements.

**136/16 ADOPTION OF ADDITIONAL HACKNEY CARRIAGE STANDS (TAXI RANK SPACE) IN GUILDFORD (EXECUTIVE FUNCTION FOR DECISION)
[Item 11]**

The purpose of the report was to outline Guildford Borough Council's proposals for taxi rank locations in Guildford and to seek the consent of the Highways Authority to adopt the proposed locations as taxi ranks, subject to public consultation.

Members queried whether the taxi rank situation outside the Guildford Train Station and the Friary shopping centre could be alleviated. The Licensing Team Leader informed members that the rank is provided by the Train Station although Guildford Borough Council does have input into planning applications for the station, other suitable locations for taxi ranks haven't been found. The Licensing Team Leader commented that the large number of people coming into the town centre using the Friary taxi rank causes problems particularly at night and ranks in other areas will help to disperse people.

The Local Committee (Guildford) agreed to adopt the following locations as taxi ranks, subject to public consultation as required by law.

1. Bedford Road – 7 spaces (18.00 to 08.30 daily)

Parking bays adjacent to Bedford Road Surface Car Park for a distance of 36 meters

2. North Street – 11 spaces (24 hour operation)

Length of single yellow line outside Vinyl Night Club and TGI Friday for a distance of 50 meters

3. North Street – 6 spaces (24 hour operation)

Outside Marks and Spencer and Paperchase for a distance of 30 meters

4. High Street (Lower end) – 4 spaces (18.00 to 08.30 daily)

Parking Bays, outside Vision Express Opticians for a distance of 19 meters

5. Upper High Street – 5 spaces (18.00 to 08.30 daily)

Parking bays outside Pizza Express and Oxfam for a distance of 26 meters

6. Millbrook (A281) – 4 spaces (22:30 to 04:30 daily)

Bus Stop on north-bound carriageway outside the Legion nightclub for a distance of 19 meters

REASONS FOR RECOMMENDATIONS:

Improving Taxi Rank provision in Guildford will improve public safety through

ITEM 2

allowing residents and visitors to easily obtain a licensed taxi service.

Having well defined rank locations in key areas, particularly late at night, will reduce the burden on partner agencies such as the Police.

137/16 GUILDFORD LOCAL CYCLING PLAN - MINOR IMPROVEMENTS (EXECUTIVE FUNCTION FOR DECISION) [Item 12]

As a result of the public consultation held on the Guildford Local Cycling Plan in October and November 2015, a number of minor improvements to improve Guildford's cycle network were identified.

These were split into improvements that don't attract any cost, and those that do have some cost associated with them for the Committee to consider implementing.

A query was raised as to whether signage should be put up at Clay Lane, Burpham; the Sustainable Transport Manager said he would certainly look at this. Members raised issues with potholes at the side of the road causing problems for cyclists. The Sustainable Transport Manager informed the committee that they are currently looking at standards for infrastructure with Highways and shared use by pedestrians and cyclists. Members were encouraged to report potholes and where drains drop at the side of the road to Highways via the Surrey County Council website.

The Local Committee (Guildford) agreed that:

- (i) The minor improvements identified in annex A are approved
- (ii) The existing footway on the eastern side of The Chase between the entrance to Guildford Cathedral to the alleyway link to Arlesford Road be converted to a shared use cycle/footway.
- (iii) The closed road between Cumberland Avenue and Johnston Walk be converted to a shared use cycle/footway
- (iv) The footway and traffic island linking Woodbridge Road road and Leapale Lane be converted to a shared use cycle/footway
- (v) The minor improvements that require funding in annex B are considered for inclusion in the Local Committee Highways forward programme.

REASONS FOR RECOMMENDATIONS:

As part of the Surrey Cycling Strategy, the Count Council and Guildford Local Committee want to encourage more people in Surrey to cycle, more safely. Guildford Local Cycling Plan include a map of proposed infrastructure improvements to support this, however there are a number of minor improvements, many of which do not cost money, or are inexpensive that can be implemented quickly and improve the cycle network in the Borough.

The recommendations in the report ask the committee to consider implementing some of these minor improvements, making an immediate positive contribution to the cycle network in Guildford.

138/16 HIGHWAYS UPDATE (EXECUTIVE FUNCTION FOR DECISION) [Item 13]

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 makes recommendations on the allocation of the budget for 2016/17, which has been announced since the committee last met in December.

Members commented that some residents have stopped reporting potholes because for example they will be told that they aren't deep enough to be looked at. The Highways Manager confirmed that Ash Parish Council had submitted a bid for funding for the Lengsthman Scheme of £8,000.

Action: Highways Manager to inform Customer Care about people not reporting potholes.

The Local Committee (Guildford) agreed to:

- (i) Note progress and forecast outturn costs for the 2015/16 programme of highway works funded by this committee and described at Annex 1 of the report.
- (ii) Authorise the Area Highway Manager (AHM) to progress the schemes included in the programme in consultation with local elected members and associated task groups.
- (iii) Subject to approval of recommendations (i) and (ii) authorise the Area Highway Manager to consider and determine any objections submitted following the statutory advertisement of the traffic orders and notices associated with the programme of schemes, in consultation with the Chairman and/or Vice-Chairman of the Local Committee and relevant local councillors.
- (iv) Delegate authority to the Area Highway Manager in consultation with the Chairman and Vice- Chairman and locally affected Members to amend budgets throughout the year if required to ensure the budget is allocated in a timely manner.
- (v) Agree that Community Enhancement Fund is devolved to each County Councillor based on an equal allocation of £5,000 per division

REASONS FOR RECOMMENDATIONS:

The committee is asked to agree allocations for 2016/17 so that the agreed programme of highway works and operations can be delivered in a timely manner.

139/16 TRANSPORTATION TASK GROUP UPDATE (FOR INFORMATION) [Item 14]

The purpose of the Transportation Task Group (TTG) is to consider local transportation business on a more frequent and flexible basis than the schedule of the formal full committee may allow and thereafter to act in an informed and advisory capacity to the full committee. The report is for the information of the full committee. The intention is to provide an update of the TTG work and a work programme.

The Local Committee (Guildford) agreed to:

ITEM 2

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

REASONS FOR RECOMMENDATIONS:

The purpose of the Transportation Task Group (TTG) 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.

140/16 DECISION TRACKER (FOR INFORMATION) [Item 15]

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

141/16 FORWARD PLAN (FOR INFORMATION) [Item 16]

The purpose of the report was to inform the committee of the Forward Programme of reports for the Local Committee for 2016/17.

The Local Committee (Guildford):

Agreed the Forward Programme 2016/17, as outlined in Annexe 1 of the report.

REASONS FOR RECOMMENDATIONS:

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

142/16 INFORMAL PUBLIC QUESTIONS - ANNEX D

Meeting ended at: 8.55 pm

Chairman



Surrey County Council Local Committee (Guildford) 22 June 2016

Petition [Item 5a]

Principal petitioner/ organisation	Kate Mackay 125 confirmed signatures, e-petition
SCC Division / GBC Ward	Shere/West Clandon
Summary of concerns and requests	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.
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 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</p>

	<p>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. .</p> <p>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.</p> <p>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.</p> <p>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.</p>
--	--

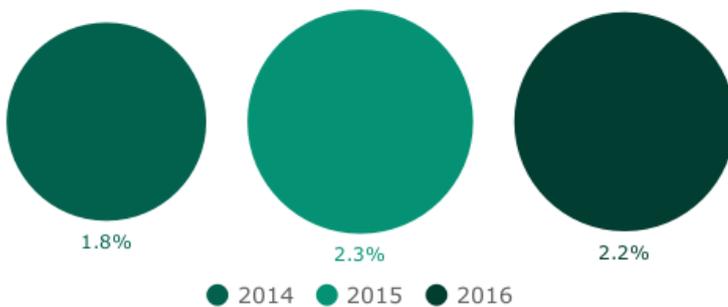


Services for Young People in Guildford Performance Summary 2015/16

Report purpose

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.

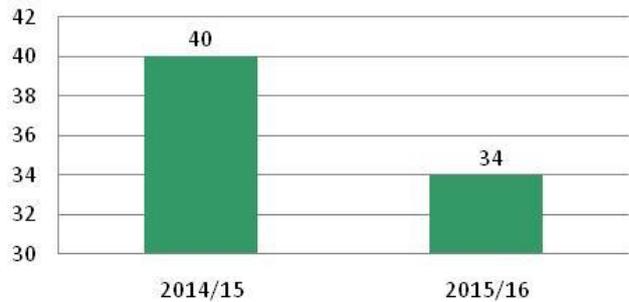
Selected Guildford performance headlines in 2015/16



Only 2.2% of young people in Guildford were NEET in March 2016, slightly lower than the previous year.

Only 34 young people received substantive outcome as a result of offending, compared to 40 in the previous year

Number of young people receiving substantive outcomes as a result of offending



97.6%

of young people identified as at risk of becoming NEET and supported by the Year 11/12 Transition commission were participating in education, training or employment in Year 12



844

hours of youth work delivered in 2015/16

Services for Young People: Introduction and context

In many ways 2015/16 has been a year of transition for SYP, with both planned changes to our commissioning model, to further improve young people's employability, and a changing context.

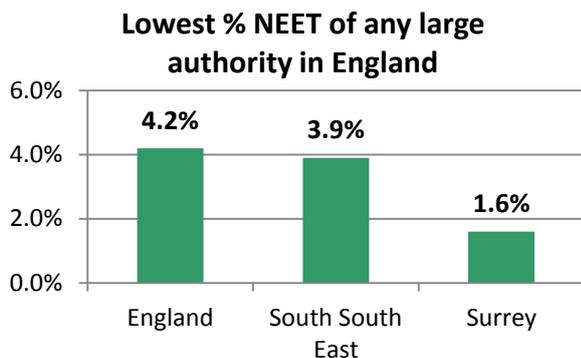
Key changes to our model have been: greater coordination of local services, through the YSS local leadership role; mobilising the new Community Youth Work Service, with 11% less budget and resources allocated in to local need; launching new Neighbourhood and 1-to-1 Local Prevention commissions in September 2015, with 10% less budget; and re-commissioning the successful Year 11/12 Transition service.

Some key changes to our context have been: four new Children's, Schools and Families (CSF) priorities of early help, safeguarding, Special Educational Needs and Disabilities (SEND) and future education and skills; the council's response to the 2014 Ofsted inspection of our Children's Services; and the council's SEND 2020 programme to better support and educate children and young people with SEND up to 25.

Looking ahead to 2016/17, there will be further changes, as we focus on our four key challenges. These have already begun in 2016, with Services for Young People coming together with other early help services and commissioning teams in a new Commissioning and Prevention Service. This will continue in 2016/17 to ensure we are able achieve better outcomes for children, young people and families in the future.

Surrey's performance headlines in 2015/16

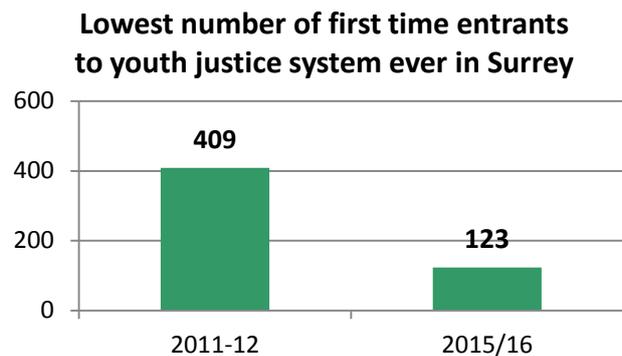
Alongside these changes, Surrey's overall performance has improved, with fewer young people not in education, employment or training (NEET), fewer first time entrants to the Youth Justice system, fewer young people sentenced to custody and fewer young people who were at risk of homelessness placed in bed and breakfast accommodation than ever before, as well as increasing numbers of young people aged 16 and 17 taking on apprenticeships.



64% reduction in the proportion of young people who are NEET since 2011-12.



Proportion of 16 and 17 year olds participating in apprenticeships has increased to 3.9% in December 2015 compared to 2.8% a year earlier.



70% reduction in the number of first time entrants to the youth justice system since 2011/12



0 young people aged 16 and 17 identified as homeless in 2015/16 and only 2 of those who were at risk of being homeless were placed in bed and breakfast accommodation.

Guildford 2015-16 performance overview

To ensure our SYP local Early Help offer is as effective as possible, the Guildford Local Network has coordinated their activities to support young people by responding to local needs. Key partners involved in this local network include: Youth Support Service; Community Youth Work (CYW); Step by Step (1-to-1 Local Prevention); U-Explore (Year 11/12 Transition); and Lifetrain (Neighbourhood Local Prevention), with support from our wider partners; the police; faith and third sector organisations.

Based on local knowledge, the Guildford Local Network has ensured provision is delivered and prioritised in the following areas:

- Westborough
- Stoughton
- Stoke
- Ash

Provision includes detached youth work, mobile youth provision (bus), one to one support and targeted youth work sessions.

The Guildford Local Network has identified particular barriers in Guildford to participation in education, training or employment (PETE) and building resilience, which include:

- Transport
- Young people's mental health
- Isolation

In response to this, the Guildford Local Network deliver employability, mentoring and emotional wellbeing programmes to address such issues.

More recently the Guildford Local Network identified the following issues:

- Increasing concerns over drug use and young people around Guildford Castle. Young people as young as 12 associated with this. Drugs include cannabis, speed and 'juice'.
- Concerns regarding 'sexting' at 2 schools and the issue of young people accepting 'sexting' as a social norm.

To address this a coordinated plan was agreed by the Guildford Local Network, this included providing detached youth work at Guildford Castle and linking with schools to ensure information around the consequences of 'sexting' was available to young people.

The challenge ahead is to ensure the Early Help offer continues to be embedded within the borough, thus increasing the levels of referrals. This in turn will ensure young people who require Early Help intervention are able to access support, therefore reducing the need for statutory services in the future.

Case study

Background:

BB lives in Ash with their mother and sibling. BB appears to have a strong positive relationship with their mother however, investigations involving the police and YSS has put a strain on their relationship and BB is at risk of homelessness. Because of this BB now struggles to talk openly about their feelings and behaviours resulting in their education suffering. BB in the past has also struggled with their sexuality.

BB was considered an A-B student but recently their grades have slipped and it is projected that they will now obtain C-D's.

Work Undertaken:

Mediation between mother and BB

Consequences of thinking and behaviour interventions

YSS weekly one to one session

Referral to CYW – LGBT Youth group (Discovery Centre)

Referral to Lifetrain - The Bus Shelter Neighbourhood Youth Work project

YSS liaised with school to explore BB's educational barriers and needs

Difference Made:

Weekly YSS contact has given BB a platform to discuss, managing emotions, dealing with stress as well as managing their well being

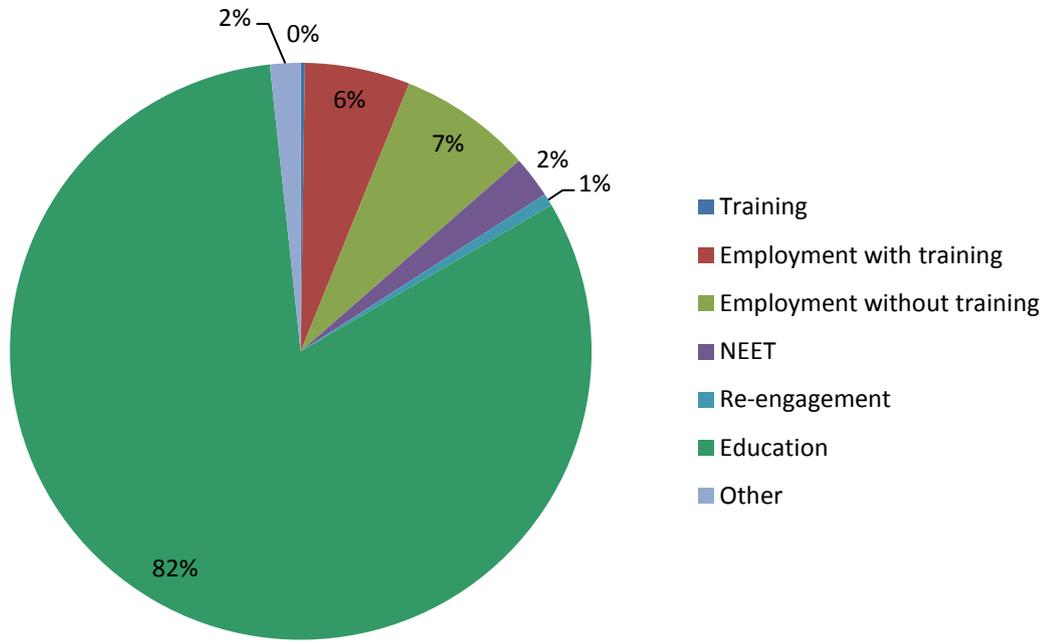
Showing BB the consequences of their thinking and behaviour, this has allowed BB to modify BB's behaviour and help BB make the right choices or appropriate actions

School attendance has improved and BB fully engages in education

Through youth work programmes, BB is now engaging positively in BB's community

Through mediation BB is now able to remain at home

Guildford Participation Profile



Youth Support Service

Local narrative

The Guildford YSS Team typically works at any given time with 100-140 young people through a one to one case management approach. Many fall into more than one category of need. These include young people who are NEET; Child in Need (CiN); those in or on the edges of the formal youth justice system; homeless; young carers, teen parents; those with learning difficulties or special educational needs; emotional and mental health needs.

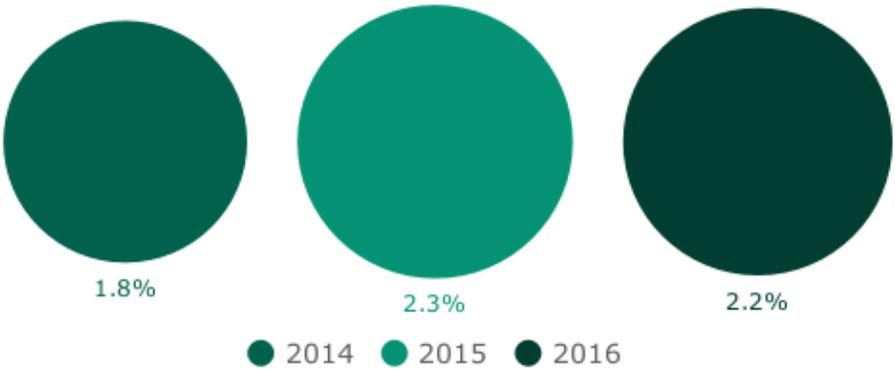
Guildford YSS over the past year has demonstrated that we are able to:

- Engage and work with hard to reach young people.
- Manage a range of levels of risk, need and complexity.
- Support young people into education, training or employment.
- Manage Guildford homeless 16/17 year olds through working in partnership with local housing providers.
- Ensure young people access mental health support.
- Improve outcomes for young people who have entered the criminal justice system through positive participation and opportunities.

Our CiN work to date indicates that we are able to engage young people who have complex unmet needs. Currently Guildford YSS case manages 36 Section 17 CiN young people. Guildford YSS also plays a significant role in addressing Child Sexual Exploitation (CSE). To address CSE, Guildford YSS in partnership with Children Services, Probation and Community Youth work, will be delivering 3 Sliding Doors programmes over the coming year. Sliding Doors is a 10-12 week programme, that targets young people (females) ranging from those at risk of entering unhealthy relationships to those indentified as being at high risk of CSE.

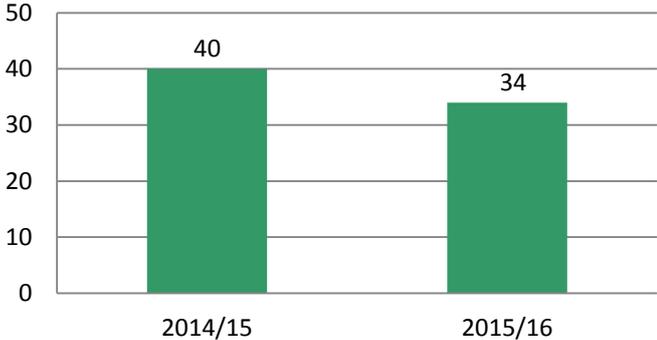
Guildford YSS has a key role in bringing together the breadth of services and professionals to ensure key priorities such as, Early Help, homelessness, reducing young people offending, adolescent trauma and isolation, NEET and adolescent mental health are addressed and interventions are delivered locally. We are looking forward to the next 12 months in supporting young people into positive outcomes, reducing NEET, continuing our partnership work, whilst embedding the new 11+ Early Help offer in the Guildford Borough.

YSS performance headlines

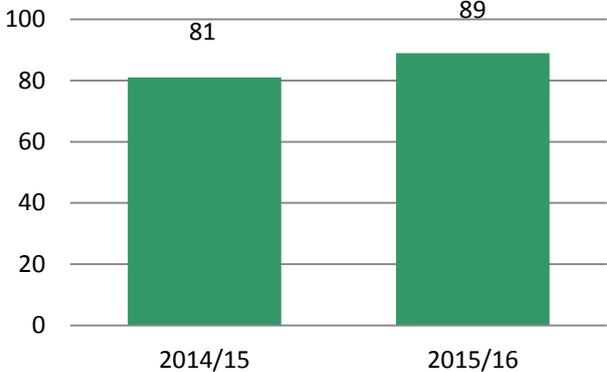


2.2% of young people in years 12-14 were NEET in March 2016 compared to 2.3% in March 2015 and 1.8% in March 2014

Number of young people receiving substantive outcomes as a result of offending



Number of young people receiving Youth Restorative Interventions



2 young people who were looked after by Surrey County Council and placed in Guildford were NEET in March 2016



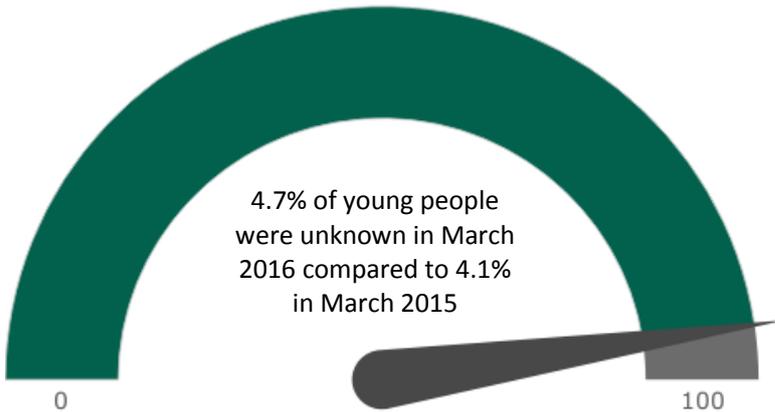
23

young people at risk of homelessness supported in 2015/16



46

Children in Need case managed by the YSS in 2015/16



Case study

Background:

AA lives with their Mum and Dad and 4 siblings. AA is the eldest and is 18 years old. The family are on benefits but appear to manage their finances well and the children are all provided for. AA suffers with severe anxiety and depression. AA is on prescribed medication for complex mental health issues. AA's social life is severely affected by their mental health. AA spends the majority of their time in bed or on the computer. AA is very isolated and has low self esteem. AA's general hygiene is poor. AA's physical health has been affected through a poor diet. AA's parents are very supportive and have a good relationship with AA. AA requires support to live a more social able independent life.

Work Undertaken:

Referral to the YSS Primary mental health worker – currently supporting AA and exploring triggers that impact AA's wellbeing

Family work - explored the impact of AA's behaviour upon the family unit

AA was given a daily routine card – it included reminders for regular showers and getting dressed

YSS supported education and employment needs – AA completed CV and is currently applying for part-time employment

YSS supported AA to explore positive and healthy life styles

Difference Made:

AA is positively engaging within the family setting on a regular basis

Family now have a better understanding of AA's well-being and has implemented strategies to manage challenging behaviours

AA's presentation has dramatically improved

AA's self esteem and motivation has improved and is talking more about the future.

AA is trying different foods and their diet has improved

AA has agreed to attend a local youth provision - once a week

Community Youth Work (£207,400)

Community Youth Work is an in-house Surrey County Council service that delivers open access youth work, targeted groups and 1-to-1 support in the borough. Its resources are allocated in response to local need, as agreed in consultation with the Youth Task Group and Local Committee.

At the end of March 2016, there were 4 full-time equivalent (FTE) JNC qualified youth workers in the borough, 1.2 FTE of Worker in Charge time and 1.1 FTE of Assistant Youth Worker time.

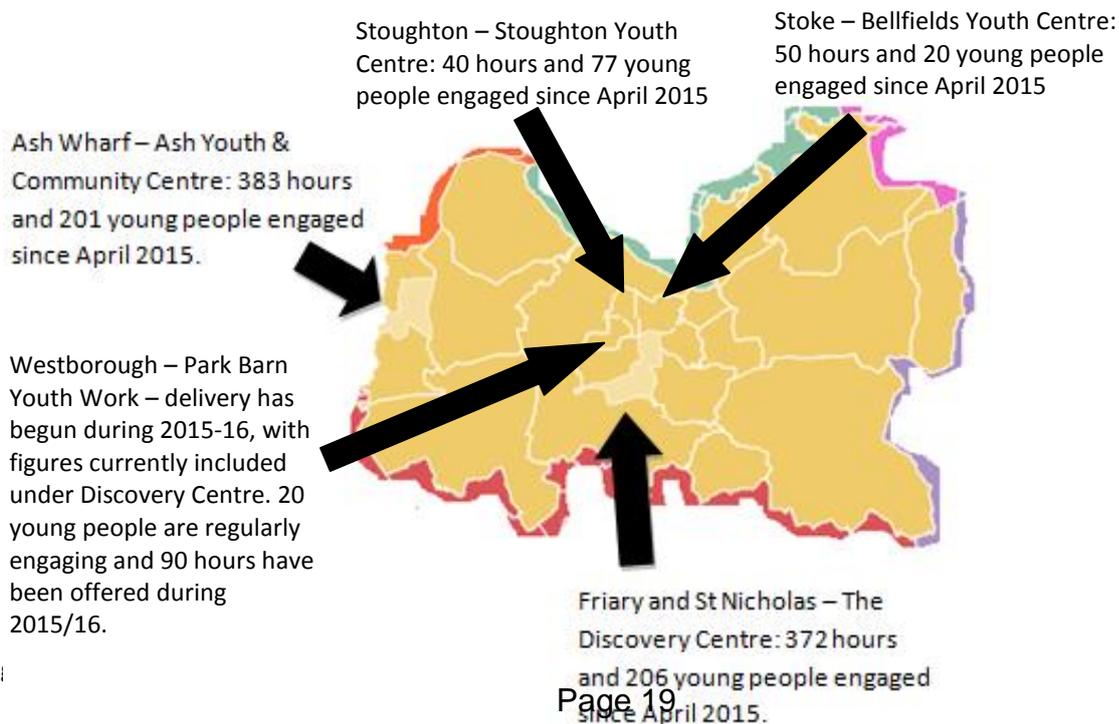
Local narrative

Local narrative to be added by Senior Practitioner (suggested 200-300 words), focussing on key achievements, lessons learnt and areas for development in 2016-17.

Borough headlines



Where does Community Youth Work deliver?



Case study

What was the need to be met?

A young woman called A aged 16, was referred to the Ash Girls Group 'Be' by the Guildford YSS, and then in January to us through Early Help. She suffered shyness, extreme anxiety and agoraphobia to the point where she could no longer attend school and complete her GCSE's there. Instead she became home schooled and had little motivation. She had no contact with any friends or peers other than her immediate family (which has been difficult as there has been a history with her mother's mental health), and using the internet. The need was for her to be able to find ways to overcome her anxiety, to socialise and make friends, and within time grow to in confidence.

What was the intervention (be specific)?

We initially planned group activities which were gentle and fun 'getting to know you' style exercises, so as not to put too much pressure on A to feel the spotlight was on her. At first she was extremely timid. The girls group was a very small group of 4 and it became very nurturing and encouraging with the girls all looking out for one another.

Over a period of time since October 2015, A has consistently attended each week, and has enjoyed getting involved with interacting with others by baking, having her nails painted by others in the group, and she even at one point agreed to have a go at singing a duet in front of the group on singstar, which she says she would never have done before. The girls planned and attended a trip to a pudding restaurant called Creams in Guildford in February. A made her own way there, and it was her 'first night out' and thoroughly enjoyed it. She has a passion and talent for art and has brought her work in to show us, so when the CYWS logo competition was announced we encouraged her to get involved and design a logo. A was hesitant at first but then emailed me her design, and when we took a vote at Ash Youth Centre – her design came out 1st. This has been a confidence boost for her to be able to take part.

Recently, A also started attending a CAMHS youth session once a week, but admitted she continued to find this session highly stressful and could not talk to anyone there. So together we worked on ways she could become more confident and be able to make the first move in speaking to others by working on some conversation starters. This was a successful approach and for the first time since attending that week, she told me that she was able to talk to another young person in the group instead of sitting quietly in the corner.

Case study continued...**What was the impact of the youth work?**

Being able to attend a group and socialise with other young women in a supportive environment has developed A's confidence hugely, she has been accepted for who she is and being able to contribute as much or as little as she feels able to each week. A was feeling very low and a bit lost with where she was going in life after feeling overwhelmed with her anxieties and agoraphobia, but over the last few months we have seen a young woman blossom in confidence. We have witnessed her become prepared to stretch herself, and challenge herself to step out of her comfort zone, even when she is feeling low she has attended each week. Also through one to one support with a youth worker she has been able to talk about her concerns.

What was the outcome?

A is now able to leave the house and is able to meet people and get more involved in youth sessions. Even though she began attending the CAMHS group – it still required a youth work approach to enable her to find her voice within the group and be able to participate with others. She is currently still completing her GCSE's at home, but is now looking at her future options and considering taking an art qualification. I am currently working with her on her options of doing a GCSE or attending the Watts Gallery to do her silver award.

Neighbourhood Local Prevention (*Lifetrain - £54,400*)

Neighbourhood Local Prevention providers have been commissioned by Youth Task Groups to work in locally identified communities to deliver specific outcomes for young people. Lifetrain hold the grant funding agreement in Guildford and deliver the work through their mobile Bus-shelter.

Local narrative

Bus-shelter: what we do

The 'Bus-Shelter' is a mobile youth centre that operates in the evenings at locations where young people gather in the Borough of Guildford. The youth work team focus on the needs of young people supporting those at risk of becoming NEET (Not in Education, Employment or Training). The small café allows the team to give young people the experience of cooking and making healthy food on a budget, the team provides information about the impact of using drugs and alcohol enabling them to make informed decisions around risk taking and healthy lifestyles. The Team is fully trained in providing sexual health information. The laptops and Wi-Fi provide the facility to complete homework, undertake job searches, compile CVs and plan activities. This is supported by 'In2View' a programme of employability skills including interview preparation with business volunteers.

The Outputs: Between September 2015 and April 2016 we have delivered 110 sessions and engaged 109 young people. Sessions take place/have taken place in: Ash Vale and Ash Skate Park; Stoke, London Road Skate Park; Park Barn at Kings College; Bellfields; Stoughton; Westborough; and Town Centre and around school sites.

The outcomes the work has contributed to include: improved mental health; reduced substance misuse; increased social skills; improved skills in gaining employment; and improved awareness of contraception and STI's

Interventions:

The Lifetrain Trust has been delivering the following interventions since Sept 16:

- Social skills, running the café, team building exercises
- Delivery of two Employability Skills Courses
- Confidence/self-esteem/Anger-management aimed at coping with stress at school and home
- Hobbies and sport encouraging positive activities
- Expression through arts & crafts
- Life skills inc: healthy eating, time management, emotions, communication skills.
- Education, homework support/YAA/CV writing
- Discussions around substance misuse to enable informed decision making.

Future Plans:

- Work with young people to develop more in depth Relationships and Sex Education sessions
- Develop regular sessions in Park Barn after continued relationships with staff at Kings College
- Develop regular sessions in Bellfields after continued liaison with Community & Youth Work Staff
- Increase numbers of young people from the target groups attending regularly

Case study 1

As part of the partnership working within the Early Help Teams, Lifetrain visited the Youth Support Services Team and explained our offer. Following this a YSS officer brought 'D' along to the Bus-shelter. 'D' is a young man aged 17 who has Autism and had very limited social engagement with his peers. He now mixes well with other young people and has built up enough confidence to walk to the Bus and back again which he was not able to do before. D is working towards a Duke of Edinburgh Award and the Team have taught him new skills (such as carrying out a fitness test) and offered him the chance to lead on the delivery of the café facility. The Team have spent time with him on creating a CV and helped him identify what he wanted to do for a job. He has taken part in mock interviews and identified his own strengths and the things he needs to improve upon. 'D' has recently been successful in getting a job, which he hopes will one day lead him towards his ambition of becoming a chef.

Case study 2

Young people across the Borough and in particular around the skate park in Ash have been helping to make decisions about the design of a new skate and BMX facility that they will be able to access. Many young people voted for their favourite design and this has been passed back to Guildford Borough Council. This activity has allowed the young people to feel that their opinions are valued and gives them ownership and a stake in the project. The Team have been discussing ways to support young people whilst the work is being carried out on the new park and young people are hoping to raise some funds for the Team to use minibuses to transport them to London Road Skate Park as a temporary activity. This will ensure continued relationship development with the Lifetrain Team as well as helping young people continue their chosen sport.

Grant performance

At the end of April 2016, Lifetrain had engaged 109 young people through their mobile bus-shelter provision. This is 63.3% of where they had forecast to be at this point in the year and is indicative of some of the challenges associated with establishing a new provider establishing a mobile provision over the colder, darker months of the year, when, simply put, there are less young people out and about in community areas. The provider has continued to deliver flexibly across the borough during this period and has visited a range of different locations in the borough to try and engage young people. The challenge for the remaining months of the year will be to step up the engagement with young people, making best use of the improved weather and longer evenings to ensure that strong relationships are established with young people in the priority areas, so that engagement levels can be maintained and built over the summer and into autumn and winter 2016. The Commissioning Team alongside YSS and other local agencies will continue to work closely with Lifetrain providers in this period.

1-to-1 Local Prevention (*Step by Step - £55,000*)

1-to-1 Local Prevention providers have been commissioned by Youth Task Groups to deliver quality hours of 1-to-1 achieve local outcomes for young people referred to the commission as part of Surrey's Early Help system. Typical activities commissioned often include youth work, mentoring or counselling, although a wide range of solutions have been developed across the county.

Local provider narrative

Future STEPS© was successfully launched in September 2015 and is the one to one local service provision for young people in Guildford and Waverley aged 13 to 18 years old. The service was commissioned to meet the need for specialist targeted one to one support required in Guildford and Waverley, designed as an Early Help intervention reaching those young people on the edge of the social care system or at risk of negative outcomes in the future. The main aim is to prevent a young person needing a referral to further specialist services either during or 3 months after receiving support.

Each young person works towards completing the programme over a 12 week period, however this is open to flexibility when required. Direct support with the following key areas can be accessed dependant on individual need:

- Education and Training
- Employability
- Drugs and Alcohol awareness (Tier 1 + 2)
- Welfare and benefit
- Health and Emotional Wellbeing
- Community Involvement
- Sexual health and relationships (Tier 2)
- Family Mediation

Future STEPS© offers a unique programme of support where our Talent Coach works alongside young people to harness their potential, develop skills, increase self-esteem, build motivation and ultimately maximize their life chances.

The STEPS to Achievement programme provides the overall framework for the service. Following the initial ACE conversation assessment there are three formal stages. These consist of Inspire (goal setting), Perspire (Review + Talent Grant application), and On Fire (evaluation) created to be young person friendly to assist in engaging to make a change.

Between each formal stage with the Talent Coach weekly 1-1 STEP sessions are held to motivate and encourage progression to the next level in the programme. These STEP sessions are carried out with our Future STEPS© Student Social worker, volunteers and Peer mentors that are integral to the service delivery.

During the Perspire Review the young person also has the option to apply to the Future STEPS© Talent Grant which provides from £50- £250 per young person to support the development of their future aspirations. The application must link directly to their initial goals set out with the Talent Coach and is used as incentive to continue their progression.

The initial three months of the service delivery were primarily focused on promoting Future STEPS © within Guildford and Waverley and establishing working relationships with all referral sources available in each area. This was successfully achieved by attending meetings, delivering presentations and workshops to the various professional teams, schools and Youth Services across both counties. Along with networking and promoting there was work being done on establishing a solid framework for the service and developing support package to effectively deliver the outcomes in preparation for the first referral in January 2016.

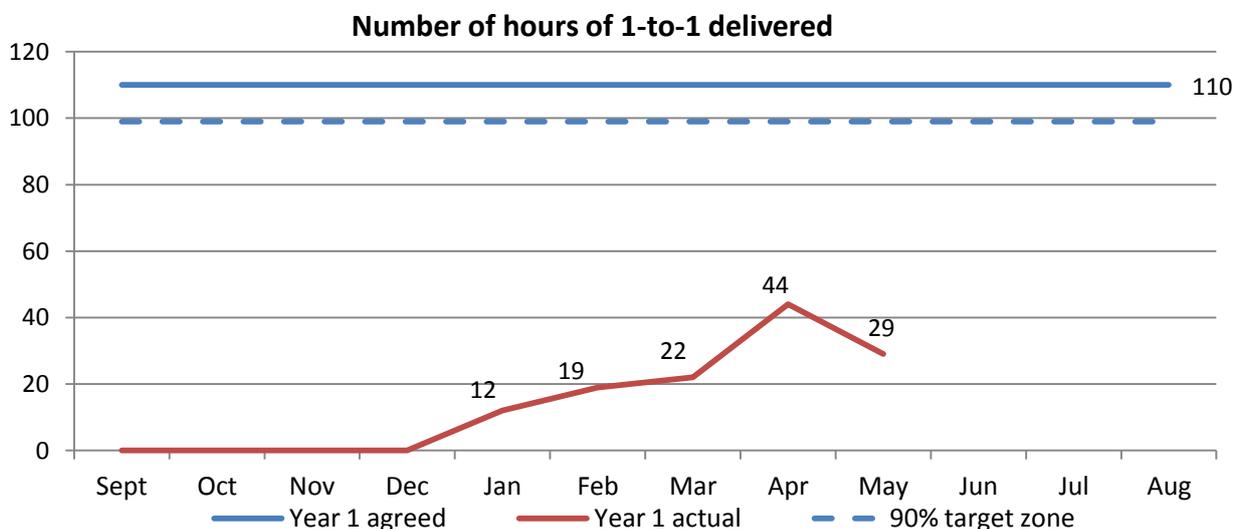
The challenges faced have been in regard to referrals to the Future STEPS © service which is to be expected for a new service in the area. The Early Help Training was delayed for the professionals in the youth services and this created a knock on effect to our service. It took time for the Early Help provision to be understood and clear to all parties that were eligible to refer.

Following on from this the completion of the Early Help Assessment form has presented, in some cases, as a slight barrier. Feedback has been that the form covers a great deal of information and can be a lengthy process to complete. To address this issue there have been discussions about making this simpler and our Talent Coach supporting with this process when needed.

It has been difficult engaging schools in referring to Future STEPS © as contacting the schools directly to inform them about Future STEPS© was not successful as referrals were not fed down through Early Help. We are now working with other Early Help providers such as U-Explore who are sharing school contacts and inviting Future STEPS © to meetings with SENCO’s and Education Welfare Offices. This appears to have been positive and resulted in a better referral path; however this is still a large referral source that needs to be fine tuned.

Contract performance

The delivery of the 1-to-1 contract in Guildford has got off to a slow start. This has not been a reflection of Step by Step’s readiness to deliver, but instead reflects challenges associated with SCC generating referrals of young people to the service. It is worth highlighting the effort of Step By Step to engage locally during the first four months of the work, meeting with local partners and raising their profile in the community. As the result of local work to unblock the system of referrals, there has been an increase in referrals since January 2016, with 17 now having received direct support, but more referrals remain the key challenge. Local partners continue to work together increase referrals and changes to Surrey’s overall early help system (which are taking effect from June onwards) will increase referrals further.



Case Study – A

Young person A, who is currently engaging with CAMHS and Hope for mental health support was referred to Future STEP for support with vocational aspirations. HOPE had advised that paid employment would not be conducive to the therapeutic support that young person A was engaging with, but vocational activities would benefit the young person in becoming ready to engage in employment or education. Young Person A has many artistic talents, but due to low self-esteem they do not believe they are talented. Future STEPS has been working with Young Person A to look at volunteer opportunities utilise their Talents.

During the ACE conversation it was also indentified that Young Person A was questioning their Gender Identity and Sexuality and during STEP sessions Young Person A opened up to the Talent about their sexuality which was the first time they had done this with a professional. Young Person A did not have a peer group to rely on for support, so a referral was made to Twister, an LGBT youth group in Guildford which they have been engaging well with. Young Person A is becoming increasingly more confident in expressing their Sexuality. Feedback from Person A's carer has been positive as Young Person A has started talking passionately about their future and making plans since engaging with Future STEPS®. They have now enrolled on a work placement for 1 week in a local computer company which went well and is now looking to start college in September.

Case Study - B

At Early Help practitioners meeting a case was put forward for Young person B who is in their final year of GCSE's and who speaks English as a second language (ESOL). Due to the language barrier Young Person B is struggling to complete their GCSE course work and is worried they will not pass their GCSE's and is currently on a reduced timetable. The language barrier also means that young person B does not have a peer group. Future STEPS has recruited a team of ESOL tutors in March 16. Young person B has now been matched with an ESOL trained tutor and is receiving additional 1-1 and group tuition to improve their English language and also continuing to work with the Talent Coach to improve emotional health and well-being.

Year 11/12 Transition (*U-Explore* - £25,031)

The Year 11/12 Transition commission focuses on providing intensive support to young people in year 11 who have been identified as being at risk of becoming NEET through Surrey's partnership owned Risk of NEET Indicator (RONI). This approach identifies young people who exhibit NEET risk factors. Examples include being a looked-after child, having previously offended, participating in alternative learning programmes, having school attendance of less than 60% and being permanently excluded from school.

Young people are allocated a key worker from the January of year 11, who supports their transition between the January of Year 11 and the following January, when they have moved into Year 12.



97.6% of young people supported in Year 11 remained in positive destinations at the end of March 2016

Local provider narrative

The support from a U-Explore Personal Coach is provided from January 2016 through to February in 2017. The Personal Coach for the Guildford Borough is Jacqui Rich who supports the RONI (Risk of NEET students at the following schools: Ash Manor, Guildford County, George Abbot, St Peter's Catholic School, Kings College and the Howard of Effingham). The Personal Coach working with students at Christ's College, Guildford is John Flannery.

This report is based largely upon the caseload of Jacqui Rich but information on John Flannery's work at Christ's College is attached to provide a borough-wide picture of the U-Explore commission.

Caseload

There are 86 young people in the Borough of Guildford who are currently in Year 11 and have been identified by their schools as requiring extra support to succeed with their transition into further education, training or employment with training.

These young people are supported through a range of approaches including:

- discussions about future options,
- the barriers and challenges that they may face,
- where these options may lead in terms of employment
- work-readiness – work experience
- confidence building – summer activities
- referrals to other agencies

ITEM 8

Version 0.2

- working alongside other professionals assigned to that young person or their family and attending meetings
- support in completing applications, accompanying to interview, cv writing, etc
- support with funding to help with costs of course / transport / equipment
- support with enrolment, taking to interview etc.
- Liaison between young person, parent and school is on-going to ensure that the relevant information is available in order to provide the correct level of support.

Joint Working with Professional Services

There has been an increase in the number of agencies working with a specific young person and there can sometimes be confusion as to who the lead professional should be and the roles being played by each professional? For example, a young person may be open to Children's Services as a Child in Need, open to U-Explore for support with transition from Y11, targeted support from YSS, educational support from an alternative learning provider, mentoring from Step By Step and under CAMHS. All professionals are liaising with the student and parent. Does a yp need this level of support spread across so many agencies?

One yp has recently been removed from the U-Explore caseload due to the complexities of his level of need under the CIN/Prevent criteria.

Referrals

U-Explore have been able to make several successful referrals to Step By Step for support under their Talent Coach Programme for mentoring and English as a Foreign Language; this joined up approach is proving to be very successful.

Many of the students who attend the Howard of Effingham School fall within Mole Valley and as such do not qualify for support by the Guildford Commissions. It would be helpful to know more about the local offer in Mole Valley, the referral process and who is coordinating support. Is there a lead person for Mole Valley please?

Mental Health Issues / Fitness to Study at College

Jacqui has been working with Jane Harding at Guildford College, Mental Health Liaison for those students who have declared a mental health issue on their application forms. Meetings have been conducted with all relevant professionals including student and parent to discuss the level of support required when they start college. This has proved useful for all concerned and has meant that college tutors are aware of specific problems. There is a similar link, Ruth Hurst, at NESOT who is keen to support students.

Current planned destination Statistics in 2016

As at 23/05/16 the destinations of these young people are as follows:

PETE Ready: 76

Students who have not applied or at risk of being NEET: 10

This group includes school refusers, those taking no exams, drug and alcohol issues, etc - these young people will be supported and signposted to the relevant professional support to help them make a successful post 16 transition.

Version 0.2

Of the 10 who are not considered to be PETE Ready, there are 3 young people who have yet to make applications. 1 has ODD and refuses to rush but is in contact with Jacqui, one has a parent who is refusing to engage with school or with any careers services and says she will organise her son's future herself and one who is well meaning, knows the courses he wants to apply to but hasn't got round to it – he is rarely at school and very difficult to make contact with.

Apprenticeships: 6 (2 Childcare), (1 hairdressing), (1 Finance), (1 IT / Digital Media), (1 Construction)

College / School Sixth Form Applications form the bulk of destinations.

Shortfall in provision

On my caseload this year are some very able students who have the potential to go on to university but due to physical and mental health issues have been struggling to attend school. It is hoped that improvements in both mental and physical health will continue and thus enable them to attend Sixth Form. However, if they are not well enough to attend Sixth Form, there is no back-up as The Linked Learning Programme will not extend to A Level study. This matter has been raised with Surrey County Council. At present, 3 of my caseload fall into this category. The only alternative is to study online but this is an expensive paid for service (unfunded).

On-going Support – Summer Activities

During the summer months U-Explore will continue to provide support for all the students on their caseload to ensure that they are ready to take their next steps. In addition, the Personal Coach will work with a targeted group of young people to provide intensive support to prepare them with personal skills such as travel training, self confidence built upon by visits, activities and supporting them with funding requests and bursaries.

Jacqui Rich, Personal Coach, U-Explore

Christ's College, Guildford

May 2016

The RONI allocation for the school is fifteen and the current identified caseload is twelve which is now unlikely to change. Of the cohort, nine have destinations, two have yet to make applications and one is currently unknown. On-going the identified support levels using the RAG Indicator show one as Green, six as Amber and five at Red because of their more complex needs. Nine are assessed as PETE Ready and six have experience of Year 12. At this stage The RAG Indicators serve to highlight the level of support expected to be needed from the Personal Coach and do not necessarily express an expectation of a NEET outcome.

There were initial issues in communication with and within the school that meant the cohort were late in being confirmed and consequently in beginning the introduction and support work. It is felt that these are now largely resolved.

John Flannery, Personal Coach, U-Explore

Countywide updates

SEND (Post-16) Team

The SEND (Post 16) Team's role is to support young people with special education needs and/or disabilities (SEND) who are in education to prepare them for a successful transition to adulthood. The SEND (Post 16) Caseworkers work in schools and colleges and offer young people and their parents/carers information, advice and guidance on post 16 options in Surrey. They work with professionals from Schools and Learning, Health, Social Care, Education Providers and the Youth Support Service to ensure inclusion and participation for young people with SEND.

A particular area of focus in 2015/16 has been building on initial work to implement the new Education, Health and Care Plans for children and young people, to ensure processes are effective, efficient and that the voice of children, young people and families is listened to.

16-19 Education and Skills

Plans for Surrey's £13m University Technical College (UTC) have made major strides during 2015-16. Highlights include: designing a computer science and engineering curriculum; developing a marketing and communications strategy; and procuring a contractor for the work. The UTC is being developed by Surrey County Council with Royal Holloway University, IT management consultancy CGI, Guildford Education Partnership (a multi-academy trust) and Guildford College. The UTC will be based in the Park Barn area of north Guildford, but have a Surrey-wide remit.

Online Youth Platform

U-Explore delivered online careers and education IAG to young people in Surrey for the 9 months to December 2015, when the contract came to an end. The decision not to re-commission was largely due to the availability of newly developed free resources, many of which schools and colleges were already using, that provided a similar service, although it is recognised that these were not exactly the same.

SCC has continued to deliver 'wearesurge.co.uk', a co-produced online platform to engage young people and provide young people information in a way that is right for them. During 2015/2016 we have continued to review the provision in response to the needs and concerns of young people to ensure we are getting the best outcomes, and we are anticipating more developments in 2016/2017.



Content from wearesurge.co.uk reached people on 344,096 occasions in 2015/2016.

Youth Collective

Surrey's Youth Collective is a Youth Council for young people in Surrey. It was formed in 2014 and was set up as a result of eager young people within Surrey who questioned why young people were not represented at Council level. Their interest in setting up a youth council came at a pivotal point and has been integrated into the new 2015 to 2020 commissions for Services for Young People in Surrey, with the aim of encouraging young people to participate within their community.

Surrey's Youth Collective is a group of young people who live, go to school and/or work in Surrey aged between 11 to 19, or 25 if they have special educational needs, and want to instigate positive change within their community. 11 are democratically elected to represent each of Surrey's boroughs and districts and are joined by appointed young people to represent particular groups.

Youth Collective aims to tackle issues and improve services that are important to young people in Surrey. By working alongside Surrey County Council, the Collective provides an opportunity for young people to make positive change not only for those involved but the whole community.

During 2015/16 Surrey's Youth Collective become members of the British Youth Council and 5 UK Youth Parliament representatives were elected to represent Surrey in Youth Parliament. Their work during 2015/2016 was to encourage young people, local schools and youth organisations to take part in 'Make Your Mark' campaign voting on the 10 issues that were important to young people in Surrey. In late summer 2015, Surrey received the highest participation in voting that we have ever had in Make Your Mark due to the engagement of Youth Collective members.

Surrey's 5 UK Youth Parliament representatives attended the Annual Sitting on 13th November 2015 in the House of Commons presided over by Speaker John Bercow to debate and ultimately vote on the issue of most concern to young people nationally and represent the voice of all of Surrey's young people.

The Youth Collective through their Youth Voice work within Surrey continue to influence and bring awareness of issues important to young people and their community and feedback insight. During 2016/2017 they aim to develop their work further by engaging more young people in community related concerns.

Surrey Outdoor Learning and Development (SOLD)

SOLD offer outdoor learning opportunities to young people across Surrey and neighbouring areas. In 2015/16 they became self-funding and continue to provide opportunities in Surrey.

This page is intentionally left blank

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (GUILDFORD)

DATE: Wednesday 22 June 2016



LEAD OFFICER: David Ligertwood, Passenger Transport Projects Team Manager

SUBJECT: Travel SMART programme close overview

DIVISION: All

SUMMARY OF ISSUE:

This report provides an overview of all the work delivered in Guildford, as part of the Travel SMART programme that started in April 2011. It summarises the range of achievements, outcomes and challenges recognised across the programme, but with a specific focus on Guildford. It should 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.

RECOMMENDATIONS:

The Local Committee (Guildford) is asked 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.

REASONS FOR RECOMMENDATIONS:

Recommendations are based on:

- 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.

1. INTRODUCTION

Background, aims & objectives

- 1.1 In 2011/12 Surrey County Council (SCC) submitted two bids to receive funding from the Department for Transport's (DfT) Local Sustainable Transport Fund (LSTF) to deliver Surrey's Travel SMART programme. A key component bid was submitted in April 2011 and a large bid was submitted in July 2011.

ITEM 9

- 1.2 SCC received a total of £18.233m from the LSTF with £3.93m awarded in July 2011 from the key component bid, and a further £14.304 million awarded in June 2012 from the large bid. This funding covered the period April 2011 to March 2015. A minimum of £5.470m was secured in local contributions from the private sector, other organisations and the Council's New Homes Bonus Fund. This gave an overall budget of at least £23.703m to spend on the programme.
- 1.3 The two bids were designed to address the overarching objectives of the LSTF, as set out by DfT. These were to:
- Support the local economy and facilitate economic development.
 - Reduce carbon emissions.
 - Help to deliver wider social and economic benefits (e.g. accessibility and social inclusion) for the community.
 - Improve safety.
 - Bring about improvements to air quality and increased compliance with air quality standards, and wider environmental benefits such as noise reduction.
 - Actively promote increased levels of physical activity and the health benefits this can be expected to deliver.
- 1.4 The aim of the Travel SMART programme was to stimulate economic development and provide people with more sustainable travel options in Surrey. The intention was for the programme to build on the existing successful initiatives such as "Cycle Woking" our cycling demonstration town, our "Drive SMART" anti-social initiative, our quality bus partnerships and the Transport for Surrey Partnership.
- 1.5 The funding received for Travel SMART was used to fund five inter-related workstreams:
- Workstream 1** – Bus priority and corridor improvements
Workstream 2 – Walking and cycling improvements
Workstream 3 – Information, travel planning and marketing
Workstream 4 – Traffic Management (Guildford and Woking)
Workstream 5 – Major projects (Onslow Park & Ride, Sheerwater Link Road, and Redhill Variable Message Signing)
- 1.6 The focus of this work was in Woking, Guildford & Redhill and Reigate. These towns were chosen for their economic contribution to Surrey and because of their significant congestion and transport issues. This package of measures was designed to achieve the following in the Travel SMART towns:
- Help tackle congestion.
 - Support existing businesses and future employment opportunities at key employment locations through tackling transport problems.
 - Improve accessibility from areas of deprivation and other neighbourhoods to centres of employment.
 - Improve access from transport hubs to areas of employment, with clear signing and safe, continuous routes.
 - Improve the links within town centres/key retail and leisure destinations and adjacent residential areas and transport hubs.

2. APPROACH

Delivery approach and governance

2.1 To deliver the Travel SMART programme, the project team structure was divided into five working groups:

- Guildford
- Woking
- Redhill & Reigate
- Guildford Park & Ride
- Woking Sheerwater Link.

2.2 The first three working groups enabled a coordinated approach to the Travel SMART improvements that were delivered in each town. The other two working groups provided focus on the two largest elements of the programme. Each working group had a lead officer, and had both County Council and District & Borough Council officer representation and were responsible for the following:

- Delivering local programme of measures in Travel SMART towns.
- Leading on local engagement and consultation.
- Managing the local programme budget.
- Liaising with the Local Highways Programme.
- Managing and reporting risk.
- Securing local approvals with Local Committee.

2.3 The Local Committee approved the programme for each delivery town and was advised by an LSTF Task Group, which was a member led group that provided scrutiny on programme progress. Where appropriate, schemes had to go through the following gateways:

0. Initial design/specification
1. Member Approval
2. Task Brief to design team
3. Design
4. Ready to go/construction

2.4 The programme as a whole was overseen by a Delivery Board which has been responsible for providing strategic direction and targeting delivery risk management. The Delivery Board has also been responsible for approving, spending and allocating budgets. This board was chaired by the Project Sponsor and had representation from Travel and Transport, Transport Strategy, Sustainability, Highways, Finance and Procurement groups at Surrey County Council.

2.5 A programme management team was also setup. It was led by a Programme Manager, and provided support to the Delivery Board, the working groups and provided overall coordination and liaison with the DfT.

2.6 A core group of officers already employed at Surrey County Council have been involved with the programme from its inception. However the

ITEM 9

programme was supplemented by a number of temporary staff to fulfil the various roles in the programme.

2.7 A range of different suppliers were used in the programme to help facilitate delivery. The Capital schemes in the programme have largely been delivered by Surrey's Highway maintenance contractor, Kier Group (Formerly May Gurney). Following a competitive tender process Skanska were awarded the contract for the construction of the Onslow Park & Ride car park.

3. OUTCOMES:

Key achievements in the overall programme

3.1 Travel SMART has delivered a range of positive work across the workstreams of the programme. This is set out in the **Table 1** below:

Table 1 – Key achievements in the overall programme

Element	Output
Buses	<ul style="list-style-type: none"> • 290 bus stops upgraded. • 1 new park and ride facility for Guildford (Onslow).
Mapping	<ul style="list-style-type: none"> • 31 different travel maps produced with 26, 306 handed out.
Walking	<ul style="list-style-type: none"> • 5,000 pedometers handed out with 52% of users walking more as a result • 71 pedestrian wayfinder signs installed. • 17 pedestrian crossings and alleyways upgraded.
Business and Travel SMART challenge	<ul style="list-style-type: none"> • 34 travel roadshows organised for Surrey businesses. • 450 people receiving eco driver training. • 132 workplaces signed up to the Travel SMART challenge with 1,383 people taking part, leading to 3,799 miles cycled and 2,699 miles walked.
Efficient driving	<ul style="list-style-type: none"> • 656 new members of the Surrey lift share scheme and 353 new members of the co wheels club. • 14 new car club vehicles. • 8 electric vehicle charging points. • 1 new link road for Sheerwater.
Information centres	<ul style="list-style-type: none"> • 1 live smart centre opened in Redhill. • 1 new bike project in Westborough.
Cycling	<ul style="list-style-type: none"> • 31,797 people received cycle training. • 14,000 people came to our cycle festivals. • 18km of new cycle routes. • 3 signalised crossings for cyclists. • 3 folding bike hire stations established. • 1,358 cycle and scooter spaces installed. • 12 new pool bikes available to borrow. • 52% of people cycled more after seeing the promotional campaign
Community funding	<ul style="list-style-type: none"> • 222 community projects received money from our funding programme with 1,001 people voting at our events to decide how funding should be allocated.

Performance against budget

3.2 The grant award received from the DfT, as set out in paragraph 1.2 was spent in its entirety across the three Travel SMART towns during the funding period 2011/12 to 2014/15. The flexibility of the local contributions in the programme allowed delivery to continue on the programme in 2015/16 through to 2016/17 to complete the remaining schemes in the programme.

3.3 Expenditure in Guildford is summarised in the **Table 2** below with projections for planned expenditure in 2016/17.

Table 2 – Total expenditure

Guildford Scheme Elements	Expenditure from 2011/12 to 2015/16 (£000s)	Planned expenditure 2016/17 (£000s)
Bus Priority and Corridor Improvements	£1,994	£162
Walking and Cycling improvements	£1,434	£415
Information, Travel Planning and Marketing	£2,948	£0
Traffic Management (Guildford and Woking)	£551	£0
Major Projects (Onslow Park & Ride)	£3,921	£509
Total	£10,848	£1,086

3.4 The £10.848m of expenditure set out above includes £0.413m of local contributions. The remaining schemes as outlined in paragraph 4.5 will be funded with local contributions.

Overarching delivery

3.5 A large amount of the work in the programme was undertaken across multiple work streams. This included the following:

3.6 **Travel SMART Website and Journey Planner** - A dedicated microsite that provides journey information, advice and tips on travelling sustainably and how you can get involved in local events. The website receives c.7,000 hits each month and the journey planner and cycling pages are the most popular.

3.7 **Marketing campaigns** - We conducted 5 wide ranging marketing campaigns, including :

- **Remember when you cycled every day?**
- **What would you do with an extra hour each day?**

Illustrations of these campaigns are set out below:



3.8 Bus stop information improvements - New updated bus stop information was placed in over 500 bus stops around the County, and onward walking maps, based on mapping information from our new wayfinding products were placed in popular town centre bus stop shelters.

3.9 Social Media - Throughout the programme we operated facebook and twitter social media campaigns, promoting our events and encouraging people to walk, cycle and use public transport more. We currently have just under 800 followers on twitter and have received lots of feedback throughout the programme via this channel.

3.10 Cycle Training - As a result of funding from the travel SMART programme we were able to deliver 1,100 additional cycle training sessions across the County, including to families, business employees and children.

Delivery in Guildford

3.11 The delivery of the Travel SMART programme focussed on interventions in Guildford. Annex A provides full details of these outputs. **Table 3** below provides a high level list of the capital outputs from the programme :

Table 3 – Capital programme outputs

Programme Element	Output
Park & Ride	550 car park space park & ride facility at Onslow Guildford with temporary waiting room
Improved bus stops	137
Distance of cycle routes improved	7km
Cycle Parking (no of stands)	70 stands
New bus shelters	9
Wayfinding signs and finger posts	30
Multimedia transport information screens	7

- 3.12 The programme also consisted of a comprehensive behavioural change programme designed to both support the capital infrastructure, and seek to influence peoples' behaviour in its own right.

Table 4 – Revenue Programme Outputs

Programme Element	Output
Business Engagement	Engaged with 10,442 people
Community Engagement	Funded 91 projects with over 400 people taking part in events
Marketing campaign	5 public campaigns
Bike IT	c.700 children engaged and a permanent club operating through Charlotteville Cycle Club
Cycle Festivals	2 festivals with c.3,000 attendees
Information and awareness	New mapping created in both towns and in bus stops

Traffic Management schemes delivered in Guildford

- 3.13 The Traffic Management component focused on three main areas: traffic signal control, the provision of information and operational procedures.
- 3.14 Within Guildford the three Urban Traffic Control (UTC) regions were checked, improved where required and re-validated. These regions cover the areas of:
- A25 Ladymead (including A25 / A320 Stoke crossroads);
 - York Road, Stoke Road, London Road, Waterden Road, Epsom Road and the High Street;
 - Bridge Street/Onslow Street/Friary Bridge: the gyratory.
- 3.15 To complement this a new Common Database has been installed and works with the UTC system. It is on this database that alternative signal control strategies are housed that can be brought into operation in the event of certain conditions arising for example closure of the A3 through Guildford.
- 3.16 To assist with information provision, the parking guidance system was also refurbished.
- 3.17 Operation procedures have been reviewed, which included developing the alternative signal strategies. It is expected that these procedures will be further developed as part of future projects involving wider network benefits.
- 3.18 **Table 5** below shows journey time data before, during and after the project for six routes through Guildford. Although the two northbound routes (2 and 4) show a marginal deterioration in journey time over the period, routes 5 and 6 (which travel southbound) show an improvement over the years. Route 3 which travels southbound all the way through the town centre also shows an improvement over time. This equates to a positive percentage change of 8% in average speed.
- 3.19 A notable improvement is on route 1, The Chase (eastbound). Since 2008/09 there has been a 9% increase in average speed, a 36% decrease in delay and a 14% decrease in journey time. This change may, in part, be attributed to the introduction of the Park & Ride service at Onslow that was

ITEM 9

introduced in 2013. However, to be able to state this with confidence, further data is required.

Table 5 – Journey Time Data

Metric	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14
Guildford Route 1 The Chase EB						
Average speed (MPH)	17.0	18.0	19.2	17.4	18.6	18.6
Total delay (mins)	1.4	1.1	0.8	1.1	1.1	0.9
Total journey time (mins)	3.3	3.0	2.7	3.0	3.0	2.8
Guildford Route 2 Portsmouth Road NB						
Average speed (MPH)	21.4	20.3	23.8	22.3	19.1	19.8
Total delay (mins)	1.7	2.1	1.2	1.5	2.3	2.1
Total journey time (mins)	5.1	5.5	4.6	4.9	5.6	5.5
Guildford Route 3 A320/A3100 SB						
Average speed (MPH)	16.0	16.0	16.9	17.0	16.7	17.3
Total delay (mins)	7.9	7.8	7.0	7.2	7.6	6.6
Total journey time (mins)	18.3	18.2	17.2	17.5	17.7	16.7
Guildford Route 4 Shalford Road SB						
Average speed (MPH)	23.4	24.9	24.0	21.8	22.8	22.2
Total delay (mins)	1.1	0.9	0.9	1.3	1.2	1.3
Total journey time (mins)	4.1	3.8	3.9	4.3	4.2	4.3
Guildford Route 5 Stoke Road SB						
Average speed (MPH)	13.0	12.5	14.0	14.4	13.7	14.7
Total delay (mins)	6.3	6.6	5.0	5.2	6.1	4.8
Total journey time (mins)	12.2	12.6	10.9	11.1	11.8	10.6
Guildford Route 6 Woodbridge Road SB						
Average speed (MPH)	17.1	16.7	15.9	16.4	16.8	16.7
Total delay (mins)	2.3	2.6	2.8	3.1	2.4	2.2
Total journey time (mins)	5.6	6.0	6.2	6.5	5.7	5.5

Schemes delivered outside of Guildford

3.20 This report does not document the schemes delivered in the other LSTF towns of Redhill/Reigate and Woking. For information on delivery there, please refer to the relevant Local Committee reports presented during the June 2016 meeting cycle.

4. PROJECT EVALUATION:

Lessons learned

4.1 A number of valuable lessons have been learnt in terms of partnership working, resourcing and delivery. The working groups and community funding

events were an example of working well with partners and good engagement with the community, which helped build strong relationships and deliver a programme that was supported by many. Conversely the complex nature of a multi faceted programme with time constraints was recognised, and this learning will be shared to help inform future initiatives.

Benefits realisation

4.2 The key outputs in the programme are set out in the table in paragraph 3.1.

Whilst we recognise the success of these key achievements, it's still too early to assess the detail of specific measures or the overall impact of the programme. The full benefits realisation will emerge over time, which will be subject to further assessment and analysis. However we are already seeing measurable benefits in the following areas:

- There has been a reduction of up to 21% in the number of vehicle using Albert drive following the construction of the Sheerwater Link Road.
- Over 100 passengers are carried every day during the AM peak period on the Onslow Park and Ride. There has been a steady increase in the patronage since it opened in November 2013, which is in line with initial forecasts and mirrors the experience of other sites previously constructed in the town.
- Overall in the LSTF areas bus patronage has increased by 1%, whilst cycle parking at railways stations has increased at both Guildford and Woking by 16%.
- The business travel forum results show a decrease of 10% in single vehicle occupancy in Guildford.

Closure activities

4.3 In order to close the programme down the Project Sponsor and Programme Manager must ensure that the following tasks are concluded:

- Review of the programme successes and achievements
- More in depth lessons learned session to be held and sharing of these findings with the relevant departments.
- Owners for outstanding schemes have been agreed and actions handed over to be delivered as business as usual.
- Any remaining risks or issues have been highlighted to the Project Sponsor for mitigation.
- Archiving of the necessary project documentation.

Outstanding schemes

4.4 **Table 6** below outlines the schemes that are outstanding from the programme and included estimated delivery dates for these.

4.5 To facilitate the closure of the programme any schemes that remain undelivered will now be transferred to the most relevant department for progression and completion. These will be funded through local contributions, as set out in paragraph 3.3 and 3.4. The table below sets out what is left to deliver in Guildford

Table 6 – Outstanding Schemes

www.surreycc.gov.uk/guildford

ITEM 9

Scheme name	Scheme detail and update	Responsible department	Estimated delivery date
Onslow Park & Ride passenger waiting room	<p>Procurement of waiting facility subject to delay; anticipated construction and completion Autumn 2016</p> <p>A design and build tender has been issued with a closing date of 4 July 2016. Allowing for due diligence with the contract award process, the preferred Contractor could be on site around the end of August.</p>	SCC (Travel and Transport Projects Team and Procurement)	Autumn 2016
Onslow Park & Ride A3 directional signs	<p>Procurement of advanced directional signs from Highways England (HE) for A3</p> <p>Original request to revise directional signs on A3 between A31 and Cathedral junctions was not cost effective and also rejected by HE due to impending A3 improvement scheme on Stag Hill.</p> <p>A revised scheme for single new sign of the type "<i>For P&R follow Research Park</i>" was agreed last Autumn and SCC paid fully for this revised solution at that time. However, further delays have arisen due to changes and reorganisation of HE's new highway engineering service provider, Kier. These delays will have consequential effect on performance of the Onslow site until resolved.</p>	SCC and Highways England	Autumn 2016 / Winter 2017
Onslow Park & Ride permanent power supply	<p>Provision of permanent mains power supply by UK Power Networks (UKPN).</p> <p>UKPN cannot install power until a way-leave is provided, which requires the signed lease for P&R site between</p>	SCC, UKPN, GBC and UniS	Autumn 2016 / Winter 2017

	<p>UniS and GBC.</p> <p>Progress is dependent upon GBC/University of Surrey (UniS) signing lease. Clause of lease requires passenger building to be complete prior to signing.</p>		
RTPI signs/shelters	<p>Intelligent Bus Priority at junction has been developed and passed site acceptance tests but awaiting further work by SCC's Traffic Signals team before the further 18 junctions can be fully equipped and working.</p> <p>RTPI screen at Onslow Park & Ride to be installed once new waiting room constructed.</p> <p>RTPI displays in Guildford. Two displays to be installed in Send in July once power has been supplied to shelters. Remaining displays to follow</p>	SCC	<p>Autumn 2016</p> <p>Autumn 2016</p> <p>Autumn 2016</p>
A25 Stoke Road Crossroads	<p>Transferred funding to Guildford STP</p> <p>The A25/A320 Stoke Crossroads is to be improved for pedestrians and cyclists and provide buses priority within the signal phasing. This scheme should reduce the number of pedestrian and cycling road casualties at this location, improve bus journey time, and provide cyclists and pedestrians with a continuous off-road route including a safe route through the junction</p>	SCC	Estimated start on site January 2017
A25 Cycle Schemes – Various (University to Stoke Crossroads)	<p>Snagging Works to A25 Cycle Schemes</p> <p>A number of A25 cycle schemes were road safety audited, following their completion in 2015. These audits indentifying some additional minor works, some</p>	SCC and Kier	Summer 2016

	of which are still outstanding.		
--	---------------------------------	--	--

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The overall Travel SMART programme which commenced in 2011 with grant support from the DFT supplemented by local contributions from the Councils New Homes Bonus Fund, Developer contributions, and other organisations provided a total of £23.703m of resources to deliver the range of objectives set out in para 1.3.
- 5.2 The DFT grant award was time limited to be spend by the end of 2014/15 which required the delivery of some locally funded aspects of the programme to be rescheduled to later in the programme to ensure that the grant element was fully claimed thereby maximising the benefits to the programme

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 Full Equality Impact Assessments (EIA) were carried for the relevant schemes in the programme and were published on the Surrey County Council website. Mitigating actions were carried out to reduce or limit any equality or diversity implications. EIA's will continue to be reviewed and monitored by the relevant departments.

7. RISK MANAGEMENT IMPLICATIONS:

- 7.1 Risks in the current programme have even satisfactorily mitigated or are being progressed as referred to in paragraph 4.3. Any risks and issues for the schemes that remain outstanding will be transferred to that delivery function for mitigation.

8. CONCLUSION:

- 8.1 The County Council was awarded £18.233 million for the TravelSMART programme in Surrey, totalling a £23.703 million investment. The TravelSMART programme set out to deliver transport related capital improvements and behaviour change initiatives in three Surrey towns, with an overarching objective of economic growth and a decrease in carbon emissions.
- 8.2 The funding bid was turned around extremely quickly in order to meet a tight government timeline, with the funding award also following a very short timeline. In response to this, a cross Directorate project team was quickly mobilised to effectively manage the logistical, delivery and governance challenges. The programme itself was delivered largely to time and budget with programme modifications made in collaboration with area Member Task Groups. Significant successes have been secured, including a new park & ride site in Guildford, the new Sheerwater Link Road in Woking, plus safe, signed walking and cycling routes and bus priority / bus corridor improvements across all three towns. Early outcomes demonstrate the value of the LSTF investment, although future monitoring will of course determine the full and true impacts of the programme.
- 8.3 With all large programmes of work lessons will always be learnt, particularly given this was such a diverse programme of works across three distinct geographic areas. It is vital therefore that we learn and use new knowledge and

understanding to improve our performance. Shared learning will ensure that enhanced understanding is applied in future bidding, given Government seems set to continue in this manner, and of course in the delivery of new programmes of work. Going forward, lessons learnt will give us better resilience as to the identification, application and delivery of new opportunities to support the Council's strategic goals of well being, economic prosperity and resident experience.

Contact Officer:

David Ligertwood, Passenger Transport Projects Team Manager, Surrey County Council, Tel: 020 8541 9323

Paul Millin, Travel & Transport Group Manager, Surrey County Council, Tel: 020 8541 9365

Nicholas Meadows, Change Consultant, Surrey County Council, Tel: 020 8541 7804

Consulted: LSTF Delivery Board

Annexes: Annex A – Guildford Project Outputs

Sources/background papers: Various reports to Guildford Local Committee

Annual Outputs Report to DfT

This page is intentionally left blank

Annex A – Guildford Project Outputs

Capital Outputs

Cycle and Pedestrian Improvements

Scheme Location	Facilities	Length of Route	Photo Example
A25 from Denis Roundabout to Stoke Cross Roads	Shared cycle route on sections of the existing footway on the A25 including new signal controlled cycle and pedestrian crossings.	7km	 <p>Shared cycle route on the south side of Ladymead looking west.</p>
A25 stoke Crossroads	Contribution to a signal controlled Junction upgrade ; shared pedestrian and cycle facilities; bus priority at signals; congestion reduction	-	Transferred to the Guildford STP for delivery

Bus Stops and Corridor Improvements

Location	No of improved stops	Photo Example
Aldershot Rd	13	 <p>West bound bus stop at Fairlands, Aldershot Rd.</p>
Woodbridge Rd	8	
Worplesdon Rd	10	
Park Barn	16	
Epsom Rd	24	
London Rd	18	
Woking Rd	21	
Portsmouth Rd	15	
Shalford Rd	12	
TOTAL	137	

Major projects – Onslow Park & Ride Facility

The 550 Space Park & Ride facility and access road successfully opened at Onslow, Guildford during November 2013. The associated bus service also started operation at the same time.

Buses from the site stop at the railway station, as well as the town centre to reduce congestion in Guildford. At peak times this facility along with the other three park & ride sites in Guildford remove up to 2000 vehicles from the town and boost the economy by making it easier for commuters and shoppers from other towns and villages to reach the town centre

ITEM 9

Business Travel Forum improvements

Scheme Location	Intervention type	Comments	Photo
Town Centre	Cycling Parking	Heritage cycle parking installed throughout the town centre	No photo available
Guildford Station, London Road Station and University of Surrey	Cycle Maintenance station		
Royal Surrey County Hospital	Pool bike scheme for staff		
Applegarth Ave	Christmas Pie route upgrade	Fibredeck surface and link into the Surrey Research Park	

This page is intentionally left blank

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (GUILDFORD).

DATE: WEDNESDAY 22 JUNE 2016



LEAD OFFICER: KEVIN MCKEE, PARKING SERVICES MANAGER, GUILDFORD BOROUGH COUNCIL

SUBJECT: GUILDFORD ON-STREET PARKING REVIEW – PROPOSALS FOR BURPHAM AREA AND ‘AD-HOC’ LOCATIONS

DIVISION(S): ALL

SUMMARY OF ISSUE:

This report presents 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.

RECOMMENDATIONS:

The Local Committee (Guildford) is asked to agree:

- (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 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 make local improvements.

1. INTRODUCTION AND BACKGROUND:

- 1.1 When the scope of the present parking review was determined, the Committee agreed to undertake informal consultations in six geographic areas. These are the Avondale area around the Ash Vale and North Camp railway stations, Burpham shopping parade area and Burpham Lane, Effingham Junction, Fairlands, Merrow shopping parade area and Shalford.
- 1.2 As part of the current review, it was also agreed to develop proposals in a number of ‘ad-hoc’ locations. Of the 250 locations we have assessed the

Committee agreed to progress around 20. Furthermore, the review includes changes to accommodate disabled bays, vehicle crossovers and access arrangements for new and existing developments.

- 1.3 As a result of the informal consultation stage undertaken in late 2014 / early 2015, at its June 2015 meeting, and the Committee agreed to progress the review in two phases.

Schemes awaiting implementation

- 1.4 It decided to formally advertise proposals in the Avondale area around the Ash Vale and North Camp railway stations, Effingham Junction, Fairlands, Merrow shopping parade area and Shalford. It also agreed to formally advertise the 20 or so 'ad-hoc' changes, and those associated with disabled bays, vehicle crossovers and access arrangements for new developments.
- 1.5 At meetings held in December 2015 and March 2016, the Committee considered the feedback from the formal advertisement and agreed to implement controls in the roads listed below:

Avondale area around Ash Vale and North Camp railway stations

Avondale, Birch Way, Cypress Grove, Lysons Avenue, Station Road East, Station Road West, Wellesley Close, Wentworth Close, Wentworth Crescent

Effingham Junction

Effingham Common Road, Old Lane & Old Lane (service road)

Fairlands

Brocks Drive, Brooke Forest, Dynevor Place, Envis Way, Fairlands Avenue, Fairlands Avenue (service Road), Fairlands Road, Gumbrells Close, Kiln Meadows, Littlefield Close, Littlefield Way, Louis Fields, Quakers Way, St Michael's Avenue, Sandpit Heath & Wallace Close

Merrow shopping parade area

Epsom Road, Merrow Street & Sadlers Close

Shalford

Ashcroft, Atherton Close, Chinthurst Lane, Dagden Road, Kings Road, Mitchells Close, Orchard Road, Poplar Road, Shalford Lane, Station Road, Station Row (private) & Tillingbourne Road

Ad-hoc locations

Agraria Road (Guildford), Aldershot Road service road (Guildford), Ash Church Road (Ash), Ash Hill Road (Ash), Ash Street and Star Lane (Ash), Barrack Road (Guildford), Cabell Road 'area' (Guildford), Cline Road (Guildford), College Road (Ash), Cranley Road (Guildford), Ellis Avenue (Guildford), Falcon Road (Guildford), Foreman Park (Ash), Gomshal Lane and Middle Street (Shere), Greville Close (Guildford), Guildford Road service road (Effingham), Josephs Road (Guildford), Manor Road (Guildford), Pewley Hill (Guildford), Oak Hill and The Oval (Wood Street Village), Poyle Road (Tongham), Prospect Road 'area' (Ash), Rose Lane (Ripley), Tormead Road (Guildford), Sandy Lane (Send), Send Road including service road (Send), South Hill (Guildford), Spiceall (Compton), Tannery Lane (Send), Vale Road (Ash Vale) & Worplesdon Road (Guildford)

It is anticipated that these changes will be implemented by the end of August 2016.

Proposals with representations to be considered

- 1.6 At its June 2015 meeting the Committee also agreed to undertake a further stage of informal consultation, including public exhibitions, in respect to the Burpham shopping parade area and Burpham Lane, and in respect to Dorking Road (Chilworth), Lower Road (Effingham) and School Lane (Pirbright), for officers to discuss the issues further with the local ward and divisional councillors.
- 1.7 At its December 2015 meeting the Committee then agreed to formally advertise proposals in the Burpham shopping parade area and Burpham Lane, Dorking Road (Chilworth), Lower Road (Effingham) and School Lane (Pirbright). It also agreed to formally advertise 8 additional 'ad-hoc' changes. The latter primarily involve accommodating disabled bays, vehicle crossovers and improving access arrangements for new and existing developments.
- 1.8 This report summarises the feedback received as a result of the formal consultations in the Burpham shopping parade area and Burpham Lane and other 'ad-hoc' locations and recommends the next steps. This is the final committee stage for the present parking review.

2. ANALYSIS:

- 2.1 The formal advertisement of proposals took place between 22 April and 13 May 2016. The proposals involved 20 roads. These encompassed one geographic area (Burpham shopping parade area and Burpham Lane), and 12 'ad-hoc' locations, including Dorking Road (Chilworth), Lower Road (Effingham), and School Lane (Pirbright). A number of the 'ad-hoc' locations are associated with accommodating disabled bays, vehicle crossovers and improving access arrangements for new and existing developments. These are listed in 2.41.
- 2.2 We wrote directly to over 1,000 addresses. A public notice was also published in the Surrey Advertiser newspaper. Additionally, over 100 street notices were erected in and around the proposed locations. The legal notices and supporting documentation were made available to view at all four deposit centres within the borough. The letter and street notices provided a link to the Borough Councils' website. This gave those that were unable to visit the deposit centres an opportunity to view the proposals, supporting documentation and submit comments online.
- 2.3 The page on Guildford Borough Council's website received nearly 609 'hits'. Overall, 129 representations were received. Over 90% of the representations were submitted online. The majority of the proposals received representations. Those in Friars Gate, Ward Street and Woking Road, Guildford, did not. Some of the representations referred to proposals in more than one road. In total 167 location-specific references to proposals were made. A table summarising the representations appears in ANNEXE 1.
- 2.4 To help gain an overall impression of the feedback we have analysed the comments. ANNEXE 1 also details whether the comments were supportive or

www.surreycc.gov.uk/Guildford.

opposed to the proposals. We have also categorised those comments generally supportive and generally opposed, and where changes were suggested, described their general nature. This analysis is presented to provide a general impression of the feedback received, but it is important that each representation is considered.

- 2.5 This report is considering 55 representations associated with the Burpham shopping parade area and Burpham Lane, and 74 representations associated with the 'ad-hoc' locations.

Burpham shopping parade area and Burpham Lane

- 2.6 We wrote directly to around 450 addresses in 15 roads, as well as to the Burpham Community Association and Burpham Neighbourhood Forum. 8 of the roads consulted are private.
- 2.7 Overall, we received 55 representations. These produced 93 comments about specific locations. There were 3 general comments as well as 87 that referred to the proposals in specific roads. A further 3 comments were made about the need for additional controls elsewhere within the area. There were 33 comments stating support for the proposals in specific locations, 25 offering general support, 15 general opposition and 20 stated opposition.
- 2.8 Of the 25 that were generally supportive, 15 wanted more restrictive controls, whilst 9 wanted less restrictive controls. 1 wanted other measures also to be considered. Of the 15 generally opposed, 2 wanted more restrictive controls whilst 13 wanted less restrictive controls.
- 2.9 The representations were distributed to local borough and county councillors, and discussions held with them about the proposals.

Shopping parade

- 2.10 The shopping parade encompasses Barton Place, Kingpost Parade and part of London Road.
- 2.11 There were 7 comments that specifically referred to the parade. 5 of the 7 were either fully supportive (2) or generally supportive with revisions (3). Those generally supportive wanted more restrictive controls. Primarily this involved a shortening of the proposed limited waiting period. The 3-hour limit proposed has been chosen to accommodate the wide variety of businesses present within the parade, which include a restaurant and hairdresser.
- 2.12 There were 2 comments opposed to controls. One suggested that the present uncontrolled arrangement works fine. The other was from a representative of the Barton Place Residents' organisation. They have been in dispute with Surrey County Council about the status of Barton Place for a number of years. They claim that the area is private and not public highway. They are opposed to controls on this basis. They also suggest that if controls are to be implemented, that they would want to see the parking spaces reserved for residents. During the previous stages of consultation the turnover of space and its availability for visitors in the area around the shops was the primary concern raised. Those living in the flats above the shops within the remainder of the parade would be similarly affected by the proposed controls, as would those working within the shops. It is considered important that there is a turnover of parking within spaces near the shops.

- 2.13 Surrey County Council has previously considered complaints from the Barton Place Residents' organisation about the status of the road. The County Council has concluded that the road is public highway.
- 2.14 If the Committee agrees to implement the proposals in Barton Place, the decision could be open to legal challenge at the High Court. However, if the Committee does not proceed with the implementation, it may suggest that there is doubt that the road is public highway.
- 2.15 In terms of the feedback received from the local ward and divisional councillors, Cllrs Ellwood and Piper suggest that all the proposals in the Shopping parade should be implemented as advertised. Cllr Halliday suggests that more investigations should be undertaken in respect to the status of the road. Surrey County Council Highway officers have indicated that they are satisfied that the road is public highway.
- 2.16 Therefore, having considered the feedback and the balance between safety, access, traffic flow and the availability of space, it is recommended that the proposals should be implemented as advertised as they appear in ANNEXE 3.
- 2.17 In the section of Kingpost Parade that is private, the management company intend to keep the matter under review, and should the need arise, explore the possibility of using a private parking enforcement contractor.

Burpham Lane

- 2.18 There were 59 comments specifically about Burpham Lane. 22 of these stated support, whilst 13 were generally supportive but suggested supported with revisions. 12 stated opposition with a further 12 generally opposed.
- 2.19 However, there are three distinct sections to Burpham Lane; the section between London Road and the 90-degree bend, the section from the 90-degree bend to Clay Lay, and the cul-de-sac off this part of the road. The views about the proposals in the three sections varied.
- 2.20 In the section between London Road and the 90-degree bend the proposal is to introduce double yellow lines throughout.
- 2.21 37 comments were specifically made about these proposals. 11 stated support. 7 were generally supportive but with revisions. The latter expressed a desire for less restrictive controls. 19 comments either stated opposition (9) or were generally opposed and preferred less restrictive controls (10).
- 2.22 Concerns were raised about the loss of parking for those using the cricket pavilion, for the nursery during the day and the bridge club on Tuesday evenings. Shortcomings about the adequacy of the car park at Sutherland Memorial Park and the links across the park were seen as obstacles to using these facilities, particularly in the dark.
- 2.23 The proximity of junctions, major points of access, existing traffic calming features, and the difficulties caused by parking opposite driveways limits the opportunities to retain parking. Indeed, as a result of the feedback expressed at the previous public exhibitions, the limited opportunities to retain parking were omitted due to the concerns raised.

ITEM 10

- 2.24 In the section between 90-degree bend and Clay Lane the proposal intends to introduce a combination of single and double yellow lines and unrestricted areas. The need for residents to park on-street is greater in this section of the road.
- 2.25 21 comments were specifically made about these proposals. 10 stated support. 6 were generally supportive but with revisions. 4 of the 6 expressed a desire for more restrictive controls. Primarily, this involved the prioritisation of space for residents using permits. 5 comments either stated opposition (3) or were generally opposed and preferred more or less restrictive controls (2).
- 2.26 The need for a residents' permit scheme was not raised as an issue prior to the start of the review. Nevertheless, it was offered as a possible option during the initial stage of consultation. Across the area, only around 18% of respondents suggested that this was their preferred solution. As a result, the introduction of a permit scheme was discounted. Instead, the review has primarily focused on dealing with the concerns about safety and access. These issues have been raised prior to, and during the course of the review.
- 2.27 Nevertheless, as a result of the feedback from the previous stages of consultation, the proposals in this section of Burpham Lane have been made less restrictive, and will provide more space for residents at times when a greater number of them are at home.
- 2.28 The only comment about the cul-de-sac section of the road, which Burpham Primary School submitted, stated support.
- 2.29 Those making representations also raised concerns about more general highway issues. These included the current speed of traffic using the road (18), its use as a 'rat run' (10) and the need for traffic calming (8). Some of those seeking revisions and opposed to the proposals in the section between London Road and the 90-degree bend suggested that the proposed parking controls might exacerbate their concerns. During the advertisement period, a separate public meeting took place about traffic issues within the road. The County Council intend to undertake a review of the traffic movement issues within Burpham Lane in due course.
- 2.30 The representations were distributed to local borough and county councillors, and discussions held with them about the proposals. Having considered the feedback and the balance between safety, access, traffic flow and the availability of space, both they and officers believe that the proposals should be implemented as advertised as they appear in ANNEXE 3.

Marlyns Drive

- 2.31 10 comments were specifically made about proposals in this location. 2 stated support for the proposals. 4 suggested more restrictive controls were necessary. It was suggested that these would be required due to the potential for displacement, as a result of the controls proposed in Burpham Lane. 4 stated opposition to the proposals.
- 2.32 Again, a number of concerns were raised about the current speed of traffic using the road (5), its use as a 'rat run' (2) and the need for traffic calming (8). The County Council's review of traffic movement will also consider Marlyns Drive.

- 2.33 As a result of the feedback from the previous stages of consultation, the proposals in Marlins Drive have already been extended to increase protection near to its junction with Burpham Lane.
- 2.34 The representations were distributed to local borough and county councillors, and discussions held with them about the proposals. Having considered the feedback and the balance between safety, access, traffic flow and the availability of space, both they and officers believe that the proposals should be implemented as advertised as they appear in ANNEXE 3.

Burnet Avenue

- 2.35 5 comments were specifically made about the proposals in this location. 2 stated support. A further 2 gave general support but felt that more restrictions should be considered elsewhere within the road. 1 representee stated opposition, due to the loss of facility for those living in nearby Raynham Close.
- 2.36 As a result of the feedback from the previous stages of consultation, the proposals in Burnet Avenue have already been extended to increase protection near to its junction with New Inn Lane.
- 2.37 The representations were distributed to local borough and county councillors, and discussions held with them about the proposals. Having considered the feedback and the balance between safety, access, traffic flow and the availability of space, both they and officers believe that the proposals should be implemented as advertised as they appear in ANNEXE 3.

Howard Ridge

- 2.38 3 comments were specifically made about the proposals in this location. 1 stated support. Another gave general support but suggested less restrictive controls were more appropriate in Howard Ridge, or failing that, a residents' parking scheme. There was one representee generally opposed suggesting that if controls were to be introduced more restrictive measures should be considered, such as the introduction of marked bays.
- 2.39 As a result of the feedback from the previous stages of consultation, the proposals in Howard Ridge were developed to improve the protection of its junction with Burpham Lane and at various points within its length.
- 2.40 The representations were distributed to local borough and county councillors, and discussions held with them about the proposals. Having considered the feedback and the balance between safety, access, traffic flow and the availability of space, both they and officers believe that the proposals should be implemented as advertised as they appear in ANNEXE 3.

'Ad-hoc' proposals elsewhere

- 2.41 As part of the most recent formal advertisement we proposed further 'ad-hoc' controls. We wrote directly to around 600 addresses in 12 roads about further proposals. We also wrote to the various Parish Councils involved. As a result, 74 representations were received about the remainder of the proposed 'ad-hoc' locations (ANNEXE 4). The locations concerned appear below:
- Dorking Road, Chilworth (10 representations)
 - Friars Gate, Guildford (No representations)
 - Greville Close, Guildford (2 representations)

ITEM 10

- High Street, Ripley (10 representations)
- Lower Road, Effingham (9 representations)
- Millmead Terrace, Guildford (14 representations)
- New Cross Road, Guildford (2 representations)
- Raymond Crescent, Guildford (13 representations)
- School Lane / Dawneys Road, Pirbright (14 representations)
- Ward Street, Guildford (No representations)
- Woking Road, Guildford (No representations)

2.42 In total, there were 74 representations about the 'ad-hoc references to specific roads. Overall, 14 stated support for the proposals. A further 24 offered general support (14 preferring more restrictive controls, 3 less restrictive, 7 other). 21 stated opposition to the proposals. A further 15 were generally opposed (5 preferring more restrictive controls, 7 less restrictive, 3 other).

2.43 Dorking Road, Chilworth – There were 10 representations about the proposals. 3 of these stated support. 2 offered general support but suggested the controls should be more restrictive. 2 stated opposition. A further 2 suggested general opposition but that the controls should be less restrictive, whilst another suggested alternative solutions, such as the creation of additional parking spaces. Prior to the formal advertisement of the proposals, discussions with St Martha's Parish Council had already resulted in the extents of the proposals being reduced. Therefore, the proposed controls are the bare minimum that realistically we could consider to protect effectively the various points of access onto Dorking Road.

2.44 The representations were distributed to local borough and county councillors, and discussions held with them about the proposals. Having considered the feedback and the balance between safety, access, traffic flow and the availability of space, both they and officers believe that the proposals should be implemented as advertised as they appear in ANNEXE 5.

2.45 Greville Close, Guildford – There were 2 representations about the proposals. 1 stated support. The other stated opposition on the basis that more extensive measures were required. The proposals were developed after concerns about misuse of the disabled spaces. We have not seen any evidence to suggest that there is widespread support for more extensive parking controls.

2.46 The representations were distributed to local borough and county councillors, and discussions held with them about the proposals. Having considered the feedback and the balance between safety, access, traffic flow and the availability of space, both they and officers believe that the proposals should be implemented as advertised as they appear in ANNEXE 5.

2.47 High Street, Ripley – There were 10 representations about the proposals. 2 stated support. A further 4 offered general support (2 suggesting the controls should be more restrictive, 1 suggesting the controls should be less restrictive and 1 other). 1 stated opposition. A further 3 generally opposed the proposals (2 suggesting that more restrictive controls were required and 1 other). Concerns were raised about the overall lack of parking within Ripley. Some suggested that the car park at the village hall should be better utilised. Others

suggested residents' parking should be considered. The issues the current pavement and verge parking causes to other road users was also raised as an issue, as was the speed of traffic. The proposals to increase the no return period within the time limited bays were developed following concerns raised about the misuse of the spaces by long-stay parkers.

- 2.48 The representations were distributed to local borough and county councillors, and discussions held with them about the proposals. Having considered the feedback and the balance between safety, access, traffic flow and the availability of space, both they and officers believe that the proposals should be implemented as advertised as they appear in ANNEXE 5.
- 2.49 Lower Road, Effingham – There were 9 representations about the proposals. 1 of these stated support. 7 offered general support (6 suggesting the controls should be more restrictive and 1 suggesting the controls should be less restrictive). 1 stated opposition. The latter was from the Effingham Residents' Association. They are concerned about the potential for displacement and suggested additional controls should only be considered if alternative parking is provided, either by reengineering the highway, the school providing the spaces directly themselves, or by entering agreements with other organisations in the area that have car parks. The proposals were developed following concerns raised about unbroken lengths of parked vehicles on the approach to the bend to the north-east of the school, and the issues that this causes.
- 2.50 The representations were distributed to local borough and county councillors, and discussions held with them about the proposals. Having considered the feedback and the balance between safety, access, traffic flow and the availability of space, both they and officers believe that the proposals should be implemented as advertised as they appear in ANNEXE 5.
- 2.51 Millmead Terrace, Guildford – There were 14 representations about the proposals. 2 of these stated support. 3 offered general support (1 suggesting the controls should be more restrictive and 2 suggesting that other options should be considered). 7 stated opposition. A further 2 generally opposed the proposals, both suggesting that more restrictive controls elsewhere in the area were required.
- 2.52 The proposal is to convert the parking restriction opposite the garages below Condor Court, and marked by a single yellow line which applies Monday to Saturday 8.30am to 6pm, into a restriction which applies 24 hours a day, marked by a double yellow. Currently, vehicles parked opposite the garages greatly restrict or prevent access to them and the intention of the proposal is to make access easier. As a result of the pressure on on-street parking the area opposite is parked upon, particularly in the evenings and on Sundays, when the current restriction does not apply. The garage owners can currently obtain permits for their vehicles to park on-street because the garages cannot be used. This adds to the parking pressure in the area. The general lack of space, and issues particularly in the evening were cited as reasons for not making the change.
- 2.53 The best use of space would be achieved if the area opposite the garages was clear of parked cars so the garages could be used. The owners being able to use the the garages would reduce the number of permits for on-street parking and this would reduce the pressure on-street parking. However, the success

ITEM 10

of this depends on the ability to discourage parking in the area opposite the garages. The area is not currently restricted in the evenings and on Sundays when demand for space is high and enforcement resources, are limited.

- 2.54 If the proposal was introduced and there was still regular parking opposite the garages, despite the restriction and enforcement, then this would be the worse case situation. The owners of the garages would still have the risk of the access being blocked. They would have a case for retaining permits and the area opposite the garages could not be used for additional parking in the evening without risking a fine.
- 2.55 All the representations made in favour of the proposal want clear access to the garages. While residents and some of those opposed feel that there is often no other choice but to park in the area. This means there is a risk that a restriction even backed by enforcement would not be effective.
- 2.56 Officers have recently received a survey conducted by local residents, which shows there is a strong wish to make changes to the current restrictions to provide more space for residents. These proposals could be looked at during the next review and could take away some of the pressure to park in the area opposite the garages. This would provide a greater chance that a 24-hour restriction in this area would be successful.
- 2.57 The next review is due to start towards the end of this year and depending on the size and scope of the review the implementation of its findings could be up to two years after the start.
- 2.58 The representations were distributed to local borough and county councillors, and discussions held with them about the proposals. Having considered the feedback and the balance between access and the availability of space, it is recommended not to implement the change now, but to look at it again as part of a review of all the parking restriction in the Millmead area.
- 2.59 New Cross Road, Guildford – the proposal intends to improve access to the existing crossover at No.49a. The access has been blocked repeatedly by those parking on the existing single yellow lines. The resident at the address welcomed this. The other changes within the road are technical ones to ensure that the traffic regulation order matches the controls in-situ. The latter will not involve any actual changes to the controls in place.
- 2.60 The representations were distributed to local borough and county councillors, and discussions held with them about the proposals. Having considered the feedback and the balance between access and the availability of space, both they and officers believe that the proposals should be implemented as advertised as they appear in ANNEXE 5.
- 2.61 Raymond Crescent, Guildford – We had advertised the proposals for Raymond Crescent previously. However, due to a procedural issue, the street notices were not erected, as they normally would have been. Despite this, a number of representations were received. However, to ensure that the correct process has been followed, we re-advertised these particular proposals. Representations from the first consultation, and the most recent one are reported. In all cases, those responding previously have responded again. Others submitted additional representations.

- 2.62 There were 13 representations about the proposals. 1 stated support. A further 1 offered general support suggesting that other controls in the area should be more restrictive. 8 stated opposition to the proposal. A further 3 generally opposed the proposals suggesting the general need for less restrictive controls. The changes were proposed as a result of the creation of a new vehicle crossover at No.62. This was agreed by Surrey County Council Highways. When the crossover was constructed, the affected part of the parking bay was removed. It was replaced by an advisory, access protection marking. The proposal seeks to convert this advisory marking into a formalised control. Within a controlled parking zone, all kerb space is controlled. Yellow line waiting restrictions protect all the other vehicle crossovers within Raymond Crescent. Therefore, it would seem unreasonable to deny access to the crossover at No.62.
- 2.63 The representations were distributed to local borough and county councillors, and discussions held with them about the proposals. Having considered the feedback and the balance between access and the availability of space, both they and officers believe that the proposals should be implemented as advertised as they appear in ANNEXE 5.
- 2.64 School Lane / Dawneys Road, Pirbright – There were 14 representations about the proposals. 11 were specifically about those in School Lane. 3 were about those in Dawneys Road.
- 2.65 In respect to School Lane, there were 11 representations. 1 stated support. A further 7 offered general support (1 suggesting more restrictive controls were appropriate, 2 suggesting less restrictive controls were appropriate and 4 suggesting other measures). There was 1 representation stating opposition. A further 2 generally opposed the proposals, both suggesting the need for other measures. Concerns were raised about the impact the controls would have on the availability of parking during the school run. Some suggested alternative parking facilities should be provided. Some believed the removal of parking would have a negative impact on vehicle speeds, causing them to increase.
- 2.66 The proposals were developed following concerns raised by the Police about parking, primarily during the school run. However, parking close to junctions and major points of access is inadvisable at any time and could cause issues. Prior to their advertisement, a meeting was held to discuss them. Various interested parties, including the police, the schools, the parish council and the ward and divisional councillors, attended this.
- 2.67 In respect to Dawneys Road, there were 3 representations. 1 stated support. 1 offered general support, suggesting more restrictive controls were appropriate. There was 1 representation stating opposition. Concerns were raised about the possible displacement of parking into Dawneys Road. However, perhaps of greatest significance is that the road's owner, the Ministry of Defence, were satisfied with the proposals.
- 2.68 The representations were distributed to local borough and county councillors, and discussions held with them about the proposals. Having considered the feedback and the balance between safety, access, traffic flow and the availability of space, both they and officers believe that the proposals should be implemented as advertised as they appear in ANNEXE 5.

3. OPTIONS:

- 3.1 The Committee needs to decide whether to implement the proposals as recommended, make changes, or not to progress some, or all of the proposals. If there was a desire to increase the amount of restriction as a result of comments received, the proposals would have to be advertised again. The controls recommended for implementation have been discussed, and in the majority of cases have been amended, as a result of the discussions with local borough and county councillors.
- 3.2 If the Committee agrees the recommendations, it is likely that the implementation will take place by the end of November 2016.
- 3.3 The Committee could choose not to make the orders. However, the issues that have been raised, and in many cases confirmed by the consultations, would remain unresolved.

4. CONSULTATIONS:

- 4.1 Letters associated with the informal and formal consultations have been distributed to over 1,000 addresses, various other interested parties such as parish council, community organisations and residents' associations. This has resulted in over 600 'hits' on the associated pages on Guildford Borough Council's website. Statutory consultees have also been notified.
- 4.2 The feedback and proposals have been circulated to relevant local borough and county councillors, and discussions held with many of them about the proposals.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 We anticipate that the overall cost of the current review will not be more than £50,000 and this can be met from on-street parking surplus. This figure covers both the geographic and ad-hoc elements of the review. The precise amount will ultimately depend on the number of locations where we subsequently introduce controls.
- 5.2 Existing resources will be used to conduct the consultations and the only additional expenditure will be postage.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 Blue badge holders can park in disabled parking bays without time limit or on yellow lines, not subject to loading restrictions, 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 The proposals will affect all road users in the areas where amendments are proposed and particularly residents. The proposals will be publicised and the comments received given carefully considered.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	Set out below.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report

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 and where large vehicles utilise relatively narrow roads.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 We have carefully considered the feedback received and recommend the Committee agrees:
- (iii) 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,
 - (i) 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 'ah-hoc' locations, shown in ANNEXE 5, and that the proposals in Millmead Terrace are not progressed at the present time.

10. WHAT HAPPENS NEXT:

- 10.1 If the Committee agrees to implement the proposals set out in recommendations (i) and (ii), it is likely that this will take place by the end of November 2016. This would involve publishing a public notice, erecting street notices, placing documentation on deposit and writing to those in the immediate vicinity of the proposals, and that have made representations, at the time the proposals are to be implemented.
- 10.2 These proposals are likely to be implemented after the proposals the Committee has already agreed to implement at its December 2015 and March 2016 meetings, which are due to be introduced by the end of August 2016.

Contact Officer:

Andrew Harkin, On-street Parking Coordinator, Guildford Borough Council
(01483) 444535

Consulted:

Surrey Police and other statutory consultees
Residents
Businesses
Community groups and residents' associations
Parish Councils
Local Ward and Divisional Councillors

Annexes:

- 1 - Summary of representations – Geographic area and 'Ad-hoc' proposals
- 2 - Burpham shopping parade area and Burpham Lane – representations (available online or on request),
- 3 - Burpham shopping parade area and Burpham Lane – – revised proposals for which authority to make a Traffic Regulation Order (TROs) is being sought,
- 4 - 'Ad-hoc' locations – representations (available online or on request),
- 5 - 'Ad-hoc' locations – revised proposals for which authority to make Traffic Regulation Orders (TROs) is being sought,

Sources/background papers:

- Item 9, Guildford Local Committee, 11 December 2013
- Item 13, Guildford Local Committee, 24 September 2014
- Items 15 & 16, Guildford Local Committee, 17 June 2015
- Item 12, Guildford Local Committee, 8 December 2015
- Item 10, Guildford Local Committee, 23 March 2016

Summary of representations - Geographic area and 'Ad-hoc' proposals (129 No. representations)

Locality	Review type	Road	No. of representations	Specific comments	Stated support	Generally support with revisions			General opposed			Stated opposition
						More restrictive	Less restrictive	Other	More restrictive	Less restrictive	Other	
Burpham	Geographic Area	general comments	55	3	1	0	0	0	0	1	0	1
		Burnet Avenue		5	2	2	0	0	0	0	0	1
		Burpham Lane (London Rd-bend)		37	11	0	6	1	0	10	0	9
		Burpham Lane (bend-Clay Lane)		21	10	4	2	0	1	1	0	3
		Burpham Lane (cul-de-sac)		1	1	0	0	0	0	0	0	0
		'Burpham parade'		7	2	3	0	0	0	0	0	2
		Howard Ridge		3	1	0	1	0	1	0	0	0
		Marlyns Drive		10	2	4	0	0	0	0	0	4
		New Inn Lane		3	3	0	0	0	0	0	0	0
		Other		3	0	2	0	0	0	1	0	0
		sub-total			93	33	15	9	1	2	13	0
Chilworth	Ad-hoc	Dorking Road	10	10	3	2	0	0	0	2	1	2
Effingham	Ad-hoc	Lower Road	9	9	1	6	1	0	0	0	0	1
Guildford CPZ	Ad-hoc	Friars Gate	27	0	0	0	0	0	0	0	0	0
		Millmead Terrace		14	2	1	0	2	2	0	0	7
		Raymond Crescent		13	1	1	0	0	0	3	0	8
		Ward Street		0	0	0	0	0	0	0	0	0
		sub-total		27	3	2	0	2	3	0	15	
Guildford Town	Ad-hoc	Greville Close	4	2	1	0	0	0	1	0	0	0
		New Cross Road		2	1	1	0	0	0	0	0	
		Woking Road		0	0	0	0	0	0	0	0	
		sub-total		4	2	1	0	0	1	0	0	
65		Dawneys Road	14	3	1	1	0	0	0	0	1	
		School Lane		11	1	1	2	4	0	2	1	
		sub-total		14	2	2	2	4	0	0	2	
Ripley	Ad-hoc	High Street	10	10	2	2	1	1	2	0	1	1
Total			129	167	46	30	13	8	7	18	4	41
Geographic locations			55	93	33	15	9	1	2	13	0	20
'Ad-hoc' locations			74	74	13	15	4	7	5	5	4	21

This page is intentionally left blank

ANNEXE 2 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER

Ref. No.	Representation Comments
	<p>Burpham shopping parade area and Burpham Lane, Ash (introduced various yellow lines, limited waiting restrictions within the parking bays and formalise a disabled parking bay) (54 representations)</p>
8	<p>I propose that from the <u>existing yellow lines to Marlyn's Drive</u> is changed to either 3 or 4 parking bays Or single yellow no waiting Mon - Sat 8.30 to 6pm.</p> <p>Paddocks Road and Meadow Road residents do not want Aldi staff (who currently park in Burpham Lane so that their customers can fill their car park) or Aldi customers, using their cul de sacs to park.</p> <p>I run a bridge club in the evening at the cricket pavilion where the average attendance is 30 and age is probably 75. Less parking availability in Burpham Lane will deter some of these people from coming. I cannot see a problem with allowing parking in this area in the evening.</p> <p>I suggest that a well lit walkway from the car park in Sutherland playing field is made to the cricket pavilion. This could be used by members of my bridge club, and anyone else who uses the pavilion, and also by Aldi staff/customers.</p> <p>I feel that double yellow lines for the whole straight stretch of Burpham Lane is over the top. Cars have to park somewhere - it is just moving the problem on. And will increase speeding along this route.</p>
11	<p>I would like to give my support to the plans as outlined under the above reference for parking restrictions in the Burpham Parade Area.</p> <p>The parking, particularly on the dangerous bend and narrow areas of Burpham Lane has become extremely dangerous over the past few years.</p> <p>Hopefully this may reduce the danger to young children walking to school who daily face cars mounting the pavement without slowing down to weave around oncoming vehicles and parked cars.</p>
12	<p>I wish to object to the draconian proposals for parking restrictions in Burpham Lane.</p> <p>Since double yellow lines were introduced, after the opening of Aldi supermarket, it has become very difficult to park in order to use Sutherland Park, in particular the Pavilion which is NOT reachable by path from the Sutherland car park.</p> <p>Chicanes were introduced in Burpham lane as a traffic calming measure but if parking is to be curtailed at all times this road will become a Rat run once more.</p>

	<p>I feel that a single yellow line would suffice in the remaining area which would enable evening use of the park and Pavilion whilst keeping the road clear at busy times (Rat run or not).</p> <p>If this compromise cannot be agreed it is essential that the footpath from the Sutherland car park be fully lit and also a branch of path should be directed to the Pavilion which backs onto Burpham Lane and is used by a Playgroup during the day as well as Bridge and Cricket club meetings in the evenings.</p> <p>I'm sure that you must be aware of the "displacement" parking which will occur when large areas of roadside parking become restricted. The problem will not go away but just move elsewhere in the area causing a new set of problems. When hundreds more houses are built at Gosden Park things will get a lot worse for people wishing to support the local shops. I feel the current policy of making life difficult for vehicle users is unrealistic in an area where the buses are infrequent and unreliable.</p> <p>At nearly 70 with arthritis, I live too far to consider walking to Burpham Lane, particularly at night, and the bus is not a viable option.</p>
15 Page 68	<p>We are in the process of purchasing a house on Burnet Avenue (currently resident elsewhere in Burpham) and welcome the possible introduction of yellow line at the junction of Burnet Avenue and New Inn Lane. This will prevent the congestion caused by parking effectively turning this part of the road into a single lane and will improve safety for those turning into Burnet Avenue.</p> <p>As you note, the introduction of double yellow lines at the entrance may push those cars further down the road. I am concerned that this will mean cars will then park outside numbers 49, 51, 53 and 88. Obviously this is not ideal in terms of safety.</p> <p>May I suggest that you consider permit parking on Burnet Avenue. Properties on Burnet Avenue all have off street parking and visitors' passes would eliminate any inconvenience to guests. As London Road becomes busier and busier it is likely that Burnet Avenue will see an increase in traffic flows. Reducing the amount of on street parking would have safety benefits and ensure residents are able to enter/exit properties without any hindrance.</p>
17	<p>The 3 hour parking allowance is too long. If introduced, this would allow shoppers to Aldi, using the Burpham Parade parking facility as an 'Aldi overflow'; preventing those customers wanting to use the Burpham Parade shops, from Parking and adversely impacting on the vibrancy of these small, local and much needed shops.</p> <p>The free parking period should be limited to 30 minutes.</p> <p>Shop keepers in Burpham Parade should be provided with 'free customer parking permits' for longer periods - up to 3 hours - enabling visits to businesses which require longer eg. the hairdresser, restaurant etc.</p> <p>With respect to the the double yellow lines proposed in Burnet Avenue, these should be extended at least 1000 yards along Burnet Avenue, to prevent parking outside residential properties to work/visit Aldi.</p> <p>I trust the above mentioned - logical and sensible - recommendations are taken into consideration. The 3 hour period proposed would be another negative step in the saga concerning the recently introduced facilities (including the building of the Aldi store), which have done absolutely nothing but serve to adversely impact on local business; plus cause unacceptable traffic congestion. You would understand the above if you have ever tried to gain access into Burpham Lane, while waiting in the traffic queuing into Aldi; a totally unacceptable and ludicrous situation!</p>

	I trust common sense will prevail.
18	<p>We live in Meadow Rd. and find the use of Burpham Lane very difficult on account of vehicles parked there.</p> <p>Yellow lines would seem to be the best control for the whole length of the road, ie to Clay Lane.</p> <p>There is free parking in the Sutherland Playing Fields Car Park.</p>
21	<p>I totally support the proposals, ref KM/16/0004-6, which I have viewed online.</p> <p>I live in Burpham Lane.</p>
23	<p>I would just like to say that I am definitely for the proposals to limit parking in areas outlined last Autumn for Burpham Lane and part of Howard Ridge. I am a resident of Howard Ridge and it is extremely difficult for residents to turn right out of Howard Ridge as it is almost a blind spot to see if any traffic is coming along Burpham Lane at that point and you have to carefully edge out before you can see if the road is clear.</p> <p>The entrance to Howard Ridge during the week has cars parked on the left hand side as you come up to Howard Ridge and this may be parked vehicles from Howard Building offices which seem to have many more occupants than it ever used to. The electrical Company often has its vans parked there when they should be in the parking spaces provided for the building at the front and back. At school times this is also very congested with parents parking their vehicles in Howard Ridge and at the bottom of the entrance to Howard Ridge on Burpham Lane.</p> <p>Also a new property was built in Burpham Lane near to the sharp left hand corner and vehicles I assume from that house or other residents near the corner are parking vehicles almost on the corner which is extremely dangerous.</p> <p>Since moving to the area some 5 years ago parking over the last 2 years has increased considerably and in the evening both sides of the road are full of parked vehicles. No sure if maybe the flats have now been made into bed sits and this has caused a great increase in traffic in the road? I know when I moved in, the flats were for use by the residents who owned them.</p> <p>Any help with regard to making the road safer by putting in either single or double yellow lines in some parts would be gratefully appreciated.</p>

26	<p>Largely I do not have issues with the proposals, however I have deep concerns about the crossing point on the North side of the Sutherland memorial Park and the area outside St. Luke's Church.</p> <p>My concerns are those of safety. This crossing is the main crossing point for parents and children accessing Burpham Primary and the Christopher Robin Day Nursery by foot. It is also used frequently by those generally visiting the playing field.</p> <p>This crossing is frequently used by adults and children, often on their own, not only during school start and end time, but also during the evening and at weekends.</p> <p>The layout of the road is such that you need a clear view of approaching traffic and your proposals will not allow for this at times when parking is allowed either side of this crossing.</p> <p>Presently you have to go into the road to see whether the road is clear and this is not acceptable.</p> <p>I am sure your first concern is the safety of road users, particularly pedestrians, so please would you review these proposals.</p>
28	<p>I would like to register my support for the proposed parking plan for the Burpham area.</p>
31	<p>I strongly object to any parking controls being put in place in Burnet Avenue for the following reasons-</p> <p>The people who park here are predominantly visitors to Raynham Close which is directly opposite to Burnet Avenue. Visitors to Raynham Close have no choice other than to park here as the council did not force the developer of Raynham Close (Bellway Homes) to make ANY provision whatsoever for visitors parking in Raynham Close. The alternative to parking safely by the kerbside in Burnet Avenue for these visitors is to park illegally on the pavement in Raynham Close which poses significant risk to children in the street and obstructs the pathways for pedestrians. A quick visit to Raynham Close will make it abundantly clear to you that the parking in this road is already dangerously overcrowded and it is nothing short of miraculous that no pedestrians have been injured here in the four years since the development was completed.</p> <p>Imposing parking restrictions at the entry to Burnet Avenue will simply push the parking further down the road from an uninhabited kerbside zone to outside people's homes in Burnet Avenue. Note that some of these areas are already overcome with parked cars, particularly on Coltsfoot drive which has cars dangerously parked on a sharp blind corner. Common sense would dictate that the current unrestricted parking closer to the entrance of Burnet Avenue is safer for both pedestrians and other road users alike.</p> <p>The current restriction free area adjacent to the entrance to Burnet Avenue does not present any danger to drivers entering or exiting the road as the parked vehicles are a considerable distance from the entrance to the road.</p>

32	<p>We support the Burpham Lane restrictions so as to reduce the dangers caused by " single lane " driving conditions often from Meadow Road to past the Church. Parked cars are always on the East side of the Lane so cars entering the dangerous right angle bend past the Marlyns junction have no idea what they are going to meet.</p> <p>Vehicles coming from Clay Lane are often stopped by parked cars as far back as the Church frontage and also have to venture out on to the wrong side of the road seeing nothing until too late. Often several vehicles are engaged in reversing for some distance during which time more arrive behind and confusion reigns.</p> <p>A 20 mph speed limit could be imposed as well but I imagine the chance of prosecutions would be slim.</p> <p>At the shops, there are a suspicious number of cars, especially on the Kingpost Parade side which never seem to move although there are few shops with staff or flats over. On Sundays these cars disappear and there is a strong suspicion that it is being used as a "Park and Ride" of some sort. Aldi staff have been strongly discouraged from parking in the parade and this situation pre-dates Aldi.</p>
36	<p>Re Burpham Lane parking.</p> <p>I feel parking should be allowed before 9am and after 6pm from Meadow Road to Clay Lane to help the less able to continue to enjoy playing Bridge in the cricket pavilion.</p>
37	<p>Re. Burpham Parade parking restrictions</p> <p>I object to the proposed parking restrictions to make the Burpham parade shops 3 hours only. Parking works well in the area as it is, and I see no need for the restrictions.</p>
38 Burpham Primary School	<p>Further to the proposed parking controls in Burpham Lane. I would like the following to be taken into consideration:</p> <p>I am concerned that whilst assisting with the flow of traffic in the mornings, putting double yellow lines instead of Resident's parking and speed bumps along Burpham Lane will increase the speed of traffic during peak times as there will be no parked cars to slow it down, thus creating even more of a "rat run". I am also concerned that the residents of Burpham Lane who do not have a driveway will be forced to park further afield (at inconvenience to them) or in Sutherland Memorial Park. This in turn will have a huge impact on capacity in the car park for those parents dropping off and picking up from Burpham Primary School as the school currently advises parents to park and stride as part of their travel plan.</p> <p>I agree that there should be double yellow lines approaching the junction of Clay Lane.</p> <p>I agree with introducing no waiting at any time double yellow lines in the turning circle outside Burpham Primary School and adjacent to Churchfields and would welcome restrictions that formalise the existing advisory markings outside the school. I would also request that Residents parking be considered for the rest of the lane outside Burpham Primary School for increased safety at pick up and</p>

	<p>drop off times and to discourage non-residents from driving down the lane.</p>
<p>Page 72 39 Barton Place Residents</p>	<p>You have said, “Clearly, if it is established that Barton Place does not form part of the public highway, then the proposals for this road will not be progressed.”</p> <p>That is reassuring but we have taken advice and have been told that for Barton Place to be included in the review it must be shown to form part of the public highway by due legal process. It is incumbent upon the Authority to show how and when this legal adoption took place. It is not our responsibility to prove that it is not public highway because it is not public highway until a legal process takes place.</p> <p>We await a response from Guildford BC on these questions and in addition, if adoption did take place, “why?” since it goes nowhere except to our garages. We have also asked what work has been carried out at public expense both pre 1974 and post 1974.</p> <p>Surrey CC stated that they assumed that Barton Place was adopted by Guildford BC prior to 1974 when they took over responsibility for maintaining the roads on a list passed over by GBC. They informed us that they had no documentation and we should ask Guildford BC for the same. Upon doing so we were informed that our drive was not adopted and referred us back to Surrey CC.</p> <p>Barton Place presumably appeared on that list because our planning permission stated that the public would have access “as and when” the Doctor’s surgery next door was developed. This development has not taken place nor is it likely to happen since the property is a grade 2 listed building.</p> <p>Both SCC and GBC have been asked how, when and why was Barton Place adopted and what maintenance work has been carried on numerous occasions, by the residents of Barton Place, and by Anne Milton MP. We are still awaiting the answers to our legitimate questions.</p> <p>To be blunt we feel conned. When our drive was resurfaced in 2011 out of the Environmental Improvements budget and not out of the Highways budget we were assured that it remained private and wasn’t a sneaky attempt to increase the parking in the area. We were also assured that parking wasn’t on the agenda by our Borough Councillor in August 2011. As late as 2015 Jo Diggins, SCC, said that she had contacted Guildford Parking Team and you confirmed that the section outside Barton Place had not been included in the review. How gullible we were!</p> <p>In the proposals for the environmental improvements we were identified along with the Kingpost Management Company as being private owners who needed to give permission for the work to be done. We note with interest and a degree of cynicism that the Kingpost area has become “private” on the restrictions plan. Why are they different from us?</p> <p>Do these consultation exercises have any meaning or is it all decided and are you just going through the motions?</p>

	<p>At the previous public consultation we spent considerable time discussing with you an acceptable way ahead should you produce proof that it was public highway.</p> <p>We explained that a no return within three hours would make life impossible for the 7 flats with stay at home mums with young children and we negotiated a settlement that allowed for residents permits if these restrictions were imposed. Without any reference back to us these proposals disappeared.</p> <p>We also suggested that the underutilised SCC land at the back of the shops could solve the parking problems at a stroke but no mention has been made of this possibility in current proposals.</p> <p>We are also upset that the Burpham ward is not represented on the Guildford Local Committee so there will be nobody to plead our case.</p> <p>We respectfully request that unless proof of legal adoption can be produced within the next 14 days that Barton Place be removed from the proposed restrictions and that the “Residents Only” markings that were, in our opinion, illegally removed by SCC be restored.</p>
45	<p>I welcome the changes that you are proposing to make to the markings on Burpham Lane (I am a resident of Paddocks Road)</p> <p>However, I have one big concern which is to do with the speed that vehicles go down Burpham Lane. People race through the traffic control measures at quite high speed. I have two school age children, both at Burpham Primary school and we cross this road on our route to school every day. My eldest child is now going to school on his own and crosses from Paddocks Road to the park.</p> <p>I am very concerned that without any further traffic control measures, cars will continue to race down this road and if anything speed up now that there are no parked cars to slow them down. I've also seen some quite large lorries going down the road - and it is unsuitable for them particularly round the bend at the end.</p> <p>Please could you build further traffic control measures into your plans to help avoid any nasty accidents as part of your proposal as it is a residential area.</p>
47	<p>I go to a bridge club, held in the cricket pavilion in Sutherland park, on Tuesday evenings. I am a 74 year old woman and I park my car in Burpham Lane. If I cant park there, then I would have to park some distance away and particularly in the winter this would not be desirable. Therefore I would not be able to go to the club if you introduced double yellow lines. I thought the powers that be wanted to encourage older people to maintain their hobbies.</p> <p>Would it not be more suitable for single yellow lines to be introduced so we could park after 6 in the evening?</p>
47	<p>I fully support the proposals for waiting and parking restrictions as shown on Drawing No. GBC/APH/BurphamProp2RevA.</p> <p>My reasons for this are:-</p> <p>Three hour limit outside shops will allow better access for shoppers and might help to stop the shops from going out of business.</p> <p>The restrictions in Burpham Lane are long overdue [ignore Aldi] and we might even be able to get Arriva to put the 36 & 37 bus</p>

	<p>service back to its original route thus providing reasonable access to those residents of Marylyns Drive, the far end of Burpham Lane and users of Burpham Village Hall</p> <p>Burpham Lane between the Village Hall and the Church is currently a death trap with parked cars everywhere and these proposals can only help.</p> <p>Parking on the junction of Burpham Lane and Marlyns Drive by users of Burpham Village Hall [especially on a Monday evening] creates a real hazard.</p> <p>Likewise the parking during the day at the junction of New Inn Lane and Burnet Avenue is dangerous to other road users and restrictions here can only help.</p>
50	<p>I was very disappointed to see the plans to restrict parking on Burpham Lane by introducing double yellow lines.</p> <p>I park there regularly on a Tuesday evening for a local club. The traffic density in the evenings once past the Aldi entrance is minimal. I would estimate about one car every 5 minutes. Consequently, there is no requirement in the evenings to restrict parking as it does not interfere with traffic flow. I would suggest 4 hr parking bays which can only be used after 6pm. I cannot comment on the need for parking restrictions during the day, but evening restrictions appear to be unnecessary.</p>
54	<p>I agree in principle to the proposed parking plans but, could you clarify if residents will have access to parking ,with permits ,and if anything will be done to reduce the speed of cars along Burpham Lane as the bollards do not work ?</p>
56	<p>Proposed parking controls of Burpham shopping parade and Burpham Lane.</p> <p>As a resident of Burpham Lane, I once again commend the changes as laid out by your office and presented to the Burpham Community last year at Sutherland Memorial Hall. To reiterate, we feel that the parking restrictions will yet further improve the overall experience of living in Burpham Lane. Specifically, we often have difficulty with accessing our property freely and have to navigate around the parked vehicles opposite our property throughout the week. Those that park there are a combination of Aldi shoppers / staff or recreational users of Sutherland Park who refuse to use the parking available in the park. We feel that extending the double yellow lines along Burpham Lane, as proposed, will be an appropriate mechanism to deal with these issues. Naturally, I would recommend adequate enforcement of these changes as I have on occasion witnessed vehicles disregarding the existing double yellow lines.</p>
57	<p>I have heard that Burpham lane is to have double yellow lines painted down its entire length. I am concerned that this will make traffic down it even faster than it is at present. My husband and I play bridge in the small cricket pavilion hut on a Tuesday evening and this new parking restriction will probably cause the club to close which would be a great pity.</p> <p>The pavilion is used for a play school during term time and this parking restriction will make it difficult for mothers to drop their children off at playschool.</p>

	<p>Would it not be possible to have the parking restrictions between 10:00am and 6:00pm thus enabling us to park when the Rd is less busy and to walk safely to the hall to play bridge for the evening and the children to be dropped off and taken into playschool safely.</p>
60	<p>Thank you for your parking proposals.</p> <p>I have one real concern of the area in front of St Luke's Church on Burpham Lane.</p> <p>Putting limited parking rather than double yellow helps us on Sundays so thank you for listening to that.</p> <p>But we now have nowhere to park wedding and funeral cars outside the church. Before there was a small area outside the entrance which has now gone to restricted. Could the restricted be at least Mon -Fri so wedding are not affected. Better still a single slot outside the church for funeral cars please.</p>
62	<p>Please note my objections to the Burpham parking plans outlined in KM/16/0004 which are as follows:</p> <p>Double-yellow lining the vast majority of Burpham Lane will have the following unintended and undesirable consequences:</p> <ol style="list-style-type: none"> 1) Speed of traffic along Burpham lane, already a serious safety concern, will increase as there will be no obstructions (parked cars), resulting in drivers increasing speed. This has already been seen in the Aldi end of the road since the yellow lines were put in place - traffic speeds are 20-30% faster on average. 2) Volume of traffic along Burpham lane, already a serious safety concern, will increase. This is because rat-running to avoid the queues on London Road past Sainsbury's will increase. The cause of the increase will be the faster and simpler travel along Burpham Lane due to the removal of parked cars which act as a "natural" road calming. This has already been seen following the Aldi white lining. 3) Aldi staff have been told to "park locally" and not in the Aldi car park. They currently park along Burpham Lane. Aldi customers park in Burpham lane when the car park is full. Your plan does not state where these people will park. It must do - this demand will not simply go away. 4) Enforcement of the existing (new) double yellow lines is inadequate and I see nothing in your plans to indicate how it may be improved. Park goers already park on the double yellow lines near Aldi in the mornings unimpeded, indicating that their deterrent factor is low. This calls into question the efficacy of your plans. Your plans give no indication of how enforcement would be improved. <p>In conclusion, your plans will make increase the speed and volume of traffic in Burpham Lane, and therefore increase the danger to residents and children in this quiet residential area. Your plans do not address the increased demand for parking in the area which is the result of the Council's decision to allow another supermarket and the high density Cloisters flat development to be built, both with</p>

	<p>inadequate parking space.</p> <p>Instead, your plans should recognise the need for more parking space, and the need to reduce traffic volume and speed in sensitive residential areas.</p> <p>My recommendation is as follows:</p> <ol style="list-style-type: none"> 1) Reduce traffic speed and volume in Burpham Lane by using parked cars as natural traffic calming chicanes. 2) Do this by allowing parking along Burpham Lane as previously (pre Aldi) but with small sections of double yellow lines to allow for cars to pass safely and to allow residents to enter and exit side roads comfortably and safely. 3) As a suggestion, areas opposite Paddocks Road, Meadow Road and Marlyns Drive (and other side roads) could be double-yellow lined providing both the passing space required and the ease of entry and exit. Other areas could be allocated as open parking.
64	<p>Whilst I appreciate the need for some parking restrictions I feel that the proposals put forward have gone too far and will have a negative impact on some residents.</p> <p>I agree that there is a need for double yellow lines near Burpham Primary School and on the corners of junctions I do not feel there is a need for double yellow lines all along Burpham Lane. A 3 hour waiting limit would stop all day parking but still leave locals the chance to park there to use the Village Hall or Sutherland Park or for visitors to the residents of Burpham Lane to park.</p>
65	<p>I am a resident of Burpham, and have been for 20 years. I would like to object to the parking proposals as they currently stand. My reason for this is because no additional parking has been created. Burpham Primary was allowed to expand, there have been a few small housing developments, and of course recently Aldi have all contributed to more cars in the area. People do need to park somewhere when dropping their children off at school on their way to work. In an ideal world everyone would walk to school, but this is not practical for most working parents. If parking restrictions are in place, this will make matters worse not better.</p> <p>My daughter has a blue badge, and only today I was unable to park in a yellow bay in Sutherland Park because of others taking the spaces. This resulted in me being late to collect my son from school. Are the council going to check that those parking in the yellow bays have badges? Often it is the GBC vans I find that are parked in them!</p> <p>I hope the council will carefully consider the implications that imposing the restrictions will bring.</p>
67	<p>I strongly object to the idea of double yellow lines along the length of Burpham Lane.</p> <p>Evening activities would be made very difficult.</p> <p>A more feasible arrangement would be to restrict parking before 6.00pm if necessary but make it available after that.</p>

68	<p>Burpham Lane.</p> <p>The proposed parking controls in Burpham Lane, extending just a few feet into Marlyns Drive, will undoubtedly displace parking in Burpham Lane, into Marlyns Drive. Parking that currently occurs at this end of Marlyns Drive already causes road safety concerns ;</p> <ol style="list-style-type: none"> 1) Parking congestion leading up to and either side of the first traffic calming bollard, causes difficulties in priority traffic flow around the bollard 2) Loss of clear sight lines for residents exiting their properties into the prioritised traffic flows, again causes obvious dangers. <p>The displacement of more parked cars into the Burpham Lane end of Marlyns Drive, will exacerbate these road safety concerns yet further, not only for drivers and residents, but also for pedestrians, including numerous parent/children groups making their way to and from school each week day morning.</p> <p>I understand that yet again there was another vehicle "shunt", just last week, in this part of Marlyns Drive.</p> <p>Should the proposed parking controls be implemented in Burpham Lane, then please seriously consider extending the yellow lines into Marlyns Drive, on both sides of the road, at least until the junction of Marlyns Drive and Doverfield Road.</p> <p>Additionally please also consider a 20 MPH speed restriction along the whole length of Marlyns Drive, to stop motorists speeding up in an attempt to get by the "priority bollards" when it really is not "their turn". A 20 MPH restriction in Burpham Lane itself might also be beneficial, as currently the parked cars act as a traffic slowing mechanism.</p>
69	<p>I am very concerned about the plans as I am a resident of Burpham Lane, that lives in the section between the bend and Howard Ridge. If the yellow lines are placed near my house but without resident parking, I will struggle to park anywhere near my house.</p> <p>I am a single parent with one car and will really struggle to park near enough to my house without resident restrictions being enforced. If I have heavy shopping or large items to carry in and out of my house (or even deliveries), it will be very, very difficult for me :(</p> <p>I do not have a partner or anyone who can help me with carrying large items so I urge you - please, please, please allow resident only parking for the houses along Burpham Lane without driveways. I do not think this is an unreasonable request.</p> <p>I realise that having residents parking may cost me more but in the long run, this will be in my interest.</p> <p>I really hope that you can help me with my request. My neighbours have also requested residents parking for the properties in Burpham Lane (overlooking the bowling green area of the park) and without driveways.</p> <p>If residents parking isn't instigated, people who shouldn't park there will take my space.</p>

I am not in favour of the current proposals as it will increase the danger to pedestrians in the area and creat a 'rat run' along Burpham Lane and another through the Weylea estate, along Marlyns Drive and Burpham Lane.

Since the introduction of double yellow lines along part of Burpham Lane parking along Marlyns Drive has increased noticeably. This will only become worse if the whole of Burpham Lane is made into a double yellow area.

The Burpham Lane parking has been displaced to Marlyns Drive which makes it very difficult for local residence to safely join the road from their own drives. This has resulted in a number of near misses and minor accidents that could easily resulted in personal injuries. This situation has been exacerbated by Meadow Road residence parking their vehicles on Marlyns Drive rather than their own private road!!

In the morning and afternoon 'rush hours' and corresponding congestion on London Road (A3100) and Clay Lane regular drivers are creating a 'rat run' cutting through the Weylea Estate, down Marlyns Drive and Burpham Lane at great speed at the same time as children are walking to school vastly increasing the risk to pedestrians.

The adding of double yellow lines to key parts of Burpham Lane would help reduce risks to pedestrians and road users such as the tight corner at the western end. Placing double yellow lines all the way along Burpham Lane will transfer the problem to Marlyns Drive and encourage drivers to use the clear Lane as a perfect cut through using the traffic calming as a slalom challenge.

I would prefer the current layout of part double yellow near the Aldi store and the addition of more around the tight bend as the western end of Burpham Lane.

If you do decide to implement the current proposal of parking restrictions along Burpham Lane the addition of single yellow along the Marlyns Drive up until Doverfield Road would help dissuade the displacement of parking. Failing this the implementation of residence parking along the same section of Marlyns Drive would also resolve the issue.

One final point is the enforcement of current road and parking regulations. Currently, people park opposite road junctions and within 10 metres of junctions with no action from police or other authorities. This happens all along Burpham Lane and Marlyns Drive increasing the risk to pedestrians and other road users. If there is no enforcement of current restrictions and laws what is the point of adding more that could be equally unenforced?

The risk to local residence of increased traffic in the area is only going to grow in the coming years despite the assertions of the council research as part of the proposed Clay Lane link road to the Slyfield industrial estate.

I hope the feelings of this local resident helps with your deliberations and settling on a satisfactory solution that does not just transfer the issue to another place.

80	<p>I have been playing bridge at the Cricket Pavillion in Burpham Lane for years and now the double white lines which have been newly painted are really causing a parking problem for us in the evening. The Aldi Supermarket customers are taking parking spaces outside the Burpham Shops and we are unable to park there either. Walking across the park in the dark evenings in the winter to the parking by Sainsburys is very daunting by yourself if we lose the very few parking spaces which are left.</p> <p>I have walking problems so I am very anxious to write to you about this proposal for even more lines. If we could park after 6 p.m., say, it would be a great help and I ask you to reconsider and save your money for expenditure on something else of more importance.</p>
83	<p>We strongly support the proposals that have been made regarding parking on Burpham lane and feel that the parking proposals support the local community by addressing safety and access issues along Burpham Lane.</p> <p>All of our comments below still stand especially since Aldi has opened. We continually face issues with parked cars in front of our driveway preventing us from exiting on to Burpham Lane.</p> <p>Following my voicemail yesterday evening I would like to discuss with you the impact of the Aldi development on Burpham lane and the urgent need for double yellows further down Burpham lane as well as the removal of 2 parking spaces which have been planned opposite our driveway.</p> <p>Aldi is here and we now need to work together as a community to ensure that parking restrictions work for residents and the community.</p> <p>Since Aldi opened on the 5th November, customers and staff have been parking on Burpham lane for the majority of the day when there is a community car park positioned metres away.</p> <p>This has caused continual disruption as Burpham lane is now not only blocked at the top which we are working around but also along the lane itself.</p> <p>We strongly disagree with parking on Burpham lane and especially with 2 proposed parking spaces which have in fact been planned opposite our driveway thus blocking access to Burpham Lane form our property.</p> <p>Burpham lane is very narrow which has meant we have had cars and vans driving up on curbs to get through and due to the tight turning circle we are unable to turn out of our property if cars are parked opposite.</p> <p>The 2 proposed parking spaces block visibility for parents and children crossing from Sutherland park. Due to the limited number we sensibly expect these to be occupied permanently. These are also positioned between two junctions: Marlyns drive and Meadow Road.</p> <p>This is the route to school and nursery for the majority of parents who live off Marlyns drive. We are encouraging parents to walk to school and we need to ensure it is safe for parents to do this. There is an adequate car park metres away for parking.</p> <p>The Sutherland park entrance and crossing is used by :</p> <p>A) Parents and carers taking children to Burpham primary school (age 4-12)</p>

PARKING IN THE BURPHAM LANE AREA

Further to your recent letter concerning proposed parking controls in the Burpham Lane area, we would comment as follows:

- 1 The proposal to extend the existing parking controls into only the beginning of Marlyns Drive will undoubtedly increase the volume of parking in this section of Marlyns Drive by those who would otherwise park in Burpham Lane.
- 2 The first part of Marlyns Drive is already used as an extension to/instead of the car park of Burpham Village Hall which causes both congestion and obstruction to those residents attempting to gain access and egress from their drives. There is an alternative car park in Sutherland Park which is empty most of the time.
- 3 This area is used as a 'rat run' for traffic trying to avoid traffic congestion on the London Road, which has been further increased since the opening of Aldi, to gain quick access to the A3. The speed of the traffic is of great concern as cars continually try to quickly manoeuvre the speed bollards which have only served to increase the potential for accidents. I have seen many incidents of cars shunting into each other as they try to weave in and out of parked cars, the most recent being only two weeks ago.
- 4 The parking problem is also exacerbated by parking of vehicles by residents of Meadow Road who still gain access to a disputed permanent dwelling from Marlyns Drive. There is still a dropped pavement in existence to this dwelling which I understand should have been removed but is still in place. Cars from this dwelling and people using pedestrian access to other houses in Meadow Road are parked in the first part of Marlyns Drive every day.
- 5 Residents in this area have already had their bus service discontinued because of the buses being unable to negotiate the parked cars.
- 6 This is a route used by parents and children walking to school and I would ask that suggested measures are taken to ensure their safety in this area of Burpham.
- 7 It would be preferable to extend the parking controls to **both sides** of Marlyns Drive from the junction with Burpham Lane as far as the beginning of Doverfield Road. Controls on one side of the road will undoubtedly lead to parking on the other side of the road with its attendant problems of congestion and challenge to those trying to beat the current traffic calming system, and the lack of vision for residents trying to exit their properties.

We have seen the increase of traffic to this area rise to an extent where it is only a matter of time before there is a serious accident caused by the volume of cars parking and speeding in this area.

94	<p>I would like to object to the proposed double yellow lines along Burpham Lane and Marlins Drive. The parking on these streets helps to reduce car speed, which is an increasing problem along these narrow lanes. The parking also allows for short stay parking for drop offs and pick ups. Guildford has the worst parking in anywhere I have lived, and to consider these new restrictions is ridiculous.</p>
98	<p>I object to the blanket imposition of parking restrictions of double yellow lines down Burpham Lane.</p> <p>The reasons why I object is because the speed of drivers down this lane will increase dramatically and dangerously.</p> <p>There are a lot of children who use Burpham Lane daily as they walk to and from school and at the weekend when going to and from Sutherland Park.</p> <p>On many occasions I have felt it necessary to gesticulate to cars to slow down as they travel at excessive speed down this lane, inches away from the pavement. These are occasions when I am walking with my three children to Sutherland Park.</p> <p>Parked cars along the lane currently act as a natural breaking mechanism to stop cars and vans travelling at excessive speeds.</p> <p>If yellow lines are to be introduced then adding additional speed islands all the way down is also necessary.</p>
99	<p>It would appear that little consideration has been given to the points made in response to your original proposal (my email of 2 November). I reiterate these points below together with some further comments based on experiences since the original communication.</p> <p>Why are these measures necessary?</p> <p>I can find no published justification for the need to impose severe parking restrictions along the full length of Burpham Lane^[1]. Certainly concerns have been expressed in recent years as to the extent of parking in the lane (and surrounding areas) which reportedly led to the withdrawal of the bus service along Burpham Lane but the proposed solution creates new problems for local residents.</p> <p>Are the new parking regulations intended to:</p> <ol style="list-style-type: none"> Create a free flow of traffic along the lane and enable the restoration of the bus service? Remove day-long and other extended parking? Prevent overflow parking from local retail areas? Enhance the environment for residents? Achieve seem other objective(s)? <p>The measures imposed to date along Burpham Lane towards the London Road roundabout have already changed the traffic patterns</p>

^[1] The documents purporting to give explanations for Town areas and Parished areas on your website (<http://www.guildford.gov.uk/parkingformaladvertisement>) appear to be in error with both linking to the Parished Area documents.

and parking. The experience of these measures is not entirely positive but there is no evidence of these lessons having been taken into account in the latest proposals.

Increased traffic speed and volume

The imposition of the current double yellow lines extending from London Road beyond the Paddock Road junction has led to an increase in both the volume and speed of traffic in Burpham Lane. Removing vehicle parking at additional places along Burpham Lane is likely to encourage further use of the lane as short-cut or rat-run for those trying to avoid queuing traffic on London Road. As this is a road leading to a school, two nurseries and a retirement home this is regrettable and potentially dangerous. It is disappointing to note that there appears to be no move to reinstate the bus service along Burpham Lane.

Extended Time Parking

The existing restrictions have undoubtedly eliminated the use of the section of Burpham Lane approaching the London Road roundabout for extended parking by the staff of local businesses, day travellers wishing to avoid central Guildford parking costs and as a stock room for the local motor business. This has made for safer driving in this area but the problem has been replaced at times by traffic queuing to enter and exiting from the Aldi carpark, causing an obstruction for those wishing to proceed from London Road into Burpham Lane. I have found myself on occasions having to queue for several minutes for the traffic to ease or perform a risky passing procedure to access Burpham Lane beyond the Aldi entrance. My latest personal example of this was only two days ago. Such queuing also leads to blockages extending around the London Road roundabout as traffic from both directions seeks to enter Burpham Lane.

The Aldi Effect

It is not unusual to see shoppers trudging from Aldi to cars parked further down Burpham Lane, presumably when the Aldi car park is full. It is also understood that Aldi has refused permission for staff to park at the store. Alternative parking for such vehicles can only add further pressures to other local streets or lead to disregard of the parking restrictions as happens from time to time at present.

Parking and safety issues for residents and visitors

The imposition of additional double yellow lines is an inconvenience to residents as there is now no on-street visitor parking within 200 yards of many of the residences. I have today been asked by a neighbour to allow his visitors to park on my driveway because of the absence of on-street parking outside our houses. There is also a problem for delivery drivers whose arrivals grow in frequency with the growth of online shopping and home deliveries. Any further restriction is likely to encourage the unauthorised use of narrow local private sideroads, such as Paddocks Road which is maintained by the residents at their expense. Would the council propose taking over responsibility for the increased maintenance arising from any general public parking?

Parking and safety issues for local facilities

The parking problem is equally true for users of the pavilion on the Burpham Lane side of the Sutherland Memorial Park. The building was originally erected and incorporated into the Burpham War Memorial Trust and operated by a local management committee. It has been used over the years by many local organisations but is now run by the council. Whilst the absence of adjacent parking may be of little consequence for cricket users on summer weekends it poses potential hazards for evening users, many of whom are senior citizens, and for parents delivering and collecting children at the local playgroup which has operated there for many years. There is no direct footpath access across the park to the main car park and winter evening users will face a muddy,

unlit trek across the football pitch to reach their cars. The nearest alternative on-street parking is in Marlyns Drive or Kingpost Parade with a 200 yards walk along and across busy roads to the pavilion. The council does not appear to have considered the safety issues involved for the elderly and parents with small children.

The alternatives
 Some improvement to the parking and traffic problems in Burpham Lane, which were clearly expected to become worse after the opening of the new supermarket, was overdue. However, the blanket No Parking approach creates as many problems as it seeks to solve.

Free passage down Burpham Lane can be achieved by removing all parking on one side of the lane whilst limiting stopping during daytime hours (7am – 7pm) to loading and unloading (including school and nursery children) on the other side. Free parking on this other side during evening and night time would also benefit social visiting and other local leisure activities for residents and users. Free and safe movement of traffic could also be helped by preventing parking on both sides of the lane at junctions. This would also ensure passing places for busses and other vehicles when parking is permitted. This would involve lifting the parking restrictions on one side of the road beyond the Aldi car park entrance.

Whatever the solution, its success can only be guaranteed by strict imposition. There still appears to no attempt to enforce speed restrictions in Burpham Lane and little evidence of parking controls which enables to existing restrictions to be flouted.

I write on behalf of the Burpham Community Association. We appreciate the efforts that have been made to provide Burpham with safe parking options. However, some concerns still remain and I would like to draw your attention to these.

Burpham Lane

This is a very complex situation as the road is narrow and carries a high volume of traffic. A group of residents were concerned enough to raise a petition which resulted in a meeting on April 25th 2016 with Councillor John Furey, Councillor Graham Ellwood, Mr Michael Green and Mr Duncan Knott from SCC, and Councillor Christian Holliday and Mr Andrew Harkin from GBC Parking. Speeding is a particular concern and the subject is to be raised at the next Local Committee in June.

The installation of double yellow lines from the A3100 junction past the right-angled bend is generally appreciated but concerns have been expressed about speeding cars. Residents have said that the double yellows already in place by Aldi have led to faster driving which is worrying, given the number of pedestrians using the lane. These include many children going to and from school and nurseries as well as the elderly residents of West Court. It would seem sensible to link the extension of the no parking area to some kind of traffic calming measures.

Residents, especially those who have children at the primary school or the Christopher Robin Day Nursery, are very concerned about the main crossing point in front of the church accessing the north side of Sutherland Memorial Park. If parking is allowed either side of this crossing, there will not be a clear view of traffic and pedestrians will have to go into the road to check, and this clearly is not acceptable, especially in the case of unaccompanied children.

Marlyns Drive

Page 84

100
Burpham
Community
Association

If the parking controls envisaged for Burpham Lane go ahead, it is likely that more parking may occur in Marlyn's Drive, which already experiences congestion leading up to the first traffic calming bollard. This causes difficulties in traffic flow. There is also a problem with loss of sight lines for residents leaving their properties. These road safety concerns will be exacerbated and this is also a concern for the many pedestrians using the road, including parents and children going to and from school and nursery groups. Would it be possible to extend the double yellow lines at least as far as the junction with Doverfield Road? And as with Burpham Lane, perhaps some consideration could be given to traffic calming measures.

Kingpost Parade

We welcome the proposal to restrict waiting times, a long overdue measure, but note that all marked parking areas are for three hour limits. Is it not possible to change some, perhaps the kerbside spaces, to a one hour limit? Many people only need to park for a short period.

The problems with Barton Place seem to be ongoing – there has been no discernible outbreak of common sense. The BCA hopes that this problem will soon be resolved and that the Residents Only spaces will be restored.

New Inn Lane and Burnet Avenue

It is noted that earlier concerns raised in our response of November 2015 have been addressed and that double yellow lines have been extended along Burnett Avenue as requested. Thank you for this.

In that last response we also raised two areas that did not come under the remit of the Parking Survey but we would like to raise them again.

London Road

It carries all the traffic from the A3 slip as well as local traffic and is regularly congested at peak times, occasionally gridlocked. Any vehicle parked along the road would only add to the chaos. There is a housing development under construction between Orchard Road and the garage with an access road onto London Road. Parking space is limited and it is possible there may be an overspill onto the main road. We would ask that double yellow lines be considered on both sides of the London Road.

Woodruff Avenue, Coltsfoot Drive, Charlock Way

There is a longstanding problem associated with George Abbot School, not just at the beginning and end of the school day but daytime parking along both sides of Woodruff Avenue and along at least part of the other two roads. Many of these cars belong to older pupils. The onus is on the school to provide additional parking space within its boundaries but we ask that consideration be given to banning parking during school hours along one side of Woodruff Avenue.

101	<p>I am writing to object the plan of putting double yellow line on Burpham Lane and Marlyns Drive these roads.</p> <p>I live in Jacobs Well and every morning I travel from Jacobs well to these roads and park my car there to take the bus 515 to Kingston. As far as I know these roads are the only place where I can park my car and walk for a reasonable distance to reach my bus stop to Kingston. Sometimes I come late evenings and I need to park my car in a reasonable safe area without exposing myself to jeopardy. If you plan to put these double yellow lines on these roads, then you should deliver us with another options to enable people to use public transports and go to their work.</p> <p>I don't see any reason for turning these roads to a double yellow-lined roads, it will put me and other people in stress to find other roads and options for parking in the morning.</p> <p>I wish that you will take my objection into consideration.</p>
102	<p>Am writing to express my concern and OBJECT to the plans to put double yellow lines along Burpham Lane and Marilyn's Drive.</p> <p>Please do consider that some of us park our car in the area in order to get the 515 bus to and back from work.</p> <p>Thank you for the opportunity to express my concern.</p>
107	<p>Re the proposals I support the plans for Kings Post Parade and New Inn Lane. I object to the continuous double yellow lines from Marlyns Drive to the existing double yellow lines in Burpham Lane. People need access to the village hall by parking nearby because the carpark there is too small for some meetings; and people using it or the cricket club in the evening do not feel safe walking through Sunderland Park in the dark. Also the removal of some parking will speed up traffic. Goods vehicles feeding ALDI should not exit that way.</p>
108	<p>With reference to the parking control proposals, I live in Churchfields and have a parking space outside my house which I use for my car. I also have a VW caddy van which I use for business (I operate an Ovenclean franchise), which I park in Burpham Lane when not at work.</p> <p>The van is parked on the road between the entrance of Churchfields and the junction - on the left as you go out.</p> <p>I leave for work at 7.15 am most days and arrive home from 3 pm so wondered if the new proposals would affect me.</p> <p>I also park there at the weekend.</p>
109	<p>I walk in Sutherland Memorial Park and along Burpham Lane regularly and have noticed that, since the removal of the parking at the Aldi end of Burpham Lane, the speed of traffic, already using it as a rat run, has increased. Chicanes only increase the speed as cars race to beat the oncoming traffic and horns blast when aggrieved drivers are forced to brake. Residents in Trodds Lane experience this on a daily basis.</p> <p>The removal of all parking will only increase the problems. I worried about myself walking there this Wednesday when a car travelled at reckless speed. Children leaving the Sports ground exuberant after playing sport and carrying footballs etc are in danger. Burpham Lane will just become a race track and the sharp bend become more dangerous.</p>

	<p>Friends living along the A248 in Albury and Chilworth say residents there deliberately park on the road to force drivers to slow down and take care.</p> <p>Unless it is intended to put in speed humps (again these do not always work) or speed cameras a great expense, the best solution is to allow the limited parking bays that were there until recently to return and to keep those still left.</p>
110	<p>It has come to our notice that you are considering double yellow lines for the whole of Burpham Lane. We strongly object to this idea as our bridge club is held every Tuesday evening in the small pavillion adjacent to Burpham Lane and there is nowhere else to park near there. The Sutherland Memorial Car Park is not appropriate as it would entail walking across a muddy field in the dark, a health and safety issue.</p> <p>There is very little traffic along this road in the evening and surely a single yellow line and/or some marked parking bays would be sufficient.</p>
111	<p>I am in support of the addition of double yellow lines on Burpham Lane, which also progress into Marlyns Drive. In my view the new double yellow lines should extend from the junction of Burpham Lane and Marlyns Drive along Marlyns Drive to the first set of speed control islands / bollards.</p> <p>I believe this is important for the safety of road users and pedestrians. This is a key area to the community with a large number of families, with nursery / school children, walking and driving through this area. A significant amount of traffic passes down these roads and the proposed double yellow lines will move parked traffic for the football pitches to the start of Marlyns Drive. If the double yellow lines are extended further down Marlyns Drive, the parked traffic will be moved away from the junction. This will encourage the parked cars to park on a safer section of the road or use the provided car park, which has sufficient spaces, in Sutherland Park.</p> <p>In addition I have noticed Aldi staff are not allowed to use their own car park and have been parking on Burpham Lane. The proposed double yellow lines will move these cars to park at the start of Marlyns Drive next to the Burpham Lane / Marlyns Drive junction. These cars will be parked at this location all day causing significant hazards to road users and pedestrians alike, making the area extremely unsafe for families including their young children.</p>
114	<p>I live in Orchard Road, Burpham and we as residents have had some three or more years of horrendous parking problems due to the number of new development sites in and near Orchard Road. Contractors vehicles were not permitted to park on site and many arguements and police visits have occurred due to driveway access being in some cases totally restricted. Having to search out a driver just to exit your own drive and then face abuse is totally unacceptable.</p> <p>I fear that when these proposed waiting restrictions are implemented Orchard Road will become a favoured parking place and it is not suitable for mass on street parking and access drives will again be blocked on a regular basis.</p> <p>I would ask that you look closely at this location as it will surely be used as a future car park.</p>

117	<p>You are probably well aware of the traffic problems we are enduring in the Blay Lane, Sainsbury's and Burpham Lane area and hope your proposals to increase the no parking in these area will go some way to ease the situation.</p> <p>But as you point out in your proposals, this inevitably will shift the parking into other area. We live in Marlyns Drive and as the above areas clog up, traffic is now moving through Burpham Lane and Weylea Farm, and we are already experiencing ill disciplined parking in our road causing problems with the flow of traffic. We have been promised that we will get our bus service back onto its original route. It was temporarily change because of the congested parking at the top of Burpham Lane, to ensure the flow of traffic through the estate. Many of the residents would like to see the continuation of the double yellow line through Marlyns Drive, on the left hand side (from the Village Hall) i.e. the grass verge side, to deter parking on both sides of the street. We can cope with parking on the houses side, not on both sides.</p>
118	<p>We object to the double yellow lines in Burpham Lane as we play bridge in the Cricket Hut every Tuesday evening and there is nowhere else to park our cars.</p> <p>If we did park our cars in Sutherland Car Park could there be a walk way and lighting across the Green to the Cricket Hut.</p>
122	<p>I was disappointed to hear that it was being considered to add more double yellow lines to the Burpham area. I use these public roads to park to use the bus to Kingston (bus no. 515) and would find it an added strain to find parking further away. There is no parking close enough to these bus stops to park unless you live locally and this is the closest bus stop to where I live to get to work. I really hope my concerns can be heard. It would be very appreciative if I could have an update.</p>
124	<p>I would hereby like to STRONGLY OBJECT to the proposed double yellow lines on Burpham Lane, from the junction with London Road (Aldi roundabout) up to the sharp bend, and on Marlyns Drive because:</p> <ul style="list-style-type: none"> • These roads serve a growing school, preschools, retirement home and businesses, and people need somewhere to park! Sutherland Memorial car park is not big enough – already the school run cannot accommodate all the cars for Burpham Primary School, which is due to increase in size by another 30 pupils each year for the next few years. • The double yellow lines that have already been placed on Burpham Lane have caused significant problems for the Sunshine Nursery staff who cannot load/unload equipment safely and easily, and who now have to park in Sutherland Memorial Car Park and walk across a dark park in winter in order to set up the nursery in the mornings. • The parking restrictions have also caused problems for visitors to West Court (retirement home), who now have to walk a significant distance and who are often elderly themselves. • The speed of cars coming off the roundabout from London Road has significantly increased since the double yellow lines were introduced, and this problem will extend all along Burpham Lane. • Cars doing the school run are only there for a very short time in the morning/afternoon, they do not cause an obstruction along this section of Burpham Lane, and I have never seen a car parked directly across a driveway. • The houses on Burpham Lane and Marlyns Drive hold their value due to their proximity to a good school – one cannot buy a house to be near a school and then complain about people parking on their road in order to take their children to that school. • Some of the complainants have said that parked cars make it difficult to cross the road (I personally do not find it difficult), but

removing the parked cars would greatly increase the speed at which cars travel along the road, which would be even more dangerous.

- I hereby ask the Council to put proper pedestrian crossings outside the main entrances to Sutherland Memorial Park, which is surely a more sensible solution.
- I feel that the only section of Burpham Lane that needs parking restrictions is from the sharp bend up to the Lollipop lady's crossing (towards Clay Lane), as this is the section where the pavement is narrow and cars drive on the pavement to pass each other. This DOES NOT happen along the rest of the road.
- I would also ask the Council to place speed humps along Burpham Lane/Marlyn's Drive/Doverfield Road to make these roads safer for all.
- Finally, I would ask the Council to remove the current double yellow lines on Burpham Lane to within 10 metres of the Aldi roundabout (to stop the roundabout from becoming blocked), which would allow cars to spread out along the road as they used to, and allow access to the Sunshine preschool.

In conclusion, I would ask the Council NOT to introduce parking restrictions on Burpham Lane, from the junction with London Road up to the sharp bend, and on Marlyn's Drive, as they are unnecessary, would cause undue problems for drivers and would make the road far more dangerous due to increased speed.

With reference to the parking proposals for Burpham.

It is a strange to comment on proposals when there is no justification that is publically communicated to exactly the issue that the proposals are trying to resolve. What issue are these proposals trying to resolve?

It is also unclear as to all the knock-on effects that the proposals will have. One major advantage of having no restrictions to parking along the majority of Burpham Lane is that the traffic is naturally slowed down, which is critical given that there are over 400 children that use the local school, the vast majority of whom walk. By implementing excessive parking controls it is clear that the traffic in the area will be travelling at a higher speed so I expect within a few months there will be another review to reduce the speed in the area. Not only will we as a community end up paying for parking restrictions it will then be followed by the implementation of enforce traffic calming measures.

The other point that appears absolutely bizarre is to introduce no waiting zones along the entire length of the park in Burpham lane when it is clear the car park in the park is insufficient to cater for the activities supporting activities that occur there throughout the year at the weekend such as Cricket and Football. As a person who is involved in coaching football at the park for children this type of planning application shows that there is absolutely no comprehension of encouraging children to undertake sporting activities. All you need to do is visit the park on a Sunday morning to see there is insufficient parking available. Why does Burpham Lane along the park need no waiting at the weekend, what is the justification?

As a local resident in Howard Ridge if you insist on implementing such a scheme I would suggest that for the areas without parking restrictions that bays are clearly marked out. I see in this road there are residents who specifically park their cars outside their house in the middle of what could be 2 parking spaces to prevent others from parking there.

I will reiterate it is very difficult to comment on proposals that have no justification on the problem they are trying to resolve but as a resident of the area for many years I find it absolutely ridiculous that the restrictions are in force over the weekend and believe this will

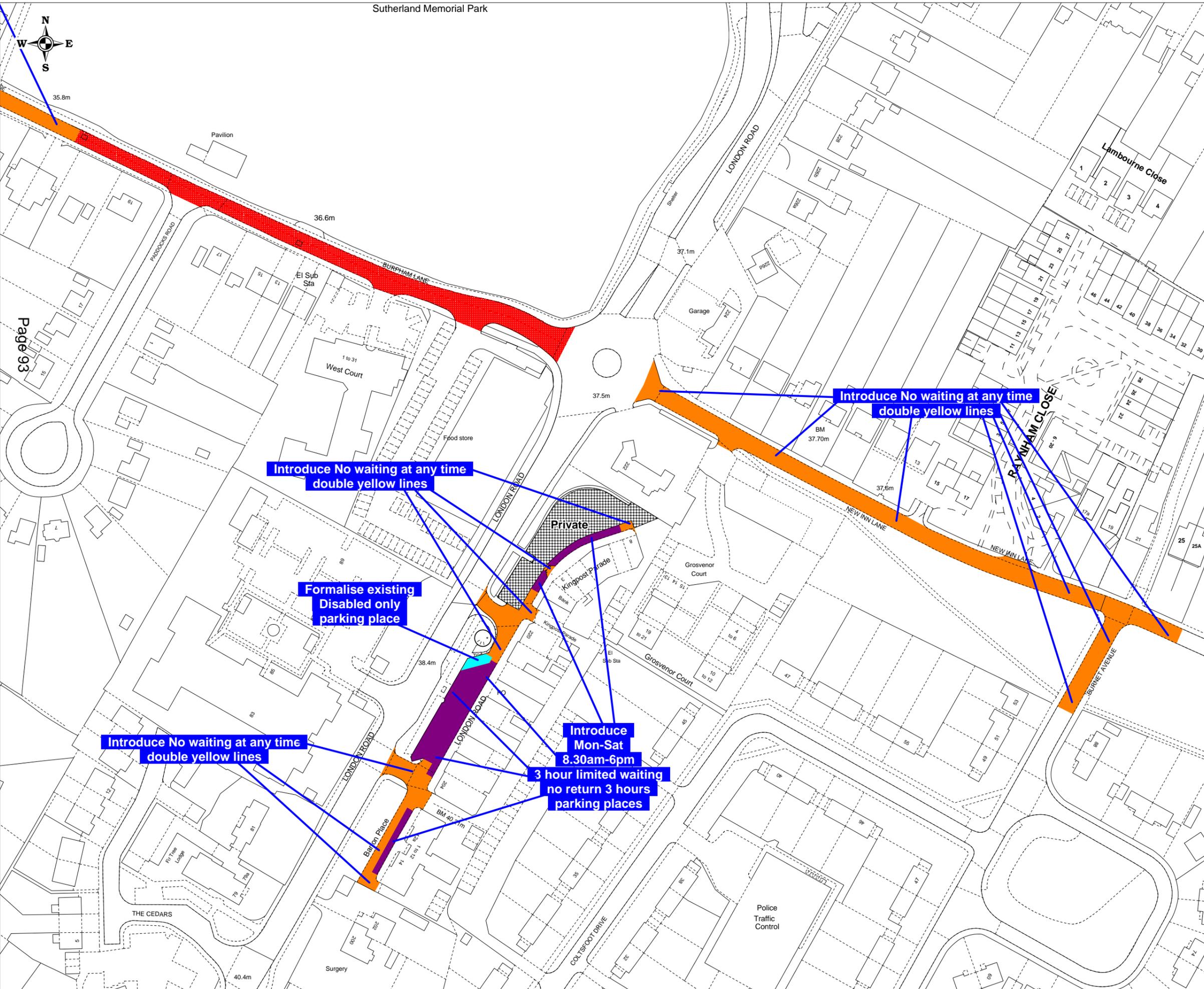
	<p>create more problems than it could possibly resolve.</p>
<p>Page 99 127</p>	<p>I am delighted to hear that Guildford Borough Council (at the meeting held on 8 December 2015) has agreed in principle to putting double yellow lines on the rest of Burpham Lane (continuing from No.21 downwards).</p> <p>I am finding it increasingly difficult to get out of my driveway with cars parked on the opposite side of the Lane. I have parking for 3-4 cars in my driveway but my visitors are also finding it difficult to get into my driveway because of this parking. Therefore, I am in favour of double yellow lines in Burpham Lane. The sooner the better.</p> <p>As far as Kingpost Parade is concerned (another area where parking is becoming increasingly difficult – partly because Aldi customers and residents of the flats opposite Kingpost Parade are parking there. I suppose some sort of charging to park in Kingpost Parade is inevitable – perhaps the first two and a half hours free to allow customers at the Indian Restaurant time to eat. Will the staff at the shops get any preferential treatment? Otherwise parking for staff will become another big issue. Aldi staff are not allowed to use the Aldi car park – hence the long term parking in Burpham Lane.</p> <p>I am not against the Aldi stores in general but I think Aldi should not have been given permission to build on that particular site – the traffic queues on the London Road to turn left into Burpham Lane have made jams and blockages that affect the whole of the London Road back to the roundabout at Stoke Park at certain times of the day. The Aldi car park on occasions is not large enough for their customers and Aldi make no provision for their staff cars which is appalling in this day and age.</p> <p>Of course, we knew all this before Aldi was given permission to build but no-one listened. Will Guildford Borough Council / Surrey County Council be listening now when we ask for double yellow lines in Burpham Lane – bearing in mind this is a Lane, not a Road? The Lane is not wide enough to sustain this constant parking – even at weekends the children’s football on a Saturday morning and now the cricket on Saturdays and Sundays (where no-one seems to use the car park on Sutherland Memorial Playing Field) – makes it so difficult for residents to access their own properties. Maybe some thought should be given to marking that car park larger to accommodate everyone who uses the playing field at weekends.</p>
<p>128</p>	<p>Following your ‘exhibition’ in Sutherland Memorial Hall last year and the subsequent published proposals I am writing as requested regarding the parking proposals for Burpham Lane – I in the section close to Howard Ridge.</p> <p>Firstly I will say that overall the parking proposals are welcome, and will help parking in the area generally. However, I do have a couple of concerns which I will try to summarise here.</p> <ul style="list-style-type: none"> · You are currently proposing that there will be double yellow lines directly outside our house. <u>This is very welcome.</u> We are lucky enough to have a driveway for our car. Current parking rules however mean there are normally cars parked outside which make it almost impossible to get in and out of the driveway when required (we have been unable to get out of our driveway on occasions!). This is exacerbated because I am disabled and need access to the driveway/parking at all times and

the double yellow lines will help this. As explained, it seems crazy to have to request a disabled parking bay simply so that my driveway is not blocked, or to use when it is.

- The majority of Burpham Lane near our house will be single yellow lines with parking not allowed during the day. I do know that a number of our neighbours do not have access to a driveway, and therefore will have to park some distance away from their house. For anyone with heavy goods (e.g. shopping) or limited mobility the parking proposals will be totally unfeasible. Would it not be possible to have Residents only parking (which may be chargeable annually)? This would allow parking to be improved without penalising the residents, as well as being a source of funding for the council. Similarly with three drivers in our house, parking on our driveway may be impossible, and being disabled resident's parking would ensure a space was normally available.
- With parking restrictions in place traffic will obviously move more freely on Burpham Lane. However, this will lead to additional traffic – our street is currently used by many as a “shortcut” to the A3 and this will be used even more as parking improves. The lack of parked cars blocking the Lane will mean an increase in the number of people who can exceed the speed limits on this road. I live close to the local primary school, and even now the speed and volume of traffic is a danger to the school children. The school is doubling in size over the next few years, meaning even more pedestrian (and car) traffic, and it is only a matter of time before someone is seriously injured. Would some sort of traffic calming measure be possible in our part of the lane – there was a few years ago but this was removed?

The point we feel particularly strongly about is that we would prefer not to have double yellow lines in front of our driveway at Green View, No 62 Burpham Lane. This house has been newly built and is not shown on your map.

If possible, it would be good if there were no yellow lines in front of no 60 either as we also own that house. This is because there will not be much parking left on the street after the proposals are implemented and we would like our visitors to be able to park in front of our driveway if there is no space elsewhere.



Page 93

Key to Existing Restriction Types Displayed



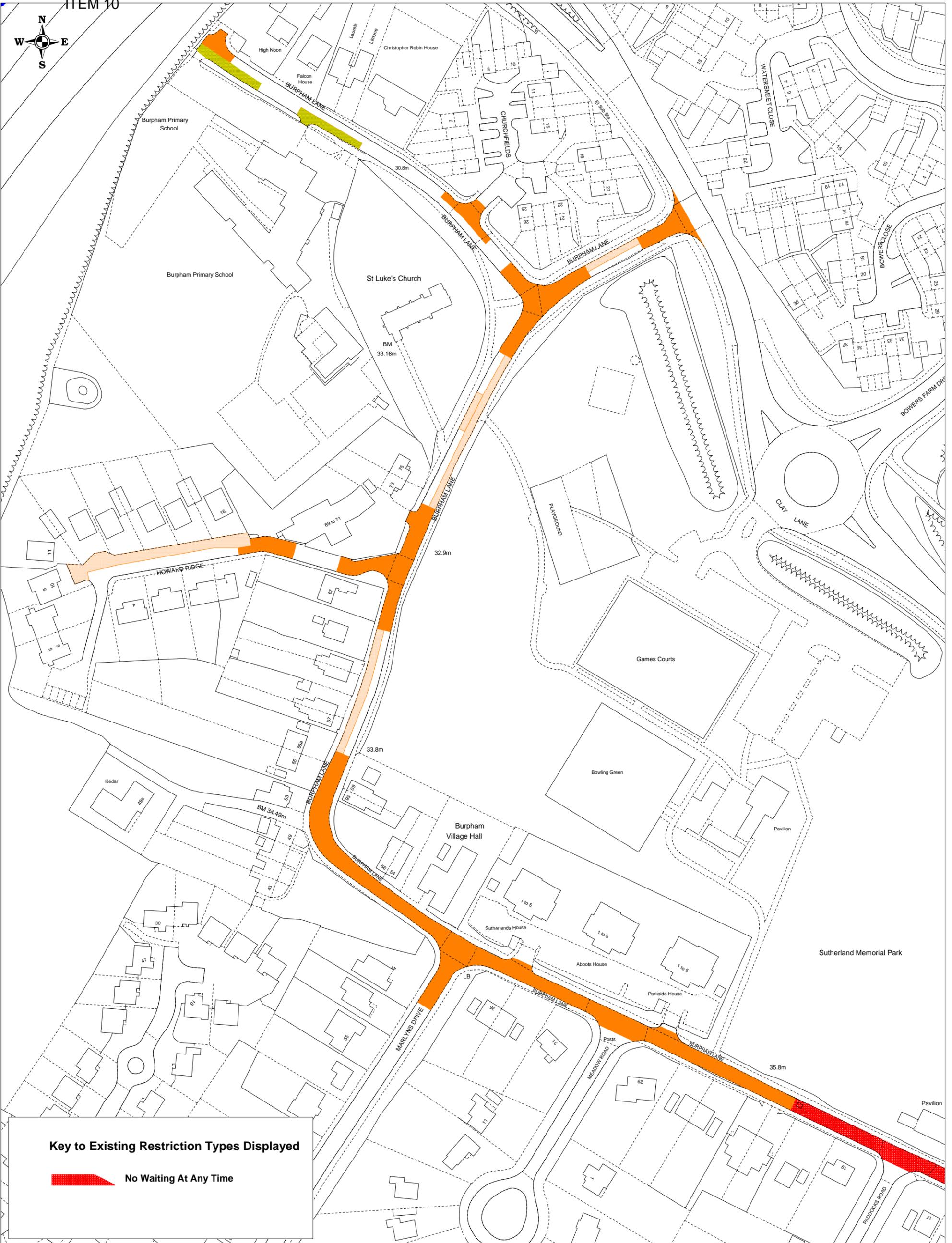
Reproduced from Ordnance Survey Material. HMSO Crown Copyright. All rights reserved. Guildford Borough Council Licence No: 100019625, 2015



DRAWING TITLE
Advertised parking proposals - Burpham parade area and Burpham Lane (plan 1 of 2)

SCALE	1 : 1250 at A3
DATE	20/11/2015
DRAWING No.	GBC/APH/BurphamProp1RevA
DRAWN BY	ANDREW HARKIN

ITEM 10



Key to Existing Restriction Types Displayed

 **No Waiting At Any Time**



Reproduced from Ordnance Survey Material.
 HMSO Crown Copyright. All rights reserved.
 Guildford Borough Council
 Licence No: 100019625, 2015

Advertised parking proposals -
 Burpham parade area and
 Burpham Lane (plan 2 of 2)
 Page 94

SCALE	1 : 1250 at A3
DATE	20/11/2015
DRAWING No.	GBC/APH/BurphamProp2RevA
DRAWN BY	ANDREW HARKIN

ANNEXE 4 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER

Ref. No.	Representation Comments
<p>Dorking Road, Chilworth (introduce sections of double yellow line around various points of access)</p>	
6	<p style="text-align: right;">(10 representations)</p> <p>I live in Dorking Road near the school and would be very pleased with the proposed parking restrictions especially at the weekends when the Percy pubs car park is full and Dorking road takes the excess. Trying to exit our little road opposite the school has become very dangerous as drivers park right on the corners at either end of our road, so trying to enter the main road I have to cross my fingers and edge my way out as the cars have blocked my view in both directions.</p> <p>I have often wondered if I was hit would the pub be liable for the damage caused by their customers inconsiderate parking (that would be too much to hope for)so I wish you luck with the proposed action.</p>
14	<p>I live at Haywards Corner, Dorking Road, Chilworth, GU4 8BG; one of the flats built in 2012. My property has three bedrooms and one allocated parking space, in a private car park behind the flats. I was very concerned to receive the letter today as myself and partner are reliant on on-street parking as all of my neighbours are.</p> <p>I am hoping you will be able to clarify some points regarding the proposal?</p> <p>As I understand it the proposal is for restrictions along the length of the Percy Arms Car Park.....only on that side of the road. So parking will still be possible outside the houses opposite the car park. There will be no restrictions outside the houses.....Can you confirm this is correct?</p> <p>Also the double yellow lines outside my property will carry on across (our) small car park entrance and onto the corner just before the first house. Is that correct?</p> <p>Can you also explain why this is being proposed? I have never experience parked cars blocking this entrance and (because of the existing lines) when leaving the car park it is possible to see clearly any oncoming traffic. I don't really understand why these would be needed.....</p> <p>When I brought my property in 2012 there were no parking restrictions. Were thoughts not put into on street parking 'issues' before planning permission was given??</p> <p>To my mind on-street parking is only ever busy on Sunday (lunchtime) when the pub is busy.....actually in the winter/autumn it's not that bad. The other end of the Dorking Road, by Tillingbourne school is a total nightmare every morning, afternoon and evening...yet I couldn't see any proposals for that end.</p> <p>I'd really appreciate it if you could clarify these points.....especially confirming where the restrictions might be.....as I'm sure you can tell we are very concerned about possible restrictions. And the damaging effect further restrictions could have on our daily live's.</p>

	<p>-----</p> <p>Following our phone conversation this afternoon I wanted to email firstly to thank you for clarifying the proposals on the Dorking Road, and second log my thoughts on the proposal.</p> <p>As detailed in my earlier email I live at Haywards Corner and my property is reliant on the limited on-street parking; therefore possible restrictions are a concern.</p> <p>I would not object to the proposal for restrictions at the entrance to the Percy Arms car park; (as discussed) 5 metres to the right and just before the 'layby' (walk way) on the left as you drive out of the car park should not affect residents. As I mentioned during our conversation cars only (so rarely) park on that side when the pub is very busy e.g some Sunday lunchtimes in the summertime.</p> <p>The proposed restrictions at the first entrance into Haywards Corner car park (closer to Albury) are more of a concern. I do not believe these lines are required. The existing lines allow drivers leaving the entrance to see oncoming traffic clearly. I would question a driver's ability to drive if they struggle to safely drive out (or in) of this car park entrance.</p> <p>If this part of the proposal does go ahead I would hope that the length of the lines are kept to a minimum. You suggested 5 metres, I do not believe any more than 2 metres would be needed to prevent cars parking up to the corner.</p> <p>As mentioned above my property is reliant on on-street parking, as are the other residents in Haywards Corner....well most of the Dorking Road seem to use on-street parking. Further restrictions are a real concern and I hope residents (and our need/reliance for on-street parking) are kept in mind when these restrictions are discussed.</p> <p>As mentioned below I would suggest the other end of Dorking Road (Shalford end) near Tillbourne School is much more of a safety issue with parking than the Haywards Corner end. Finally when I bought my property in 2012 there were no parking restrictions. I've already had lines painted outside my property and further restrictions are a worry.I do wonder why planning permission was approved for these properties without (seemingly) considering parking requirements and possible issues.</p>
<p>24</p>	<p>We, the occupiers of Haywards Corner, Dorking Road, Chilworth object to any changes to the existing parking arrangements.</p> <p>The existing arrangements (lack of restrictions) work well and all users seem to be using the space sensibly.</p> <p>Any restrictions in front of the Haywards Corner development will mean that we will not have any parking space for second cars near our houses.</p>
<p>48</p>	<p>Dorking Road, Chilworth.</p> <p>My partner has already been in contact with you and it seems that there's interest in putting double yellow lines outside our home, on Dorking Road, Chilworth (outside the Percy Arms pub).</p> <p>The parking in the week is just about sufficient enough that people that live in the properties can park after work etc.</p>

	<p>My partner has an allocated space behind the flat/house. Unfortunately i do not and rely on spaces outside of the property and around the pub!!</p> <p>The Percy Arms pub causes alot of parking issues during nice weather - especially weekends & bank holiday!</p> <p>Try putting yourself in our shoes, try living somewhere where there is more than 1 car per property trying to park outside an already busy road without the need for double yellow parking!!</p> <p>We have to live here, if you put up double yellow parking its going to make it very difficult for anyone to park</p> <p>Why can't the Percy Arms have alternative parking. Can they not expand on their parking? Make it bigger.</p> <p>You should try coming over on a Sunday when it's really warm and then understand where i'm coming from....</p> <p>If the weather is really warm and i'm parked on the road, i CANT go out on a sunday at all because if i do, i WONT get parked again! It's ridiculous. We can't have people over either because of lack of parking!</p>
51	<p>In relation to the proposed parking restrictions in Dorking Road Chilworth I would wish to object in the strongest possible terms to the proposals. I can see no benefit to the proposal but much aggravation and inconvenience to local residents and visitors alike.</p> <p>Whilst the Chilworth Infant school does generate cars parking this is only for a very limited time at the beginning and end of school, but in the twenty years we have lived in Dorking Road this has never been an issue. Similarly with the Percy Arms where a nice day in the summer will generate cars parking in the afternoon all along Dorking Road past our drive, but this is quickly gone and never an issue.</p> <p>Rather than spend money on the introduction of unnecessary and unwanted parking controls may I suggest that the money be used to repair the road surface between Chilworth and Albury. This stretch of road is in a terrible state and only a matter of time before it leads to an accident.</p>
72	<p>I am very please we may get yellow lines in the Dorking Road as it is very dangerous pulling out of our drive as people park almost in front of our drive entrance. My wall has been knocked down several times by people turning in our entrance. We find it very hard to see pulling out of our drive as we cannot see past the parked cars. It is an accident waiting to happen. It is worse at weekends with walkers parking and the Percy Arms customers. Also when the school children are coming and going. So we would be delighted if yellow lines are pursued.</p>
75	<p>I am writing as a resident of Dorking Road that lives opposite the school.</p> <p>I have examined the proposed parking restrictions for this part of the Dorking Road (A148) and would advise you that I and my parents completely endorse what the Council is proposing.</p> <p>I appreciate that these restrictions may not be popular with some fellow residents of this area and perhaps with some parents who drop off/collect their children from the Church of England First School but the restrictions are certainly needed to avoid a serious</p>

	<p>accident occurring.</p> <p>People have an unfortunate habit of parking directly next to the driveway opposite the school, which is our main means of access to and regress from the house. For example, yesterday was a fine day and this brought many ramblers out to the area. Some of them chose to park on the road outside our house and they parked hard up on both sides of the entrance to the driveway. This made things so dangerous that I elected to reverse all the way down to the other entrance to the driveway because I did not have a clear field of vision to drive out of our entrance with all the vehicles parked there. It is for this reason that the doctors, nurses and carers who visit my parents on a regular basis decline to drive into the forecourt of our house since many of them have had a bad experience when trying to gain access to the road from the driveway. It is a miracle that there have not been any serious accidents to date.</p> <p>I think the parking restrictions the Council are proposing are fair and still leave scope for parking on the road but not so as to encroach on the entrance to our driveway. Hence, my neighbours who regularly leave their cars parked outside their houses will still be able to do so.</p> <p>I therefore hope that the proposed parking restrictions will be approved.</p>
<p>Page 98 77</p>	<p>We have lived in Dorking Road for over forty years, which is opposite the school and Percy Arms pub. I agree the pub is busy, but this is only at weekends and school is only for a few minutes each day. The pub has not always been busy in the past years and if it were to change hands in the future it may not be busy; however we feel it is good for the pub to be busy and a local business to be profitable. Having no parking in the area available will possibly damage this busy business and it will also just move the problem somewhere else. A lot of families with young children also visit the village to go on walks and down to visit the powder works, people using the railway also park in the area.</p> <p>The problem could be helped if people with off road parking were to use it, Haywards Close etc - as conditions of the planning, off road parking was provided for these residents. The railway have ground which could be used for parking for those using the trains. Possibly the pub may be able to extend their parking to rear of the pub or possibly on the field behind.</p> <p>Yellow, no parking enforcement would affect people in properties adjoining us as we have no off road parking available, neighbouring residents include the elderly and families with young children - who require close easy access from parking to property for safety; this is also true for those parents dropping/picking up kids from school.</p>
<p>95</p>	<p>We live in the service road within Dorking Road opposite the school and would like to make the following comments;</p> <p>The road is often extremely busy; cars park on both sides of the road; the speed limit is not adhered to most of the time and the road is used by a considerable number of cyclists and motor-cyclists. As such, we do not believe the proposed yellow lines extend far enough as, with the current proposal, it would still be difficult to see safely up and down the road, particularly when larger cars are parked, which considerably restrict vision.</p> <p>Obviously this is a significant safety issue. Some of the other local residents are elderly or disabled. The slip-road is used by many people as a convenient turn around (even though it is private) and so we believe the parking controls should be extended to improve the overall safety of the road layout.</p> <p>It would be prudent to restrict access to the slip road to residents only and so reduce the number of people using the exits.</p>

115

The outlined proposal of additional yellow lines on Dorking Road, Chilworth, though not ideal, will go some way to alleviate the problems of: visibility on exiting Sample Oak Lane; sight lines from parking areas and/or residential premises and facilitate traffic flow, but will inevitably cause issues and concerns for those residents affected by this proposal and, as stated in your letter, may displace the current parking problems further along the Dorking Road with the same visibility problems resulting.

During this consultation period could consideration be given to protecting the residents of Percy Cottages who have no option but to park on the highway - eg broken line parking spaces for Percy Cottages Residents Only?

ANNEXE 4 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER

Ref. No.	Representation Comments
	Friars Gate, Guildford (convert part of parking bay to single yellow line adjacent to recently created vehicle crossover at No.4) (0 representations)

ANNEXE 4 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER

Ref. No.	Representation Comments
Greville Close, Guildford (formalise second disabled only parking bay)	(2 representations)
22	<p>I would like to thank all those involved for taking the time to listen to my previous objections to the plans for formalising disabled parking in Greville Close. My personal opinion of the revised plans is that they are much more suitable. I hope this will be true for everyone.</p>
44	<p>I have recently become aware of the new parking restrictions proposed by the council at the top of southway near the hospital.</p> <p>Whilst I can appreciate the need for these regulations, as a resident of Greville close I feel the council has overlooked what this will do for myself and other residents. Currently, there is a substantial issue of parking during the weekday, and there is a clear contrast in the amount of vehicles on the close when compared to the weekend.</p> <p>The majority of people who park here during the week are not residents, and by not implementing any kind of parking scheme for Greville close with the new proposals, the council are only making our problems worse. (In case there is any form of doubt/confusion from that statement, it can quite clearly be seen that this is one of the closest roads near the proposed changes without any restrictions) Whilst this is not a formal rejection, unless a counter proposal is offered that takes residents needs into consideration myself and other will be forwarding a formal rejection in the near future.</p>

ANNEXE 4: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER

Ref. No.	Representation Comments
High Street, Ripley (increase no return period within limited waiting parking bays from 1 hour to 4 hours)	(10 representations)
4	<p>I strongly object to the proposed parking changes as they would have a real impact on the residents of Ripley.</p> <p>I believe that the current parking arrangements offer the best option for both residents and people visiting the businesses and residents in the area</p>
5	<p>I live in Newark Lane near the High Street, the dangerous end, where cars, lorries and cyclists regularly drive along the pavement outside my front door, putting the life of myself and my dog in peril.</p> <p>Apart from that, I have nowhere to park my small car. I am retired and do not use my car on a daily basis. I have given up driving for Ripley Good Neighbours, since it is impossible to park on my return.</p> <p>Why can we not have Residents' Permits, thereby giving GBC more revenue?</p> <p>If not, can you suggest where I park.</p> <p>I await your response, without much hope.</p>
16	<p>I have reviewed your proposals for placing return period restrictions on parking in Ripley. Although I support them, I suggest that their effectiveness is contingent on the degree to which they are enforced. In my 9 months as a Ripley resident I have never seen a parking officer or traffic warden. That may well explain why parking regulations are routinely flouted including parking on double-yellow lines. It seems to me that you can modify restrictions however you wish but until and unless you enforce them the existence of parking restrictions means nothing.</p>
41	<p>Proposed changes to the parking controls in High Street, Ripley.</p> <p>I understand your concerns raised for the misuse of the limited waiting bays by those wishing to park for longer periods, however no consideration has been taken for the lack of parking available to those visiting Ripley. The free car parking is always full, and I can see nothing in your proposal to address this concern.</p>

81

On-street parking arrangements in Ripley High Street.

I am a director of a small company which employs 10 people in Ripley, all of whom commute from between 5 and 30 miles to get to work here.

As you are no doubt aware, since the Rose Lane development, which saw the closure of a large un-made car-park, and its replacement with a much smaller paved car-park, there has been an acute shortage of parking in the Ripley area – a planning blunder!

These proposals will do nothing to address this fundamental planning error. They will not magically cause there to be less cars, and so the exercise is a futile waste of public money – money which would be better spent creating more paved parking for those who commute to bring economic activity to the village.

Perhaps you believe that everyone should be using public transport? Think again. The total absence of any sensible public-transport-planning at the county (or any other) level means that getting to Ripley by public transport is a huge task not to be undertaken lightly – and certainly not something anyone should be subjected to on a daily basis – I think it would probably be challengeable under Article 3 of the ECHR!

The Ripley Village Hall (over which I doubt you have any jurisdiction, but perhaps you do have some influence) sits with a large car-park empty most days, whilst hard-working commuters struggle with the already feeble parking. They could (perhaps encouraged by yourselves) offer (say) a pay-and-display parking on most days to no detriment to its current usage, and make some money towards the hall's upkeep to boot – a win-win!

This rearrangement of the deck-chairs on the metaphorical Titanic of Ripley parking, is a pointless, wasteful assault on already hard-pressed commuters and workers in Ripley.

85

The parking and traffic situation in Ripley requires much attention and improvement.

There needs to be a specified parking area for vehicles which now park along the roadside or on grass verges or seemingly wherever there may be a space.

In front of Pinnock Café there is usually solide parking making it virtually impossible to turn out of the Courtyard into the main road. Large vehicles park there along with vans and long vehicles making the area hazardous even for pedestrians, think of a blind or disabled person, children and dogs. It is my opinion that parking should not be allowed in that area.

Attention needs to be given to the speed of traffic that goes through the High Street. WHY are there no traffic calmers, WHY is there ONLY one pedestrian crossing?

One must hope that you will give full and urgent attention to these matters resolutions to which seem much overdue.

86 co-signed by 12 businesses	<p>We understand there is a problem with a few cars blocking the central parking bays all day & can see why you wish to extend the no return within one hour to no return within 4 hours. However, you may also catch genuine visitors to the village, who see something in a local shop, then go off to get their partner & being them back to see it too. This could also catch house hunters viewing local properties then calling in on the local estate agents. Perhaps a compromise of no return within 2 hours (or 3 hours), might reduce the risk of catching the genuine shoppers / visitors.</p> <p>The longer term visitors need somewhere to go & we would suggest creating parking bays at both ends of the High Street. Some double yellow lines are historical from the days of the A3 running through Ripley. We feel they could be lifted to create a new 3 car bay outside the wall of Ripley House. The wall stops residents having to view the parked cars. At the other end of the High Street, just before the village "gate", where the Portsmouth Rd joins the High St, a new 5 car parking bay could be created. These could allow parking for 4 hours, thus shifting some of the longer stayers to the edge of the village. Ripley's parking problems will not be solved by 8 extra spaces, but it would remove some of the pressure & also act as traffic calming to reduce the speed of vehicles entering the High Street.</p>
121	<p>The parking outside Pinnocks cafe and adjacent cottage is solid parking all day long often entailing large vans and 4x4 vehicles with the tail end invariably protruding into the cycle lane. The vehicles are driven in front ways which means on leaving they are reversing into the main road. This solid block of parking means that the residents of The Courtyard have no clear sight line when exiting into the High Street and are often forced to nudge out into the main road before being able to ascertain if it is safe to proceed. Surely the danger to all concerned is blatantly obvious and should have been addressed before planning permission was granted for 11 properties in The Courtyard. I have asked this question on several occasions but have not as yet received an answer.</p>
129	<p>As a Ripley resident of some years I hope you will consider including my comments in consultation.</p> <ol style="list-style-type: none"> 1) The proposals are good and will discourage 'commuter parkers', but they will look for alternatives, i.e. the free parking areas in Rose Lane. 2) The proposals do not offer options for residents who live on the High Street who have no-where else to park. 3) Residents in the Portsmouth Road and Newark Lane park on verges as they have no-where else to park. Can this be formalised to provide resident parking? 4) You have not included the White Hart Meadows car park in your map, a free car park of 60 spaces, although people complain that few are ever available. Are any changes proposed there there? 5) People drive to work as the very poor bus service is not an alternative. Do GBC have any sites, perhaps at the edge of the village, which could be considered for village workers parking? To avoid 'commuter parking' perhaps a permit system could be set up? Taking up the free parking areas shown in the proposals reduces resident/resident visitor parking areas and I doubt these areas will be enough to take up the workers need. 6) A local business owner recently suggested more parking should be allowed at the London edge of the village. 7) What can be done about pavement parking blocking the pavement? It is a regular occurrence. Often, families with children

and pushchairs have to walk into the road to pass vehicles. If pavement parking is allowed, can white lines white lines be drawn to ensure the pavement is kept clear.

Overall, Ripley has a severe parking problem for residents without parking space, plus workers who need longer parking. The short term parking proposals are good to encourage shoppers but this will create new issues for those not catered for, as above.

Overall, we are supportive of the changes. As a small business located in Ripley for over ten years now there are two major issues with parking:

1. Lack of day parking for colleagues based in the office. (The car park and access to it off Rose Lane is badly lit and fills up quickly in the morning)
2. Inadequate parking for visitors as much of the short term parking seems to be occupied by residents and commuters sometimes leaving cars and vans parked for days on end.

We believe the proposals will help ameliorate the shortage of short term parking enabling better facilities for visitors to the village. However, we also believe more efforts need to be made to provide more parking throughout the village. We have suggested before better use could be made of the Village Hall car park for example, which lies empty for most of the day and even opening it at day time would create so much more capacity in the village. Recently, large flower pots have appeared throughout the village which have reduced parking further.

So parking is an issue for a variety of users in the village and we support these plans to create better turnover in key areas.

ANNEXE 4: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER

Ref. No.	Representation Comments
	<p>Lower Road, Effingham (introduce various double yellow lines between Howard of Effingham School and Vineries Garden Centre) (9 representations)</p>
<p>Page 106 7</p>	<p>With reference to the suggested parking restrictions proposed for Lower Road, Effingham I think the proposals are excellent. Having used that road many times and knowing the many delays I have experienced due to too many cars down ones side and no passing places + the problems I have seen with busses trying to get through and the bus lay by being full with parked cars.. In addition your proposal will eliminate the blind spot for oncoming vehicles where cars are parked almost up to the Vineries Garden centre. I presume the bus lay by will also be designated no parking as this is a valuable passing spot in non peak hours.</p> <p>Have you noticed the verges outside the Catholic Church which is slightly down the road from the School - they are filled with car tyre ruts, without grass and become very muddy when it rains. They are a real eyesore. Is it possible to include adding bollards to these verges like the ones installed further up to prevent them being used for parking. Cars are also often blocking the pavements when services are being held.</p> <p>Unlike me most of the people who park in these areas do not live locally.</p> <p>Many Thanks for the fact that the whole parking situation is being studied and that positive proposals are being considered.</p> <p>-----</p> <p>Further to my previous Email on the subject where I agreed wholeheartedly with your proposals, can I suggest you also apply no waiting double yellow lines along one side of Lower Road from the school to The Street/Effingham Common Road round about and in the Bus Lay by just along from the Church. This is the area where all the cars will migrate to. The School has plenty of spare ground that can be used for parking.</p>
<p>49</p>	<p>I have reviewed the proposed extension of parking restrictions in Lower Road, Effingham, and would say the following.</p> <p>It is reasonable to extend parking controls as marked on the plan during weekdays, though to prohibit parking in the area at weekends is unnecessary. Therefore single yellow lines could be applied, saving the Council approximately 50% of the paint cost.</p> <p>Guildford Borough Council should require the Howard of Effingham School to prepare a sustainable transport plan and to reduce the numbers of cars parked near to the school grounds. Otherwise, no doubt, the same number of cars will arrive at the school and be parked in the vicinity. The introduction of parking controls will merely move the issue of parked cars to other parts of the village, where traffic problems are already acute during the school day.</p>

53	<p>parking problems caused by Howard of Effingham students along Lower Road in Effingham.</p> <p>While the proposed additions will help some of the problems caused by daytime parking, if my understanding is correct they fail to address the considerable problem caused by parents parking along Lower Road during late afternoon and early evening, when there's an event involving them at the Howard. The proposals will still allow evening parking along the lane heading towards the Vineries, between the turning to the left and most of the way towards where the road bends to the left.</p> <p>Although the evening parking problem is infrequent, when it happens it is particularly acute and especially dangerous. Because parents park along the eastbound carriage-way towards Bookham, this can cause long lines of stalled traffic to build up from both directions. I have seen a situation where a bus from Bookham was pushing forward recklessly and forcing a long line of drivers to reverse back towards Effingham. When this happens over the winter, with reduced light and poorer weather, it creates even more dangerous conditions for people trying to cross the road, and necessarily has a knock-on effect on other roads. For drivers trying to escape the melee, they use the school car park to turn round, further complicating the situation. People can be held up in this situation for a long time, and the school has never seen any need to forewarn village organizations to publicise avoiding the area on these nights.</p> <p>My suggestion would be that if parking is still allowed on the Bookham bound side of the road then this must be limited to daylight hours. Lower Road should be allowed to have free-flowing traffic in both directions once the students have finished their school day.</p>
73 Effingham Residents' Association	<p>The proposal was discussed by the Committee on 28th April and I have been instructed to write to you expressing grave concern on the following grounds:</p> <ol style="list-style-type: none"> 1. It would be disastrous simply to install yellow lines without making sensible arrangements for car to be parked elsewhere. The status quo is better than just leaving motorists (sixth formers) to find other parking places. That would lead to chaos in Effingham streets, probably mainly in Church Street and Brown's Lane, but possibly in Orestan Lane also. 2. It may be possible for KGV car park, Brown's Lane, to be used since it is generally not much occupied during school time house. The Committee's suggestion is that, if agreeable to KGV management, the School should pay KGV to provide a specific number of slots, and re-coup the fees from the students if necessary. The School has to be involved in finding a solution since it is their pupils causing the problem. It is not acceptable for the School simply to stand back. 3. It is understood that the British Legion does allow parking by pupils in the sizeable car park at the rear of the Legion Hall. This should also be pursued as a possibility by the School on similar lines to 2. above. 4. An alternative suggestion was to widen Lower Road by paving over the grass verge area to allow parking parallel to the road. This would clearly be a much more costly solution and would destroy the current character of the road. <p>I trust that the above objection and constructive comments will be actively pursued, in conjunction with the School, to ensure that a viable solution to the parking issue will be resolved before any further yellow lines are put in place in Lower Road.</p>

76	<p>Parking in Lower Road, Effingham.</p> <p>We agree with your proposals for parking between the school and The Vineries. However, we would like these restrictions to also be in place between the British Legion Hall and the entrance to Century Court to allow easy access to Effingham Place.</p> <p>At present, large cars and vans find it difficult to access Lower Road without mounting the pavement. Large delivery vans certainly have to mount the pavement as the turning circle is too small due to the cars parked directly opposite the entrance to Effingham Place.</p> <p>We would consider it to be the responsibility of the school to provide car parking facilities and not cause problems for transport using Lower Road.</p>
82	<p>I write as a Resident of Effingham Place regarding the proposed on street parking controls for Lower Road, Effingham.</p> <p>Whilst we in Effingham Place welcome the proposed changes to include double yellow lines for much of the stretch of Lower Road either side of the Howard of Effingham School, we are disappointed and concerned that the proposal does not go far enough.</p> <p>The entrance to Effingham Place comes off Lower Road beside the school and for much of the time there are parked cars opposite our entrance. The result is that traffic travelling west to east is forced to drive around the line of parked cars in the middle of the road, whilst traffic is coming towards it on the Effingham Place side of the road. Two enclosed example photos are typical of the sort of congestion that takes place every day and is exacerbated at school drop off and pick up times, with a huge increase in the number of vehicles using the road.</p> <p>It is difficult and dangerous for drivers turning into and out of Effingham Place due to the parked cars immediately opposite. When driving into Effingham Place from the west, it is necessary to signal right around the parked cars and immediately right again into Effingham Place. Drivers following seem unaware that the indication is not just to pass the parked cars and so often follow far too closely, not expecting the right hand turn, thus causing a potential hazard. Also, those leaving Effingham Place turning left (west), turn into traffic travelling eastwards in the middle of the road, around the stationery vehicles, leaving little room to manoeuvre.</p> <p>For these safety reasons, we would urge you to consider extending the double yellow lines to include the area directly opposite Effingham Place.</p>
97	<p>I write as a resident of Effingham Place regarding the proposed on street parking controls for Lower Road Effingham.</p> <p>Whilst we in Effingham Place welcome the proposed changes to include double yellow lines for much of the stretch of Lower Road either side of the Howard School, we are disappointed and concerned that the proposal does not go far enough.</p> <p>The entrance to Effingham Place comes off Lower Road beside the school and for much of the time there are parked cars opposite our entrance. The result is that traffic travelling west to east is forced to drive around the line of parked cars in the middle of the road, whilst traffic is coming towards it on the Effingham Place side of the road. This is exacerbated at school drop off and pick up times, with a huge increase in the number of vehicles using the road.</p> <p>It is difficult and dangerous for drivers turning into and out of Effingham Place due the to parked cars immediately opposite. When</p>

driving in to Effingham Place from the west, it is necessary to signal right around the parked cars and immediately right again into Effingham Place. Drivers following seen unaware that the indication is not just to pass the parked cars, and so often follow far too closely, not expecting the right hand turn, thus causing a potential hazard. Also those leaving Effingham Place turning left (west) turn into traffic travelling eastwards in the middle of the road, around the stationery vehicles, leaving little room to manoeuvre.

For these safety reasons, we would urge you to consider extending the double yellow lines to include the area directly opposite Effingham Place.

Your review of the traffic congestion in Lower Road during the Howard of Effingham term times is greatly welcomed.

When I arrived in Effingham Place in 2004 the congestion on Lower Road was not so much a problem. Although I always feel for Effingham Place residents it will always remain a problem as there are no double yellow lines on the opposite side of the road from the entrance to Effingham Place, to restrict parking. This means that the cars of sixth formers which park there during term time force the two way flow of traffic on to one side of the road only and trying to drive out of the driveway is very difficult from 9am to 4pm. With seven separate houses and families in Effingham Place there is a lot of coming and going with very restricted sight lines. It is difficult and dangerous for driver turning into Effingham Place too, due to the cars parked immediately opposite. When driving into Effingham Place from the village, it is necessary to signal right around the parked cars and immediately right once more into Effingham Place. Drivers following seem all the time to be unaware that the indication is not just to pass the parked cars and so often follow far too closely, not expecting the right hand turn, thus causing a potential hazard.

For all the public using Lower Road it has now got to a dangerous pitch. Over the last number of years the Howard of Effingham School has increased its Catchment Area and the number of pupils in the sixth form. Slowly, slowly the line of cars has increased along Lower Road so that we now have to run the gauntlet to get passed this huge line of parked cars which is almost impossible to do without meeting a vehicle coming in the opposite direction. There was absolute mayhem on that road a week ago people trying to reverse as a bus was stuck in the traffic jam. This is only one incident observed. I don't know how often this happens but it needs close monitoring. As sixth formers are coming from further afield and parking their car on Effingham's roads it should be the school's responsibility to either dissuade them from travelling in cars or arrange buses to pick them up. The school seems to have made this problem by increasing their Catchment Area as they must cooperate to find a solution.

Yes, it would be enormously beneficial and would reduce the Safety Risk to have double yellow lines all the way along that side of the road. I am surprised there has not been a serious accident already. The sixth formers used to use the Garden Centre to park and the Royal British Legion but they have put a stop to this free parking by the school children. Maybe it would be a good idea for the school to negotiate parking at the King George V building. They already rent the football / rugby pitches and tennis courts from them so may KGV could make a concession on some parking bays. They have over fifty of these. I think the Headmistress has to work with the Council as she must know what a burden of risk she is putting on the whole community.

Please look into this as a matter of urgency. It is essential you visit this site within the next month to make a Risk Assessment before the sixth formers leave for exams.

116

The pedestrian crossing points are not shown on the plan.

- 1) Parking is currently permitted and reduces the width of the road to a single car / vehicle.
- 2) Through traffic (Effingham to/from Bookham) has to wait for oncoming traffic.

No parking between the entrances of the British Legion and The Vineries on Lower Road should be enforced.

ITEM 10

ANNEXE 4: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER

Ref. No.	Representation Comments
	<p data-bbox="116 308 309 379">Millmead Terrace, Guildford (convert single yellow line to double yellow line opposite garages)</p> <p data-bbox="1541 323 1854 363">(14 representations)</p> <p data-bbox="320 387 2056 515">I live in Millmead Terrace, although not opposite the garages, and rely on on-street parking. Parking in this area is problematic, especially overnight and on Sundays when restrictions do not apply. The stretch of road you refer to is full most nights not because people choose to park there rather than another available spaces in this part of zone B, but because there are no other parking spaces.</p> <p data-bbox="320 555 2056 651">Due to the geography of the area there is no "overflow" when the on-street spaces are full. This means that residents are often forced to park anywhere they physically can. If I can't find a legitimate space, I will park on a single yellow. If there is no space on single yellows I will park on double yellows. Parking on double yellows overnight in particular is not uncommon.</p> <p data-bbox="320 691 2056 786">For this reason I suspect that the users of the garages will still not wish to use them as the introduction of double yellow lines opposite will not guarantee free access at all times. They will risk being trapped should a neighbour be forced to park on the double yellows overnight or on Sundays.</p> <p data-bbox="320 826 2056 986">The worst case scenario for other residents who rely on on-street parking is that the council proceed with this change but fail to retract/terminate the on-street permits given to those who have garages. If on-street permits are not retracted, then those permit-holders will likely (and understandably) choose to park on the street because (i) there is no risk of being boxed in; (ii) the garages are very tight for all but the smallest of cars (this information is from neighbours who have a garage); and (iii) many who have use of garages live some way from them.</p> <p data-bbox="320 1026 2056 1121">The impact on other residents of this eventuality is that the number of permit-holders competing for spaces will remain the same but the available on-street space during the most pressurised times (Sundays and overnight). We will be forced to park on the double yellows and so will, no doubt, be fined periodically.</p> <p data-bbox="320 1161 2056 1289">By way of evidence I'm attaching photos taken just now as I walked home (8pm). I'm responding to your email straight away so haven't had the opportunity to select a particularly bad evening- this is the norm. One photo shows that the spaces on Millmead terrace are full. One shows that there is only space for another 1 or 2 more cars on the single yellow line opposite the garages. The third shows two cars parked dangerously on double yellow lines by the bend in Millmead Terrace.</p>
3	<p data-bbox="320 1313 2056 1409">As an owner of one of the garages I do support the proposal but I do not see how it can be enforced as the parking enforcement officers do not work 24 hours a day or on a Sunday. At the moment people park on the double yellow lines outside my front door on the bend of Millmead Terrace in the evenings and on a Sunday because they know that there is no penalty for doing so.</p> <p data-bbox="320 1449 2056 1503">I know that some of the residents in Millmead Terrace assume that putting double yellow lines opposite the garages will take 11 cars off the street but because of the lack of enforcement I do not believe this is the case because if we can't get our cars in and out of our</p>

	<p>garages 24/7 then we can't use them. We need our cars to get to work in the morning before the Enforcement Officers are on duty. Also the garages are on the small side and not built for the size of some modern e.g 4x4 cars.</p> <p>I think you need to take these issues into account before you remove any parking permits from the Residents of The Bellairs apartments plus any other owners of the block of garages.</p>
10	<p>Thank you for the letter advising of the proposed parking changes on Millmead Terrace. As a resident of Condor Court, which is above the garages I agree that cars parked opposite the garages mean it is extremely difficult for them to be used with ease. This may well prevent owners from regular use and ultimately add to the on street parking demand.</p> <p>Therefore whilst I support the proposed change I think it should only be completed if we can ensure that the current timings of the 8.30 - 6pm residents parking bays are maintained and not extended. This will continue to provide a generally workable parking balance between local residents and their visitors.</p> <p>In addition, I note that the four '60's style' properties on Millmead Terrace have front gardens that could all easily accommodate the parking of a vehicle, is there anything the council can do to encourage this - or suggest it to the owners - properties would surely be more desirable/ rentable with additional off road parking and if the 'no parking ever' zone is in place in front of the homes it will not eat into on street parking spaces. I suggest this as this would remove demand for on road spaces and therefore benefit everyone in the local area.</p>
20	<p>I am writing in support of the proposed changes to the current restrictions on Millmead Terrace being made into permanent restrictions. This is however with the caveat that owners of the garages are encouraged to use them properly and therefore have restricted access to zone b parking permits - one per household.</p>
34	<p>I should like to formally oppose the proposals to convert the current single yellow line on Millmead Terrace to a double yellow line. There is currently very little free parking available in the town centre and this would further reduce access for visitors and local residents.</p> <p>I am a resident of Condor Court, which has very strict parking restrictions - 1 permit per flat - and aggressive ticketing in place for any unlicensed vehicles. We rely on the single yellow line on Millmead Terrace for guests at the weekend, including numerous family members who come to visit us from abroad and therefore like to stay the weekend. The nearest alternative single yellow line is a 20 - 30 minute walk away which is difficult with luggage. I'm sure many other Condor Court residents make the same use of Millmead a Terrace and benefit in this way, and with 34 flats that is approximately 70 people, versus the few who own the garages who are in support of the proposals.</p> <p>I hope you will consider our objections at the committee hearing.</p>

46	<p>I wish to object to these proposals on the following grounds:</p> <p>1) People already park on the double yellow lines overnight, that already exist in Millmead Terrace. They will continue to do this therefore continuing to block access to the garages.</p> <p>2) The absence of patrols on Sundays and evenings means that the introduction of double yellows will be ineffective.</p>
58	<p>At present I support the need to improve the very poor on street parking situation in Millmead Terrace. Over the past eight years since moving here the situation has deteriorated considerably.</p> <p>I do not , however, support the planned proposal (KM/16/0004-6) as at least nine cars on average park here every evening. The introduction of double yellow lines might mean nine owners of the garages might use them instead of on street parking.</p> <p>I do, however, have grave doubts that this will be the case and as a consequence the situation could be made even worse.</p> <p>Far better would be a proposals to remove all 2 hour parking in Millmead Terrace in order to provide more much needed residents parking. To extend B permit hours to Sundays and to 9pm daily.</p> <p>Lastly the 28 new apartments due to open in Buryfields should, in my view and that of many residents, be restricted to off street parking which the development provides.</p> <p>To provide off street parking in addition, means long term residents (who only have off street parking) will once more be penalised and struggle to park when returning home from work!</p> <p>Sadly I do not see your proposal improving the situation or addressing the concerns of residents.</p>
66	<p>I own one of the garages on Millmead Terrace, underneath Condor Court.</p> <p>I keep my car in the garage, however if there is a car parked opposite, it's almost impossible to get my car out – This has caused abject misery over the last 2 years.</p> <p>I've missed flights, family birthdays, meetings and days out... I cannot tell you how happy I am about the new parking restrictions on that stretch of the road!</p> <p>Thank you so much for making this very welcome consideration</p>
70	<p>I am a resident of Millmead terrace and parking permit holder for zone B. I am writing to you to strongly object towards the proposed idea of converting the existing single yellow lines into double yellow lines. If this were to go ahead it would put even more pressure on an area which already has limited parking options for the local residents and permit holders.</p> <p>I usually return from work around 6:30pm and the only option remaining to me is to park on the single yellow lines as all of the permit holder parking spaces are already taken. By installing double yellow lines in this area I have no idea where I am supposed to park. I only have the one car and have held a valid parking permit for the past two years I've resided in Millmead terrace.</p>

I also understand that new flats are being constructed in the area, which will inevitably increase the pressure on what is already becoming a desperate situation.

As I am writing this email, I have just watched one of the garage owners park his Porsche 911 in his garage on a Sunday afternoon, with at least 7 cars parked along this stretch of road, without any problem. I've also noticed that not all of the garages are actually used for parking cars and mainly used for storage. I was also recently informed that the underground car park under Condor Court is actually condemned, so should not be in use.

If the council insists on going ahead with this proposal, then I think the very least it could do is provide some more parking options for the permit holders in zone B, rather than restricting them further. Surely there are other options, such as allowing permit holders to park in the local car parks overnight.

Parking in this area is becoming an increasing concern and on Sundays it is often the case that no parking is available for permit holders due to the free parking policies.

I hope you can understand my, and the other local permit holders, concerns and try to find a better and fairer solution to this problem which improves parking for everyone.

Access to the Condor Court garages.

I support your intention to convert the existing *No Waiting Monday to Saturday 8:30am-6pm single yellow line* to a *No Waiting double yellow line*. These residents should not have to struggle to gain access to their garages.

However, I would urge you to consider how you might ease the repercussions of approx. 9 cars every evening and all day Sunday which will no longer be able to park there.

If you look at the cars currently parking on this single yellow line in the evenings, you will see many actually have a Resident's Parking Permit displayed in their windscreen: They are parking on the single yellow line because there are not enough parking spaces in Residents Parking Zone B (from Lawn Road, along Millmead Terrace and down to Bury Street).

Currently parking is controlled during the hours 8.30am to 6pm, Monday to Saturday. As a resident myself, I frequently return home after 7:30pm and am unable to find a parking space in this zone.

Sundays are equally problematic. If I go out on a Sunday morning, I can't usually park my car in a resident's bay if I return before 5pm: they're all taken.

GBC aren't making any money out of allowing non-residents to park in this Zone B area (there are no pay-and-display bays) so I wondered if you would consider instigating the change you made to Dene Road, Denmark Road and Eastgate Gardens, where the controlled hours are 8.30am to 9pm seven days a week?

Lawn Road, Millmead Terrace and Bury Street are just a few minutes' walk from the Yvonne Arnaud Theatre, Electric Theatre,

	<p>numerous pubs and restaurants, Guildford station, Debenhams and a High Street of shops and facilities.</p> <p>I gather GBC aims to encourage fewer vehicles to enter the town centre – and yet it offers free town centre parking in a residential area which is closer to the town centre than many of your public car parks: visitors to Guildford (for work or leisure) are obviously going to take advantage of this!</p> <p>Furthermore, some of your parking bays in this area are large enough for two and a half cars! Others could be extended, without blocking access, to accommodate another vehicle - which would also alleviate the issue.</p>
105	<p>We would like to put forward our OBJECTION to the proposal to change the current parking controls in Millmead Terrace.</p> <p>Reasons for our objection are as noted ;</p> <p>As residents of Millmead Terrace for the past 13 years we have become very reliant on the availability of parking in the evenings and on the weekend in the proposed area of change - the single yellow line outside of the garages. Removing access to park in this area at these times would leave us and many other residents in a position of having to park our vehicles some distance (i.e. streets) away from our homes, which can be very difficult and a huge inconvenience, especially with young children, as we do.</p> <p>Historically these garages have been leased to individuals including residents within Millmead Terrace for the specific use of storage only. This is due to the fact that the size of the garages are not fit to house a standard modern size car, unless you specifically purchase a 'Smart' sized car to fit within the space, which simply means they are not a solution for off street parking for the residents of the apartments to which they are currently leased/owned by, unless these residents purposefully purchase a car with these below average size specifications.</p> <p>For the past 13 years whilst we have resided in Millmead Terrace and during the time that these garages have been leased to others and used for purposes of storage etc, there has never been an issue to gain access or request a change to the current parking controls, so it seems now inappropriate to request this change to please a minority of residents on the street.</p> <p>It was generally known that the use of these garages for a parking solution was a late resolve by the developers of the flats , and one that should never have been given approval as a solution when converting this building to residential as per the reasons above.</p> <p>Should you wish to contact me directly my details can be found below.</p> <p>I do hope that you will take time to consider the points of this Objection within your decision.</p>
113	<p>We are homeowners on Millmead Terrace, who own one car, with a parking permit for on road parking. We have recently signed a community petition requesting the council review the parking allocation on Millmead Terrace as we strongly believe that it is insufficient to meet the needs of residents in the area.</p> <p>We thus object strongly to the proposal to create a double yellow line on Millmead Terrace opposite the garages below Condor Court.</p> <p>Over the last few years we have found it increasingly difficult to park anywhere remotely close to our own home on Millmead Terrace. More often than not we are forced to drive around the block at least twice before parking, usually as far away as Lawn Road. This</p>

occurs on weekday evenings as well as weekends, especially on Sundays. We attribute this to functions at the churches in our area, general congestion in the Guildford central area, creation of the Bellairs Apartments and other renovations of properties into apartments in the area.

We question where you would expect those that currently park opposite the garages to park? We estimate that more than seven cars park opposite the garages on a daily basis (after 6pm). More than ten cars park there during church service times (approximately 09.50-12.00pm) on Sundays. Creating access to the garages results in a false economy where for every off-street parking created one on-street parking space is lost. We believe this will merely add to the congestion and queue for parking on the rest of Millmead Terrace.

We also question how many people in fact keep a car in the said garages? Having seen some of the garages open, the majority of cars on the road these days would not fit in one of the narrow garages without significant problems getting in or out of the car once parked. We therefore argue that the majority of garages we have seen occupied are in fact occupied by bicycles, motorbikes or general storage rather than cars. We thus argue whether the strain on what is potentially a very small percentage of people who indeed have a car in one of the garages warrants the strain on the rest of the residents on Millmead Terrace who struggle to park near their homes on a daily basis?

We are also concerned about the long term strategy of the Guildford area which includes potentially turning the George Abbott car park into green space. Although as residents we wholly support green space creation, we are concerned that this is a high turnover/high occupancy parking lot and could further exacerbate the parking issue in the Millmead area.

We urge the council to rethink this initiative and in fact request that they take the community survey recently completed to heart and review the parking issue we as residents have on Millmead Terrace, with the aim to creating a better situation for the whole street regarding our ability to park in our own street.

123

Millmead Terrace - Convert existing No waiting Mon-Sat 8.30am-6pm single yellow line to a No waiting at any time double yellow line.

With regards to the proposed change, as local resident of 8 years and a user, on occasions, of the evening parking in Millmead Terrace, I believe that this provides valuable and much needed spaces for local residents.

It is typical for the parking spaces to be full most evenings and on Sundays. Even to the extent that I regularly see cars parked on double yellow lines (see attached photo IMG_3568 copy) in the area in the evenings. I suspect that they think that there is little chance of traffic wardens after 6pm.

As per your statement...

"We recognise that the introduction of parking restrictions may reduce parking availability and displace it to nearby areas, **so we will extend controls** far enough to take this into account, without being too restrictive for residents and other road users."

Could you please let me know your plans and where you will be extending parking to accommodate the displaced vehicles from Millmead Terrace?

I understand the difficulty that some owners of the garages opposite may have in manoeuvring their cars, but feel that without any additional local spaces available this is a shame to remove the on road spaces.

	<p>Also with the possible regeneration of Guildford Plaza a space which is alongside the site is currently used for parking by 6-7 cars from Wycliffe House there will be 15+ cars per evening and Sundays looking for local parking.</p> <p>I feel that the parking space in Bury Street (the lower section behind the Keystone pub) should be made residents only (as it is regularly used by out of town shoppers for free 2 hr parking) and that the time should be extended to 24hrs 7 days a week. There is little point in having residents parking only between 8.30am – 6pm as most residents are needing the spaces when they are home in the evenings and at the weekends.</p>
	<p>I am directly affected by the proposed change to double yellow lines opposite the garages in Millmead Terrace and strongly oppose any change at this time.</p> <p>I ask that before any change is considered you read the petition re parking which has been prepared and take into account the views of the people who signed it. The 2 hour visitor bays in Millmead Terrace must be removed before you can consider imposing double yellow lines.</p> <p>Every night the single yellow lines outside my house are used by residents with permits as there are no bays for us to park in. Where do you propose we park if you remove these spaces? As an example (one of many) I returned home at 8 pm last Monday. There was a function at the United Reform Church. There were absolutely NO bays for me to park my car. The single yellow line was also full. I counted the number of cars parked which were not displaying residents permits - 19.</p> <p>As you must be aware, theatre goers, shoppers, people attending functions at the 3 churches very close to Millmead Terrace and people going for a meal in town use the 2 hour bays, our residents' bays after 6 p.m. and on Sundays and the single yellow line. On Sundays the situation is impossible. If I go out in the morning I cannot find a single bay (or space on the single yellow line outside my house) in which to park until after church goers and shoppers finally return. The same situation then repeats itself in time for evening church services.</p> <p>Another matter which I simply cannot understand is that residents permits seem to be issued with absolutely no regard to the number of available spaces. A gallon will NOT go in to a pint pot.</p> <p>Please let logic prevail before you remove the single yellow line.</p>

ANNEXE 4 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER

Ref. No.	Representation Comments
	<p>New Cross Road, Guildford (convert single yellow line to double yellow line outside No.49a and various other 'Technical' changes) (2 representations)</p>
2	<p>Just a quick one to say I 100% support the changes to parking restrictions on new cross road, Guildford. I live at 49a and the single yellow line between 49a and new cross road has been a constant issue for years, mainly due to the area being too small for any car over the size of a smart car!</p> <p>I'm very grateful something is being done about it.</p>
119	<p>In principal I am in agreement with the proposed changes to New Cross Road, however I am concerned about the one nearest Worplesdon Road and very near Sainsbury's :</p> <p>Convert part of existing No waiting Mon-Sat 8.30am-6pm single yellow line to a Free unrestricted parking place (TECHNICALITY)</p> <p>This is because Sainsbury's customers are very likely to choose to park in New Cross Road then drive off in the South Road/Baden Road loop rather than go into the car park. This will increase the dangers and difficulties to those of us who live in the road.</p>

ANNEXE 4: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER

Ref. No.	Representation Comments
	<p>Raymond Crescent, Guildford (convert part of parking bay to double yellow line adjacent to recently created vehicle crossover at No.62) (13 representations)</p>
<p>Prev1 & 52</p>	<p>I am writing in support of the proposed change to the parking arrangements at 62, Raymond Crescent GU2 7SZ. There is already a ramp outside this property which has been approved by the council and so it would make no sense to then deny the residents of no 62 access to their own driveway.</p>
<p>Prev2 & 90</p>	<p>I have previously tried to explain the dilemma we (the residents of Raymond Crescent, Downing avenue, Pentreath and St Johns) are facing. The lack of bays compared with the amount of permits seemingly issued, with, on top of this the amount of day tickets also purchased. We have not only many families but older residents that cannot walk hundreds of yards to get to their car in another road. Young mothers with babies and toddlers, shopping to carry etc, the list goes on. The parking is a real issue here and it is causing bad feeling with residents and neighbours as no one can park their cars. Obviously some houses have several cars now, being an expensive area the grown up offspring and staying at home longer and they too are car owners.</p> <p>Would you please take the time to come up here once again and see if it is possible to re evaluate the amount of bays? It seems so unfair that we had our parking taken away, then have to pay to do so and now more permits are issued than the amount of bays. We also have students who park in the visitor only bays and bayhop, it really is a stressful nightmare here. It is beginning to cause bad feeling between neighbours, this is sad but understandable.</p> <p>-----</p> <p>I wish to state I object strongly to the above proposed change in Raymond Crescent.</p> <p>There are not enough bays in our road and it is presenting huge issues with residents that are unable to park.</p> <p>Elderly needing visitors/carers, young mothers with children and shopping.</p> <p>Please rethink this removal of a valued bay</p>

<p>Prev3 & 59</p>	<p>I object to you removing the 2 bays we as residents argued for when you first put the parking scheme in place and want 2 more to replace it so the cars that share the spaces on the road are not more inconvenienced by a total absence of parking spaces, we frequently suffer from all the spaces being full and not enough spaces, there are more cars with permits and now you want to remove 2 spaces – No that is not OK.</p> <p>Just because a resident develops off street parking it does not constitute a valid reason or balance for removing a bay, because many people use the bays and only one can use the off street parking, the overall ratio of cars needing off street spaces to the number of spaces needs to be maintained. If you take a bay away it must be replaced by and another created in the J area.</p> <p>-----</p> <p>I hereby give notice again that I still object to you removing the parking bay in Raymond crescent. Your reference KM/16/0006. The fact you have opened this up again is offensive.</p>
<p>Prev4</p>	<p>I'm writing today to express our concern at the proposed removal of the parking bay outside number 62 Raymond Crescent. There's already high demand within the close for parking and we feel that we would benefit, if anything, from additional provision for our neighbours and guests. We should like to encourage you to review the proposed changes.</p>
<p>74</p>	<p>I would like to object to the removal of the parking space by no 62 Raymond Crescent. This space does not impede the houseowner of no 62 from getting into their drive and it is hard enough to park in the street as it is without losing another space. The amount of students that are told to park in this area combined with the number of student houses makes parking a nightmare , please don't add to it.</p>
<p>87</p>	<p>We live in Raymond Crescent.</p> <p>We are OBJECTING to the proposal of removing the parking bay in Raymond Crescent.</p> <p>WE NEED PARKING BAYS IN THE AREA AS WE HAVE NO SPACE TO PARK OUR CARS. WITHOUT PARKING BAYS, IT WILL CAUSE SAFETY ISSUE TO THE CHILDREN IN THE AREA AS WELL.</p> <p>IMPORTANT ISSUES, WE SAY 3 TIMES:</p> <p>WE NEED PARKING BAYS ! WE NEED PARKING BAYS! WE NEED PARKING BAYS!</p>

88	<p>We live in Raymond Crescent.</p> <p>We are OBJECTING to the proposal of removing the parking bay in Raymond Crescent.</p> <p>WE NEED PARKING BAYS IN THE AREA AS WE HAVE NO SPACE TO PARK OUR CARS. WITHOUT PARKING BAYS, IT WILL CAUSE SAFETY ISSUE TO THE CHILDREN IN THE AREA AS WELL.</p> <p>IMPORTANT ISSUES, WE SAY 3 TIMES:</p> <p>WE NEED PARKING BAYS ! WE NEED PARKING BAYS! WE NEED PARKING BAYS!</p> <p>-----</p> <p>We are also writing to let you know that we have NOT received any letter from the council informing us and consulting us about proposal which the council has NOT COMPLY WITH the regulations.</p> <p>WE ARE OBJECTING THE PROPOSAL of removing the parking bays.</p> <p>NO WAY!~</p>
89	<p>We live in Raymond Crescent.</p> <p>We are OBJECTING to the proposal of removing the parking bay in Raymond Crescent.</p> <p>WE NEED PARKING BAYS IN THE AREA AS WE HAVE NO SPACE TO PARK OUR CARS. WITHOUT PARKING BAYS, IT WILL CAUSE SAFETY ISSUE TO THE CHILDREN IN THE AREA AS WELL.</p> <p>Previous we had no awareness of your proposal and you have not sent any letter for the consultation.</p> <p>We REJECT the removal of bays in the quoted proposal~!!!</p> <p>NO WAY !</p>
91	<p>My family and I are extremely unhappy about your proposed parking bay removal from Raymond Crescent.</p> <p>There are not enough bays to cope with residents parking at this time, so to remove even one of them will only will only compound the problem. We can't understand the reasoning behind this idea, as it will only cause more difficulty for us!</p> <p>Please reconsider this proposal, as the current amount of parking bays in Raymond Crescent are already insufficient for our needs!</p>

92	<p>I am a resident of Raymond Crescent in Guildford and whilst I have no objection to the proposed removal of one parking bay outside No 62 I do object that given the close proximity of the University (who operate an alternate day on site parking restriction scheme) more of the Raymond Crescent bays have not been reclassified as Permit J holders only M-S 8.30am – 6.00pm</p> <p>All of our current bays (except two adjacent to No 64 oddly) allow students to freely park in Raymond Crescent whilst attending the University where they would have to pay to park to the detriment of the Raymond Crescent residents.</p>
96	<p>This email is my confirmation to reject the removal of bays in the quoted proposal.</p> <p>I live in Raymond Crescent, Guildford, GU2 7SU.</p>
106	<p>I would like to formally register my objections to the parking controls proposed for Raymond Crescent.</p>
112	<p>I note the proposal to remove a parking space in Raymond Crescent.</p> <p>As someone born and raised in Dennisville, with family still living there, I have enough trouble finding suitable parking when visiting, the removal of just one space would make things worse.</p> <p>Whilst I appreciate visitors may not be a prime consideration, I believe due consideration should also be given to the needs of visitors.</p>

ANNEXE 4: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER

Ref. No.	Representation Comments
<p>School Lane / Dawneys Road, Pirbright (introduce various double yellow lines and formalise existing school keep clear markings) (14 representations)</p>	
	<p>It came as a welcome surprise as I was unaware that the council were looking into this issue. As a resident on Dawney's Road, it fills me with great relief knowing that there are proposals being put forward to improve what is a huge issue for residents currently affected by the parking situation.</p> <p>I have looked at drawing GBC/APH/SchoolLanPropRevA and believe that this would be a welcome change and therefore strongly support this proposal. It is clear that these changes are intended to increase the flow of traffic and increase a greater element of safety to pedestrians during 'school run' periods, both of which are clearly high priority. I do however have my concerns, as raised by yourself in your letter, with regards to the potential for the parking issue to be displaced to nearby areas.</p> <p>Acknowledging that I will have some form of bias in this situation as a resident of Dawney's Road, but I can inevitably see an increase in parking along Dawney's Road, thus increasing the already present security risk and nuisance that we experience. As I am sure you are already aware, Dawney's Road consists entirely of Service Families Accommodation (SFA) and all residents are therefore serving members of the Armed Forces. The road is clearly marked with a 'No Motor Vehicles: Except for Access' sign, but this is routinely ignored and abused by visitors to the local school. The daily nuisance that this causes is huge and although I appreciate that the signs are present, it is not enforced and therefore ignored. Although less likely but nonetheless a real threat, many areas of SFA across the UK are routinely subject to suspect activity related to the current terrorist threat. Although I appreciate that the vast majority of vehicles accessing Dawney's Road (In breach of the Road Traffic Offenders Act) have no malicious intent, the sheer volume of traffic makes any form of identification of confirmed/potential suspect activity impossible. There have also been occasions where Security Patrols have been disrupted due to illegal parking along Dawney's Road as a result of parents/family picking up their child whilst on the school run.</p> <p>Considering the above, at the very minimum, I would like to suggest that the current rules with regards to the No Motor Vehicles sign on Dawney's Road are enforced in addition to the proposals made. I would urge this to occur at the same time that the changes are made as per your drawing in order to 'stamp out' any increase of illegal parking as a result of an increase in parking restrictions along School Lane. Should this be unsuccessful, then I would strongly suggest that greater controls are implemented to further formalise existing measures, such as the introduction of parking permits; either way, enforcement is vital in improving road conditions within this area.</p>
13	<p>I have already objected to these proposals to the local council and parish. Their view appeared to be that a lot of effort had been put into formulating these parking restrictions so they were expected to go ahead regardless of local opinion. Consequently, I do not have great expectations about the likelihood of my objections making any difference. I understand that you have to be seen to consult. However, I need to be able to say that I tried.</p> <p>I believe these proposed restrictions will not solve the problem of school-related parking and will actually make the situation worse. At</p>

	<p>the moment, there are only issues at school drop off and collection. In total, this is about one hour per weekday. We already have people parking in our driveways, on pavements, across the entrance to our road and blocking access. If the space to park is restricted even more people will park on our road, which is already privately owned by the Ministry of Defence and supposedly access only. There is already a sign at the end of the road, which is ignored. We will go from having a few cars occasionally disrupting us to lots of cars always in our way at school times. People will still need to park to drop off and collect from the school. They will not suddenly start to walk, cycle or take non-existent public transport. They just won't have as much space directly outside the school to do so. Consequently, you are just going to make the situation much worse for residents. Where do you think people will now park if they are pushed away from the immediate environs of the school? Logically, they will move, in greater numbers, into our relatively quiet cul-de-sac.</p> <p>The school-related parking situation is not so bad to justify the imposition of these new measures. Please don't spend limited taxpayers money to make life worse for parents and residents. Either build a suitably sized car park for the school or take the Police to patrol outside to discourage dangerous and inconsiderate parking. The status quo is maintainable. Please don't ruin our lovely street.</p> <p>Finally, have you consulted with the Ministry of Defence as they own and manage our road? All residents are Service Personnel.</p>
<p>Page 124 19</p>	<p>I would like to request for the length of School Lane between Pirbright Common and West Heath that at least one side of the road has restricted parking at all times using "No Waiting at Any Time – Double Yellow Lines".</p> <p>The road can take 3 car widths. So with one car parked, it's still possible for traffic to flow in both directions. Parking on both sides at any point creates a significant problem as it allows moving traffic to flow in just one direction which leads to frequent traffic jams with cars piling up in both directions.</p> <p>Parking for residents should be a priority outside their homes. "No Waiting at Any Time – Double Yellow Lines" opposite would again prevent traffic jams.</p> <p>I hope this is helpful. I appreciate your consideration. Your proposed restrictions should make a significant difference to traffic flow especially at school drop off and pick up times but throughout the day when vehicles park on both sides of the road.</p>
<p>25</p>	<p>We wish to express our concern on the proposed parking restrictions for School Lane. We reside at Cooks Green Cottages, School Lane.</p> <p>It seems to us there is a high risk that should the proposal go-ahead that we will be adversely affected. With no off street parking we are reliant on the layby opposite our property for parking. This is already impacted by the school in that parents park their cars now to pick up their children. Surely, if restrictions are in place this will simply exacerbate the situation? The risk is that parents are simply forced to find alternatives which will include outside our house.</p> <p>An option might be to introduce permits for use of residents in the layby.</p> <p>We would therefore like to formally object to this proposal.</p>

29	<p>Regards School lane, Pirbright, I support the proposals however I would ask that consideration is given to extending the car park at Avenue De Cagny to compensate for the loss of spaces that will result from the proposals.</p>
30	<p>I am wholly in favour of the proposed parking restrictions in School Lane.</p> <p>The current situation is not sustainable. The volume of school run traffic, coupled with the inconsiderate parking that takes place, is currently a genuine hazard to both pedestrians (with children) trying to get to the school and to other road users, particularly the emergency services should they need to drive along School Lane at school run time.</p> <p>I feel the proposed restrictions would limit the hazardous parking with vehicles making ill judged manoeuvres that are a danger to pedestrians, and thus create a better free flow of traffic along the Lane.</p>
33	<p>I am writing with regards to the proposed parking controls on School Lane, Pirbright. Whilst I am inclined to agree with the proposals, I do have some concerns. The main concern is the potential increase in congestion that may occur on residential roads. For example, Dawneys Road already becomes congested during the 'school run' hours and I predict that this would be exasperated, thus causing more issues than those solved. I also predict that W Heath nearby would be adversely affected by the proposed plans. However, I do see some unused ground near W Heath that could be gravelled for alternative parking, perhaps with a small annual charge for the procurement and maintenance of the area.</p> <p>Unless alternative parking areas are designated, I would not support the proposed plans in entirety; however, regardless of alternatives, junctions should be no waiting at any time.</p>
35	<p>We are the owners/residents of 'Burrow Hill Cottage', School Lane, GU24 0JW, and we do feel that the proposals would be restrictive to us, as our property would have double yellow lines painted on the road in front of our property including our drive entrance. It also seems that under your proposal, no other residential property will have double yellow lines in front of it except ours. Therefore it feels unfair for us to be the only property on School Lane to not have any direct parking outside our property.</p> <p>Whilst we do accept that there is a need for some sort of parking control on our road, the main problems (jams) only occur twice a day during the school runs, Monday through to Friday. At the weekends the road is fairly quiet and has an easy traffic flow, parking or no parking.</p> <p>There really is no need for parking restrictions at weekends. Also, the double yellow lines would also just displace the available parking further down School Lane towards the traffic lights.</p> <p>Under your proposal, we, any visitors, or delivery vehicles etc, would be unable to park outside our house at any time of the week, so as a preference we would suggest single yellow lines with controlled times i.e. 8 -10.am and 2.30-4.30 pm on Monday to Friday only (during the school runs).</p> <p>I note on your proposal that the double yellow lines would also cross the entrance to 'Sandpits', a County Council owned unmade track, and I do think that double yellow lines would also encourage people to park in the Sandpits area during school drop off/ pick up</p>

	<p>times, just as they use the tennis courts car park at present.</p> <p>May I ask who would police the proposed parking restrictions ?</p> <p>Finally, as you are aware this is a conservation area and I am not sure that any yellow lines painted down our roads really reflect well on the overall scene!</p>
43	<p>I live on Vapery Lane and don't walk my children to school as that end of School Lane is too dangerous. The cars enter the village doing way over 30 miles an hour and although they have raised the pavement there are still tyre marks on it occasionally. Also there have been numerous crashes with cars coming off the road at corner by West Heath and where the brook goes under the road the road is very narrow and cars are often hitting side mirrors etc.</p> <p>If you reduce parking on School lane are you going to provide alternative parking?</p>
61	<p>As a parent of Child attending Pirbright School, I would like to highlight the following points and ask that they be considered and noted in the meeting;</p> <ul style="list-style-type: none"> - as there are two schools on school lane, the safety of 100's of children should be considered above that of a number of residents. If parking is overlapping dropped curb drives and in doing so causing access issues for residents the consideration should be given to single yellow linked being marked ONLY along any dropped curb section. There are already standard parking restrictions by the schools. - Pirbright village primary has children from the age of 4, who simply cannot be dropped to make their own way into the school and their classrooms. Therefore, parking a reasonable distance from the school is a necessity. - there is no suitable parking a reasonable distance from the 2 schools. The car park at the parish green is always completely full (with over spill to the grass verges) at school drop off and pick up. - I would suggest that the parents parking on school lane are also an overspill consequence of a lack of adequate alternative parking. - We are confused as to the rationale of seeking a single yellow line along school lane and are concerned regarding the lack of alternatives for parents of young children and ultimately the safety of our local children. - any inconvenience to residents who have knowingly purchased properties on a road with 2 schools sites (school lane) can only be at weekday school drop off (8.15 to 9am) and pick up (2.50 to 3.30pm). Nothing has materially changed and the introduction of a single yellow line along the length of school lane is excessive and lacking in consideration of the wider community impact. <p>Please can you update me as to the outcome of the discussion. I believe many parents will wish to contribute their input, should this be pursued with the borough council.</p>

63

I have lived on School Lane for near 6 years in the house which is opposite the bollard / chicane.

I do agree that measures do need to be put in place to restrict the parking. Parking in School Lane has without doubt become an issue. However, every day outside my house I hear at least one car halting to an emergency stop or on a number of occasion, two cars have been involved in an accident outside my house due to having to stop suddenly when they see the chicane.

I realise that the chicane was put in to slow traffic down but due to the fact that young children twice a day walk or cycle past my house on School Lane towards their parked cars or towards Vapery Lane and West Heath, the chicane should have been placed further along the road to stop traffic speeding before reaching the area that lots of children congregate in.

The chicane has been placed in an area that has a high footfall of children and as the chicane is on a corner and not in clear sight of speeding traffic coming off the ranges, it creates the potential for a car accident in a place with a high volume of children.

I have on a number of occasion suggested speed bumps before reaching the chicane and I can categorically state that the cars do not observe the speed limit prior to reaching the chicane. The road without further safety measures is frankly dangerous and sadly before time I can envisage an awful accident occurring.

The only suggestion to date to have been made to me for solving the problem, is community speed checks, but realistically I don't hold out for this having much effect. School Lane is now one of the main route from Farnbrough through to Woking/Guildford and as a result, I firmly believe that more permanent measures need to be put in place.

So with parked cars along the road it at least slows the traffic down. Thus with regret, as parking is an issue, I would prefer the parking issue rather than an unfortunate accident happening to an innocent bystander, which is likely to be a child.

I have copied in the Parish Clerk, Lindsay Graham, as I do think this needs to be placed on the Parish Council agenda for future consideration. I would be grateful if you could forward this email onto the relevant persons in charge of speeding and traffic control within the council. Thank you.

Finally the parking issue needs to go hand in hand with the traffic and speeding issue.

71

We live in School lane and appreciate your trying to do something about the congestion. Really, the school needs its own car parking and there are plenty of nearby if funds allow you to build one.

My comments are:

- Unless you have a traffic warden about noone will take any notice of double yellow lines and a lot of taxis collect from the Knowle School lurk with engines running – so could scoot off if a warden appears.
- People park in front of our house and it worries us that they will now block our drive as there will be a lot less parking.
- They will also clog up Dawneys Road which has young children living there.
- The area opposite Cooks Green Cottages should be kept for the occupants of Cooks Green Cottages – could there be Residents parking only there and in front of our house?
- The traffic lights at the junction of School Lane only allow 4/5 cars out on one green light phase which does not help the bottle-

	<p>neck</p> <ul style="list-style-type: none"> • People park all over the zigzag lines by the zebra crossing • People park wherever it suits them as they are selfish. • Please could we have some bollards? • The footpath running alongside our garden carries much foot traffic, mothers and buggies – is there a way of preventing car from blocking the entrance? • To sum up, if you do all these measures, please could you provide a traffic warden and lollipop lady? <p>Good luck!</p>
103 MOD Land Management Services	<p>KM/16/0005 - School Lane and Dawneys Road, Pirbright</p> <p>We have no objections to the proposal set out in the letter under the above reference.</p>
Page 120 120	<p>I am writing in relation to the parking proposals on School Lane in Pirbright (reference KM/16/005). I am a resident of the village, a parent at the school as well as a teacher at the school so have insight and a vested interest.</p> <p>In the most part, I am in agreement with the proposal and in fact attended the meeting at the Parish Council to voice my experiences, knowledge and opinion. However, there is one control which I am against and feel it is unnecessary and that is the 'no waiting at any time double yellow lines' on the other side of the road facing Knowl Hill school. This side of the road has a wide pavement/grassy verge and cars who park on this pavement can't block the pavement as the verge is so wide and do not affect the traffic flow especially . With 2 schools and a nursery on this road, the controls need to be realistic and this control serves no purpose as there is plenty of room and it is not a safety issue.</p>

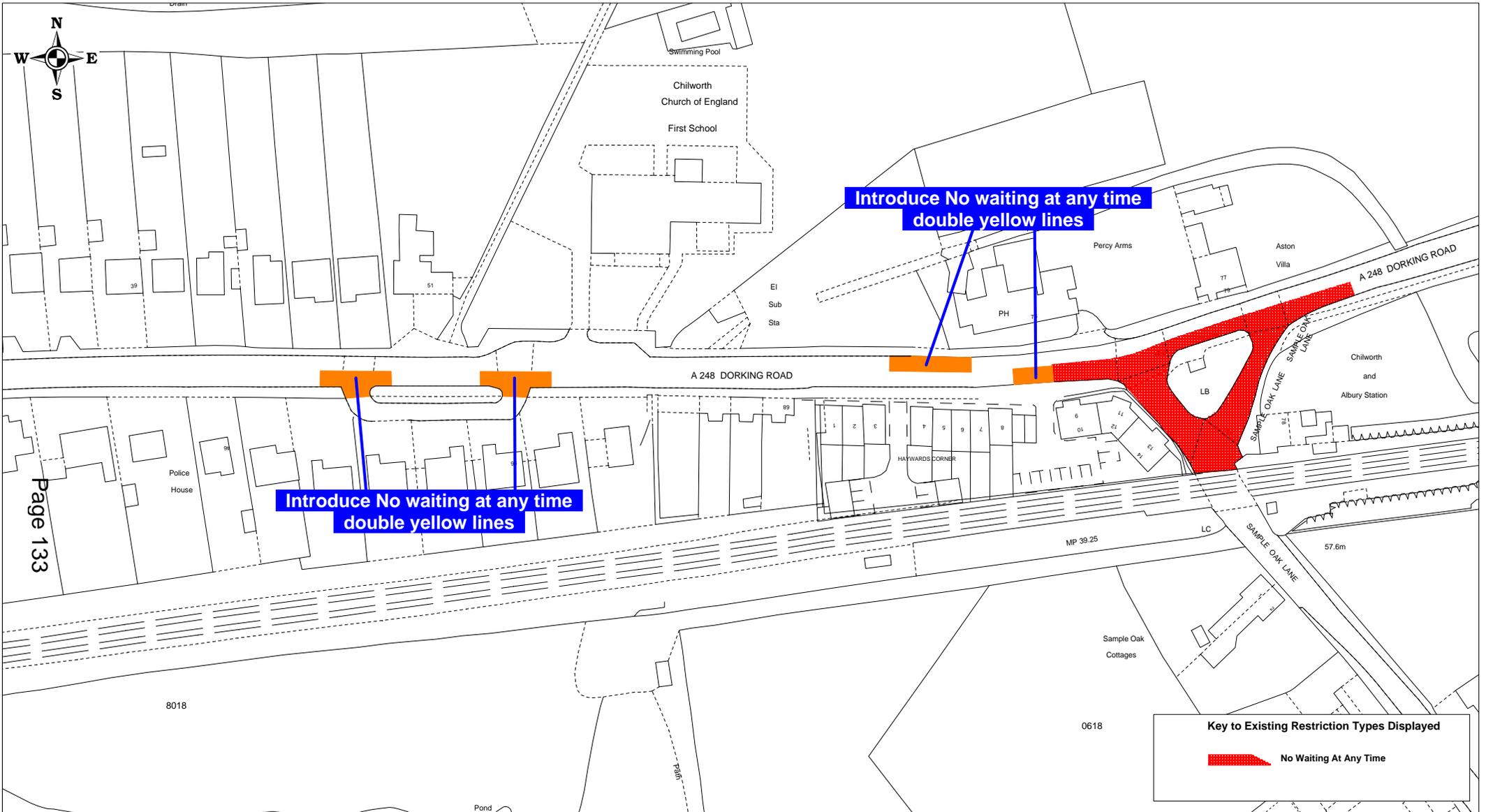
ANNEXE 4: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER

Ref. No.	Representation Comments
	Ward Street, Guildford (convert short sections of parking bays to double yellow line adjacent to the access to the Friends Meeting House) (0 representations)

ANNEXE 4: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER

Ref. No.	Representation Comments
	Woking Road, Guildford (introduced double yellow lines adjacent to Bus Stop) (0 representations)

This page is intentionally left blank



Page 133

Key to Existing Restriction Types Displayed

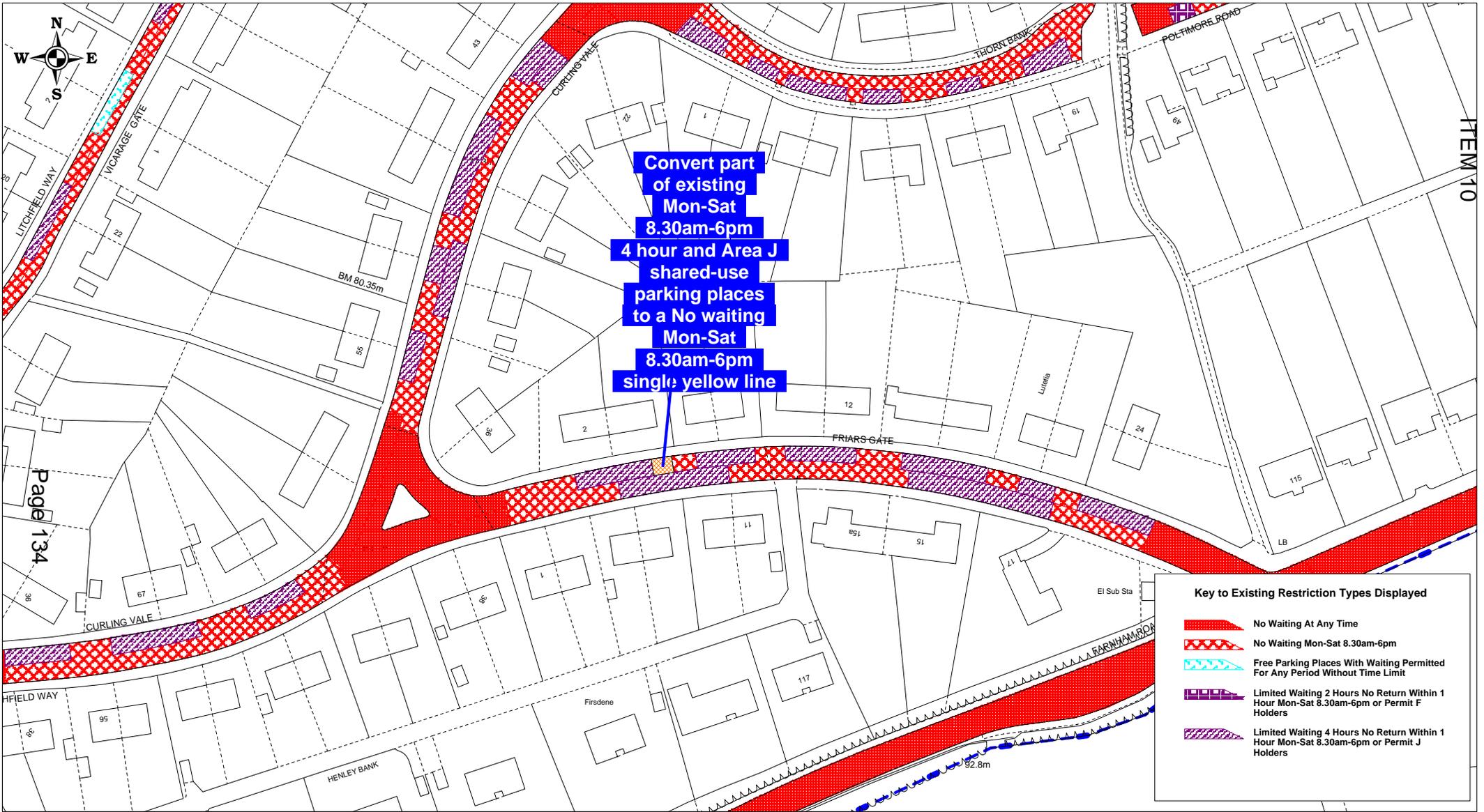
 No Waiting At Any Time



Reproduced from Ordnance Survey Material.
 HMSO Crown Copyright. All rights reserved.
 Guildford Borough Council
 Licence No. 100019625, 2015

Proposed controls -
 Dorking Road, Chilworth

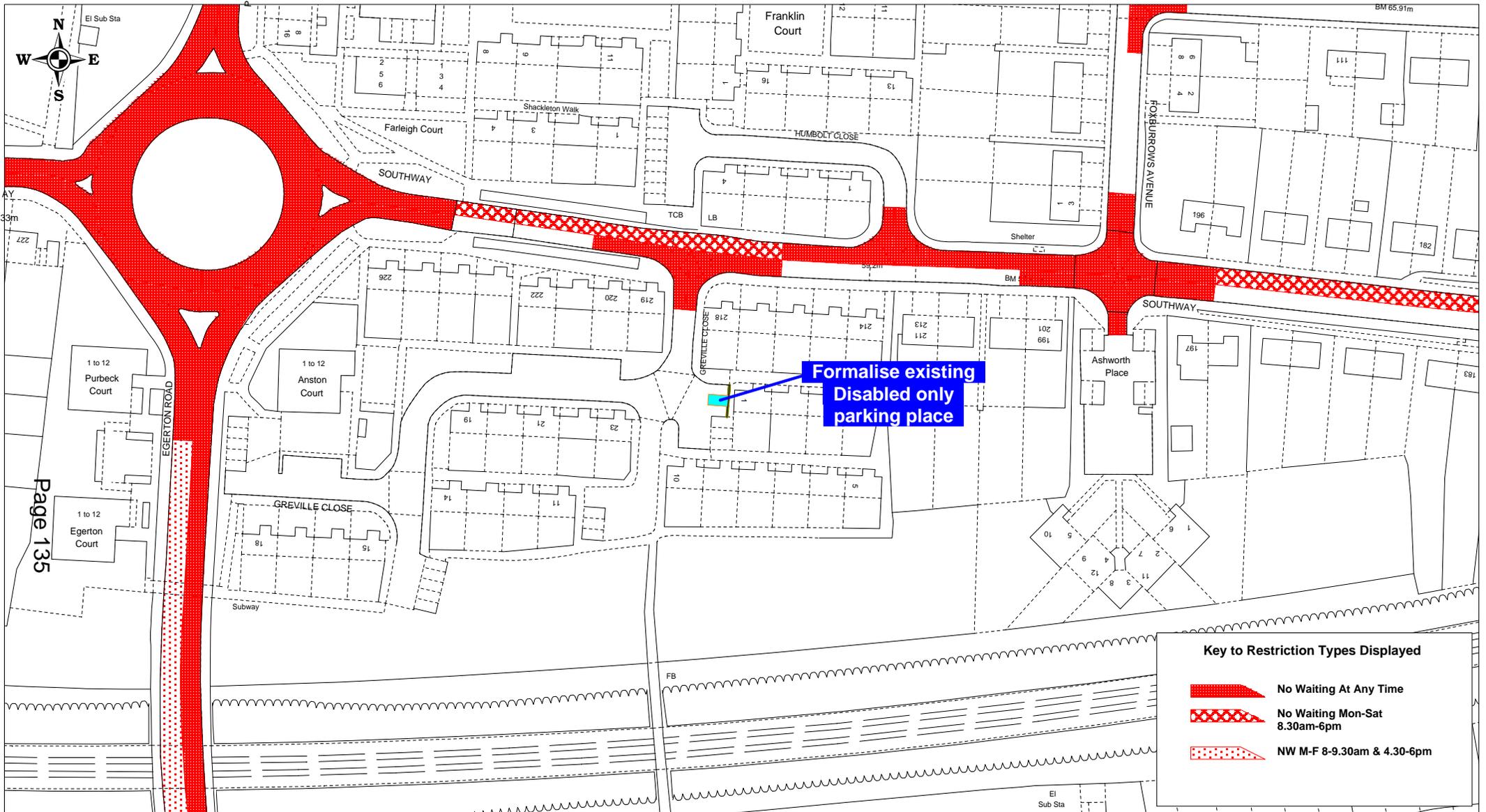
SCALE	1 : 1250 at A4	ITEM 10
DATE	20/11/2015	
DRAWING No.	GBC/APH/DorkingRdPropRevA	
DRAWN BY	ANDREW HARKIN	



Reproduced from Ordnance Survey Material.
 HMSO Crown Copyright. All rights reserved.
 Guildford Borough Council
 Licence No. 100019625, 2016

Proposed controls - Friars Gate, Guildford

SCALE	1 : 1250 at A4
DATE	18/02/2016
DRAWING No.	GBC/APH/FriarsGateProp
DRAWN BY	ANDREW HARKIN



Page 135

Key to Restriction Types Displayed

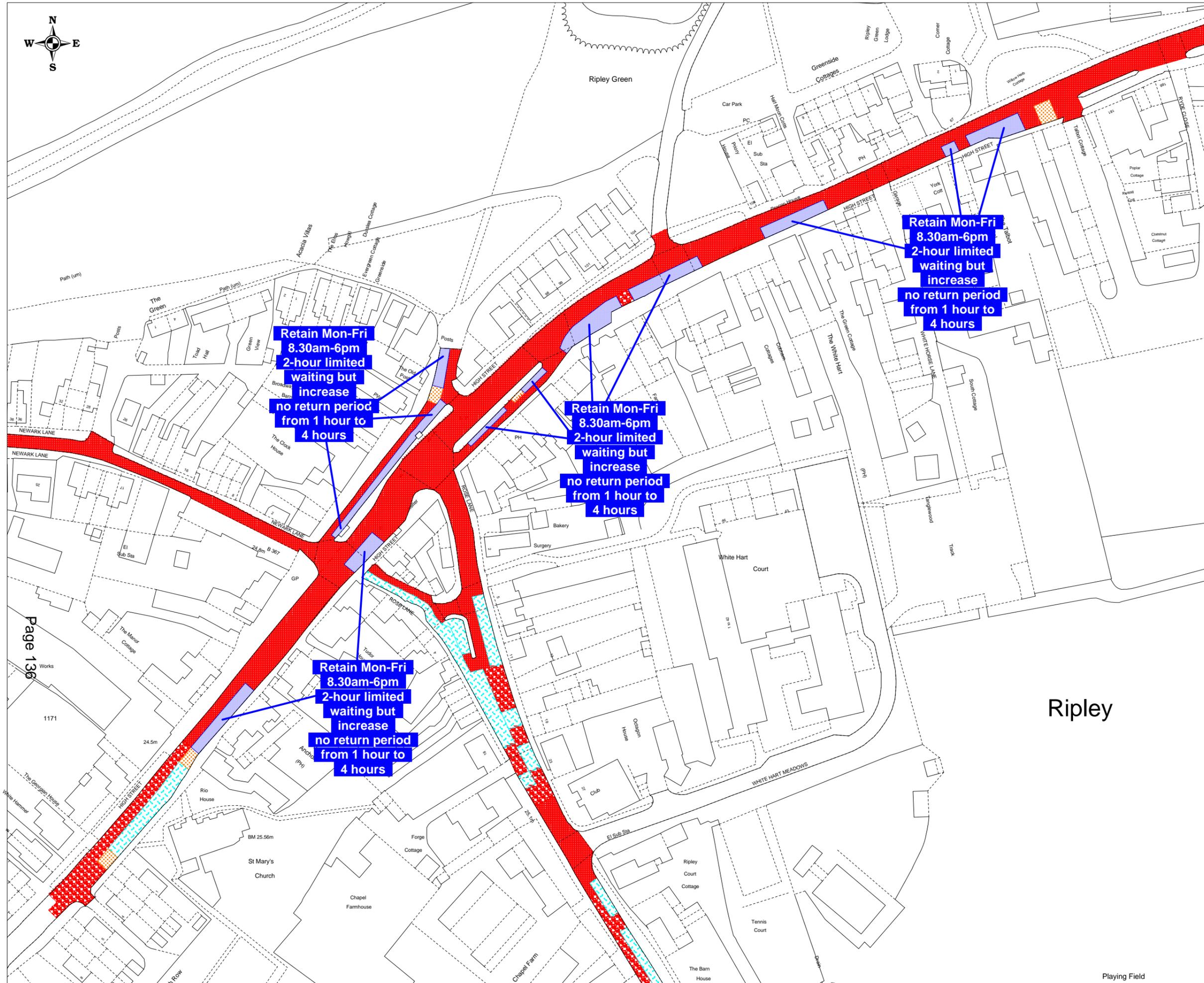
-  No Waiting At Any Time
-  No Waiting Mon-Sat 8.30am-6pm
-  NW M-F 8-9.30am & 4.30-6pm



Reproduced from Ordnance Survey Material.
HMSO Crown Copyright. All rights reserved.
Guildford Borough Council
Licence No. 100019625, 2016

Proposed controls -
Greville Close, Guildford

SCALE	1 : 1250 at A4	ITEM 10
DATE	18/02/2016	
DRAWING No.	GBC/APH/GrevilleCIProp	
DRAWN BY	ANDREW HARKIN	



Key to Existing Restriction Types Displayed

- No Waiting At Any Time
- No Waiting Mon-Fri 8.30am-6pm
- Free Parking Places With Waiting Permitted For Any Period Without Time Limit
- Limited Waiting 2 Hours No Return 1 Hour Mon-Fri 8.30am-6pm
- Disabled Badge Holders Only

**Retain Mon-Fri
8.30am-6pm
2-hour limited
waiting but
increase
no return period
from 1 hour to
4 hours**

**Retain Mon-Fri
8.30am-6pm
2-hour limited
waiting but
increase
no return period
from 1 hour to
4 hours**

**Retain Mon-Fri
8.30am-6pm
2-hour limited
waiting but
increase
no return period
from 1 hour to
4 hours**

**Retain Mon-Fri
8.30am-6pm
2-hour limited
waiting but
increase
no return period
from 1 hour to
4 hours**

Reproduced from Ordnance Survey Material.
HMSO Crown Copyright. All rights reserved.
Guildford Borough Council
Licence No: 100019625, 2016



SURREY
COUNTY COUNCIL



GUILDFORD
BOROUGH

Ripley

DRAWING TITLE

**Proposed controls -
High Street, Ripley**

SCALE 1 : 1250 at A3

DATE 18/02/2016

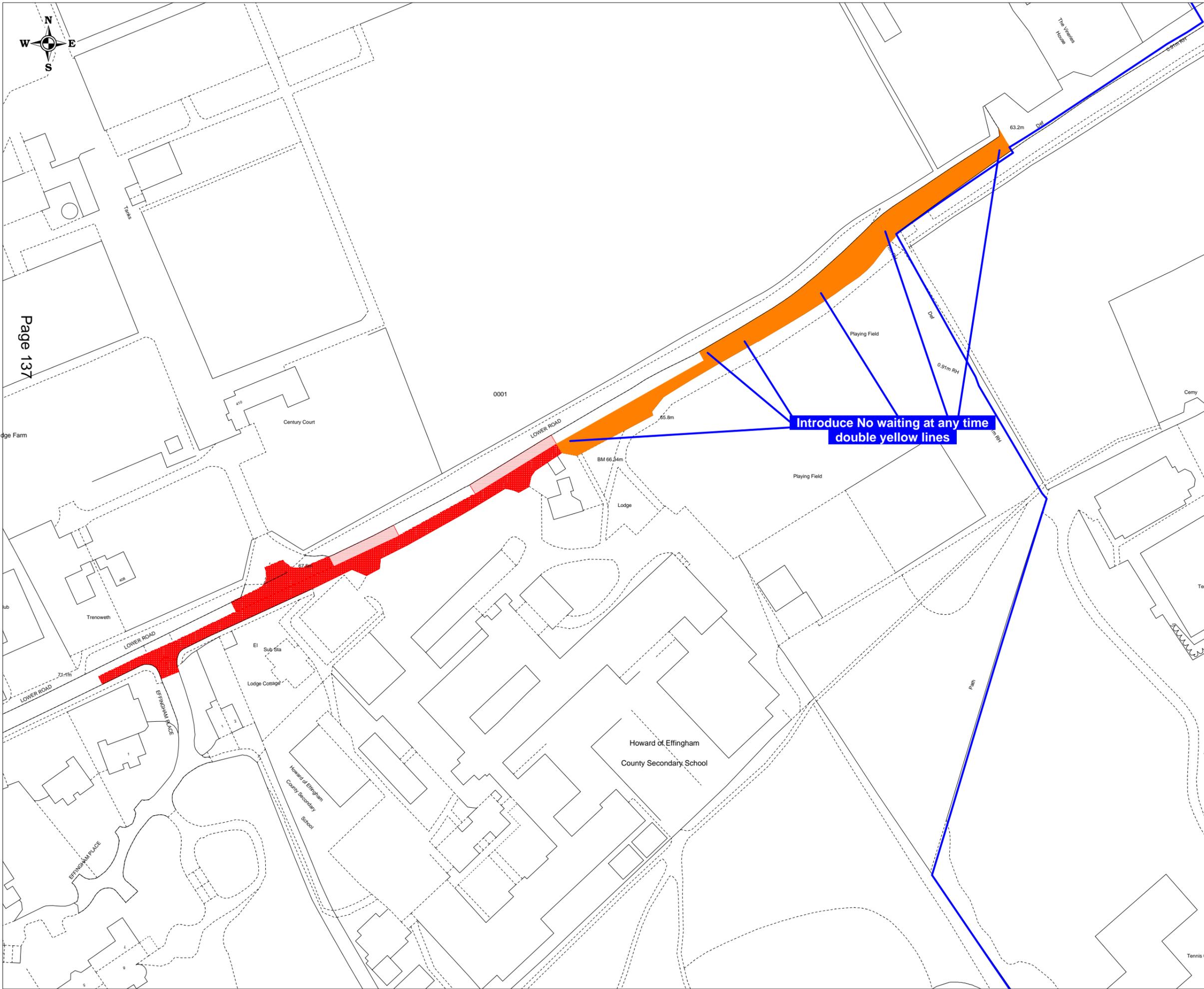
DRAWING No. GBC/APH/RipleyHighStProp

DRAWN BY ANDREW HARKIN



Key to Existing Restriction Types Displayed

-  No Waiting At Any Time
-  No Waiting Monday-Friday 8am-6pm



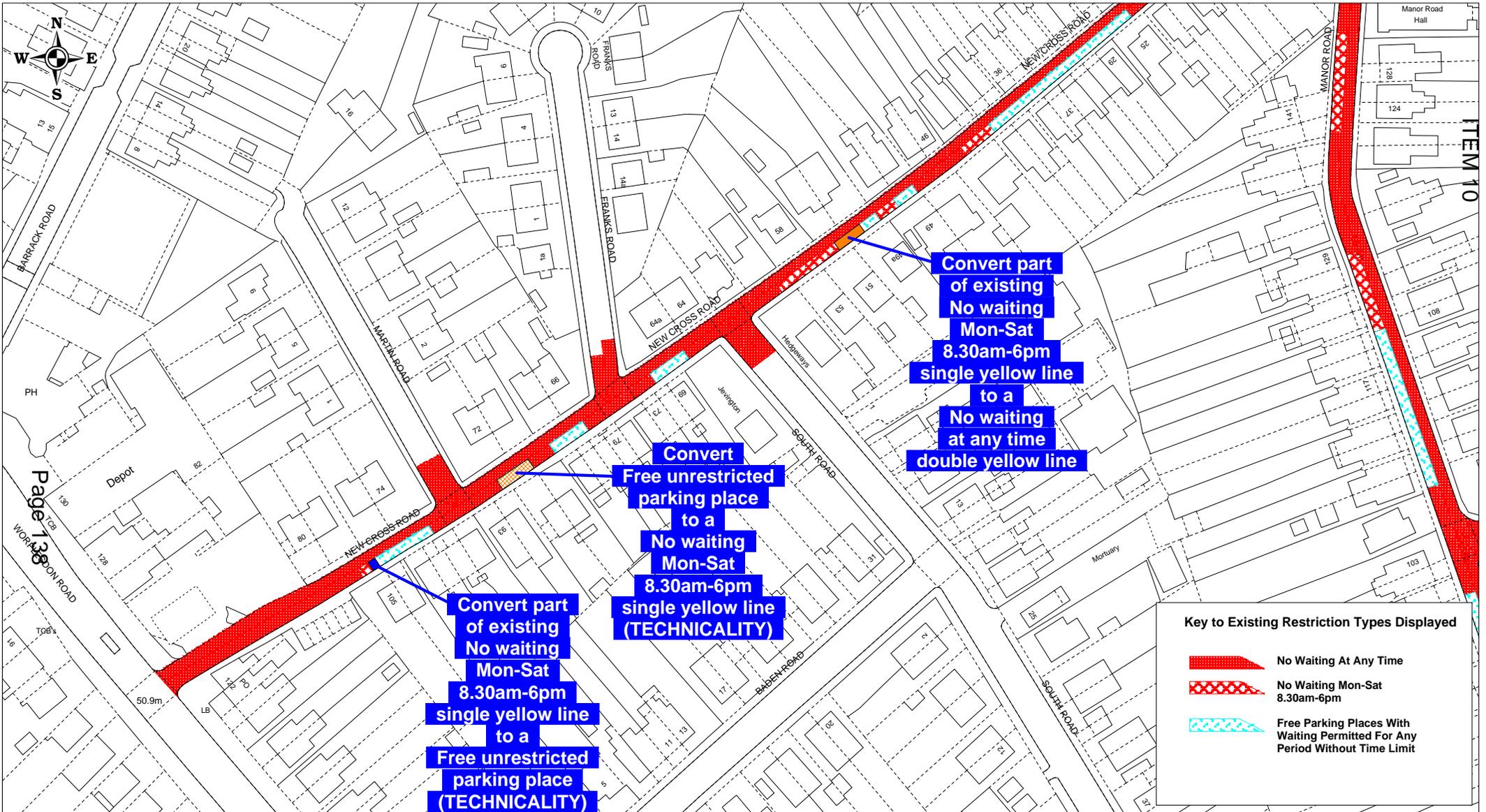
Introduce No waiting at any time double yellow lines

Reproduced from Ordnance Survey Material. HMSO Crown Copyright. All rights reserved. Guildford Borough Council Licence No: 100019625, 2015



DRAWING TITLE
Proposed controls - Lower Road, Effingham

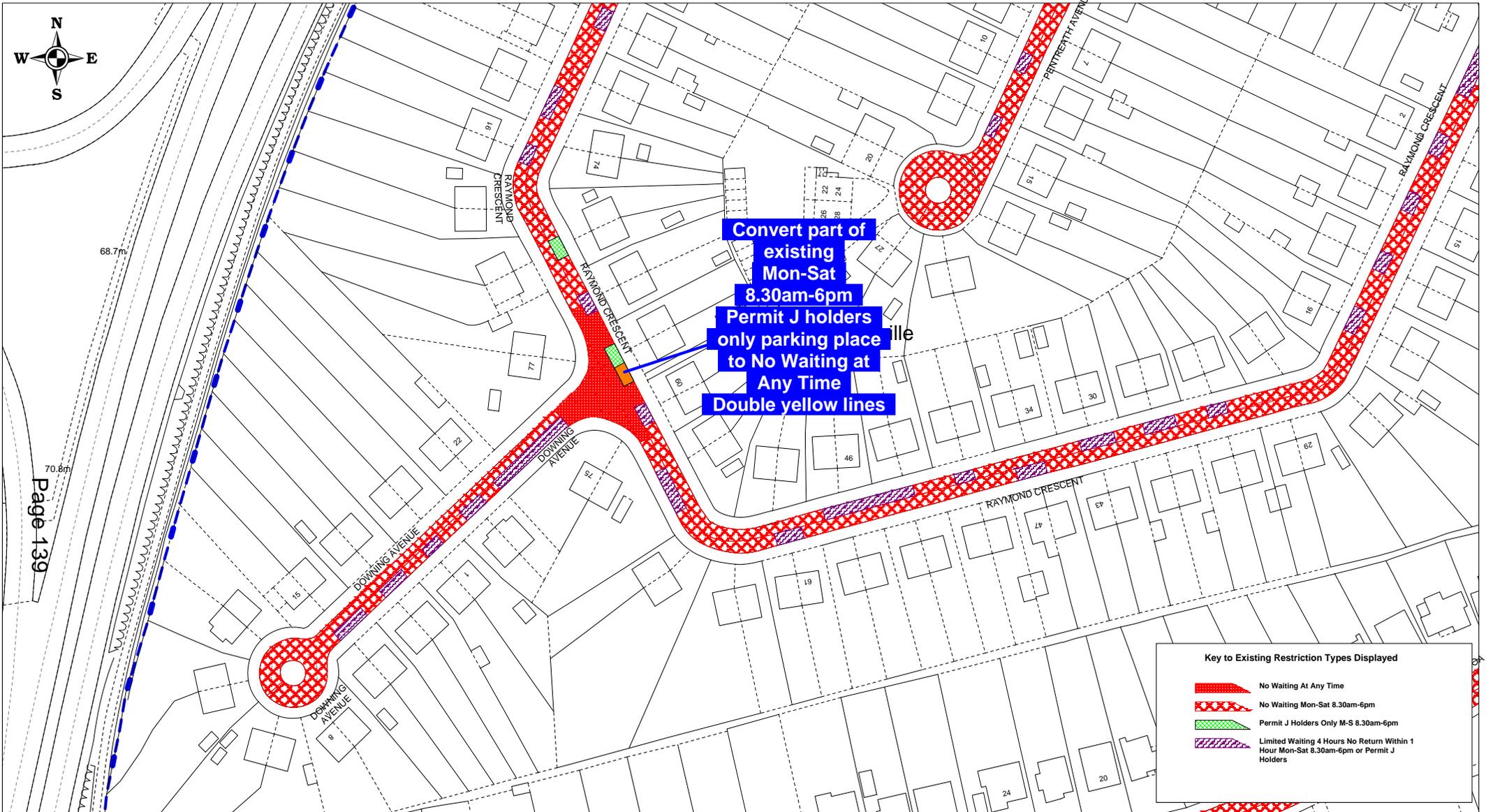
SCALE	1 : 1250 at A3
DATE	19/05/2015
DRAWING No.	GBC/APH/LowerRdProp
DRAWN BY	ANDREW HARKIN



Reproduced from Ordnance Survey Material.
 HMSO Crown Copyright. All rights reserved.
 Guildford Borough Council
 Licence No. 100019625, 2016

Proposed controls -
 New Cross Road, Guildford

SCALE	1 : 1250 at A4
DATE	18/02/2016
DRAWING No.	GBC/APH/NewCrossRdProp
DRAWN BY	ANDREW HARKIN



Convert part of
existing
Mon-Sat
8.30am-6pm
Permit J holders
only parking place
to No Waiting at
Any Time
Double yellow lines

Key to Existing Restriction Types Displayed

-  No Waiting At Any Time
-  No Waiting Mon-Sat 8.30am-6pm
-  Permit J Holders Only M-S 8.30am-6pm
-  Limited Waiting 4 Hours No Return Within 1 Hour Mon-Sat 8.30am-6pm or Permit J Holders

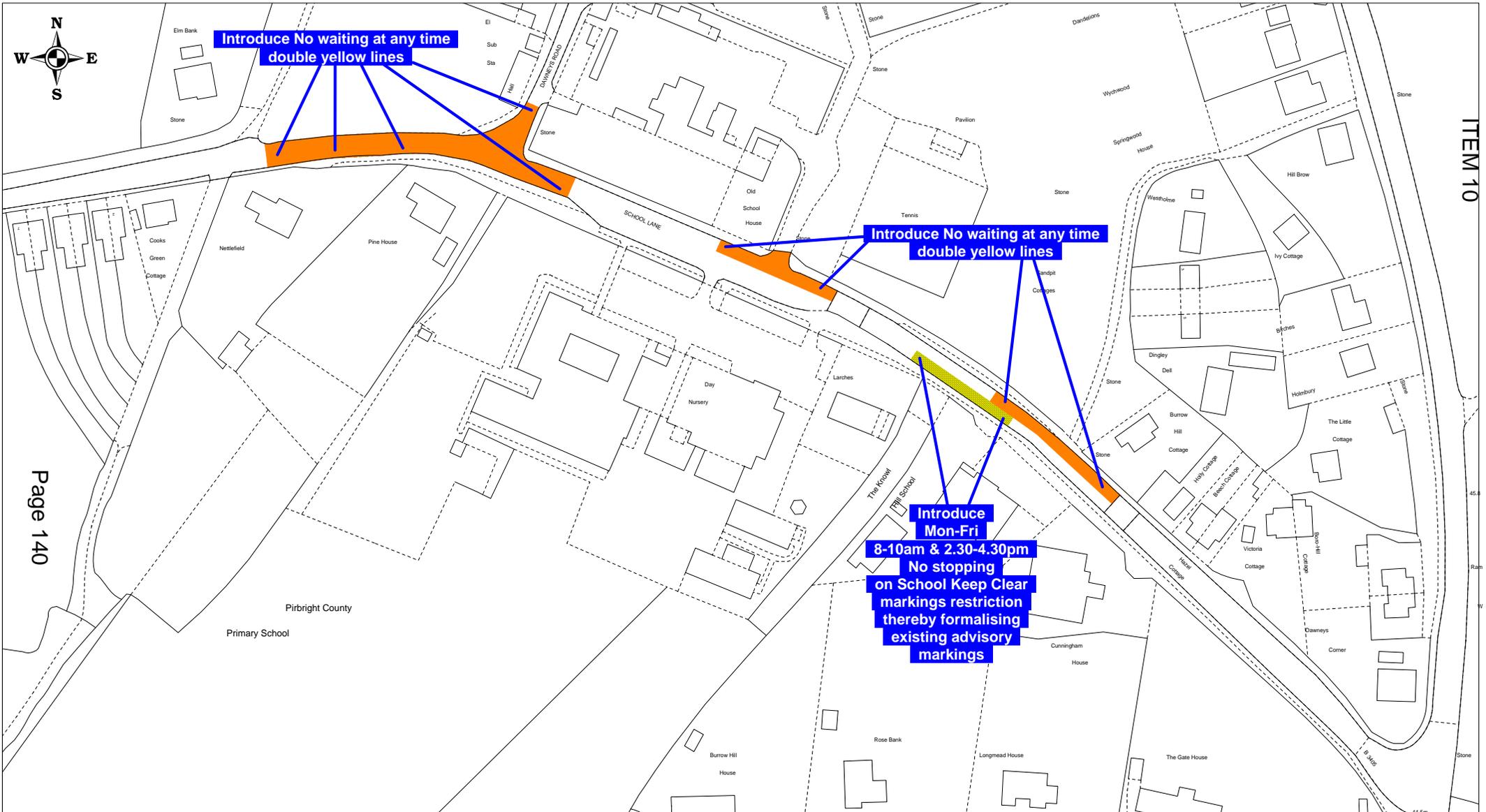


Reproduced from Ordnance Survey Material.
HMSO Crown Copyright. All rights reserved.
Guildford Borough Council
Licence No. 100019625, 2015

Proposed controls -
Raymond Crescent, Guildford

SCALE	1 : 1250 at A4
DATE	01/09/2015
DRAWING No.	GBC/APH/RaymondCrProp
DRAWN BY	ANDREW HARKIN

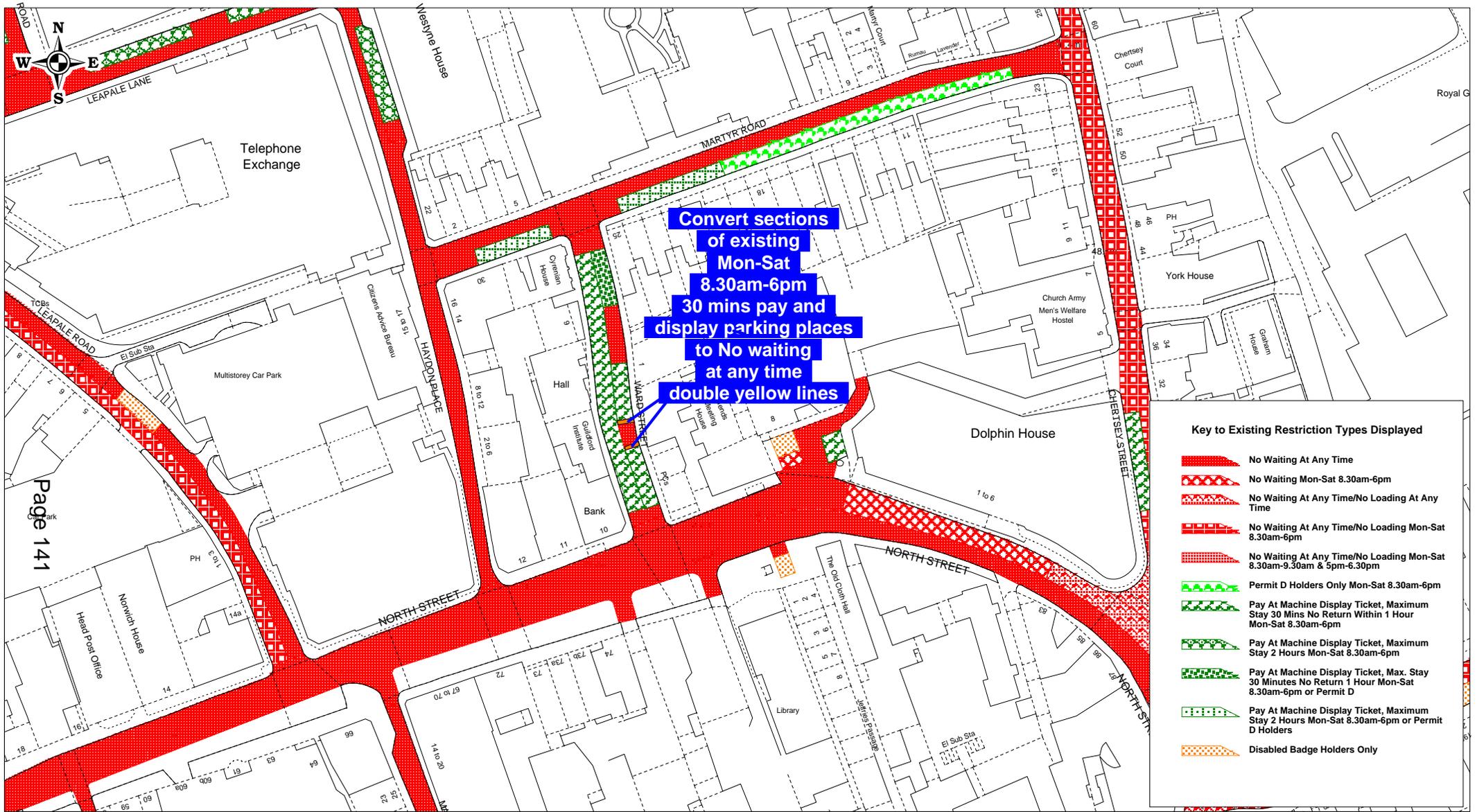
ITEM 10



Reproduced from Ordnance Survey Material.
HMSO Crown Copyright. All rights reserved.
Guildford Borough Council
Licence No. 100019625, 2015

Proposed controls -
School Lane, Pirbright

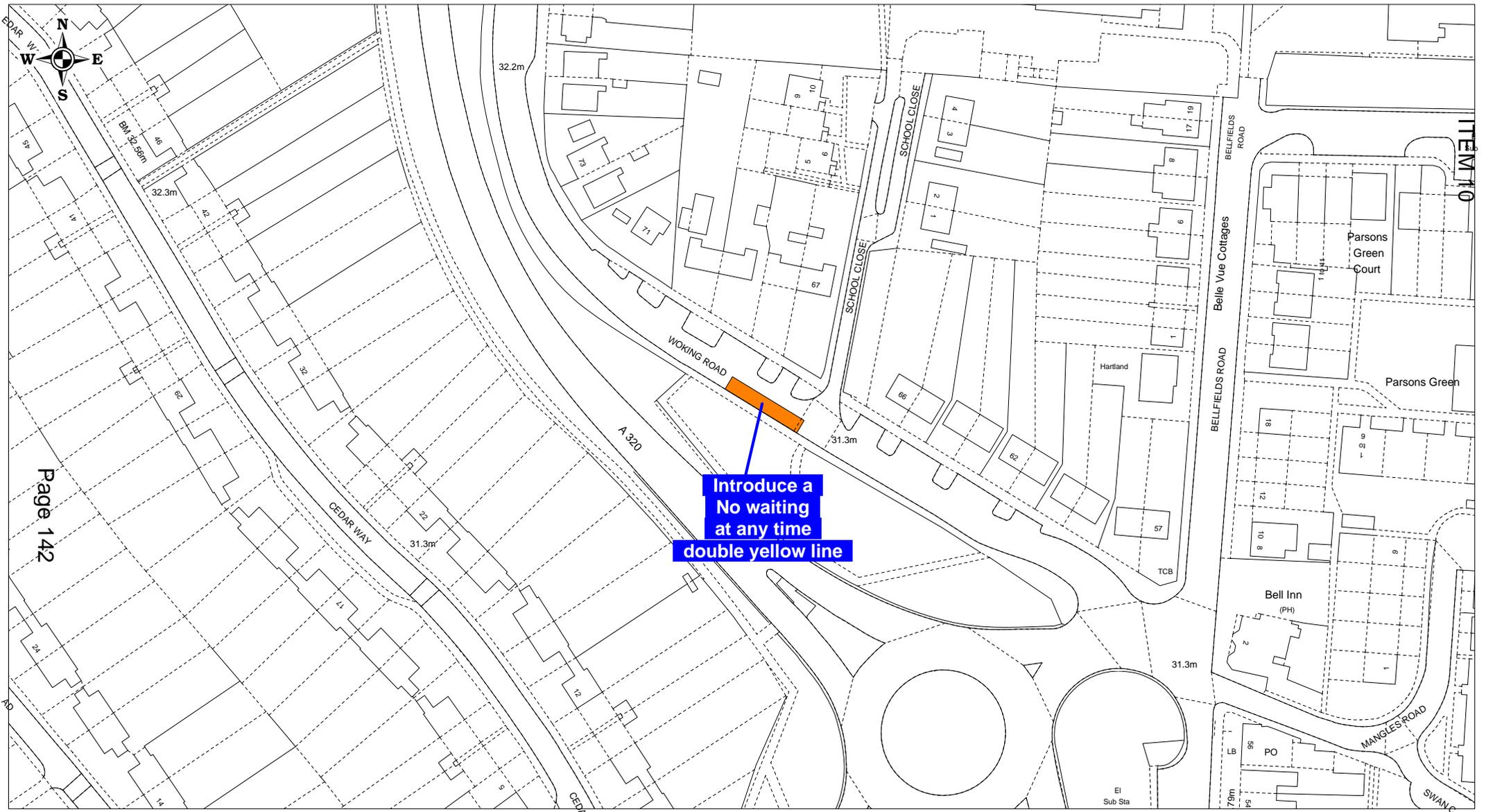
SCALE	1 : 1500 at A4
DATE	01/06/2015
DRAWING No.	GBC/APH/SchoolLanePropRevA
DRAWN BY	ANDREW HARKIN



Reproduced from Ordnance Survey Material.
 HMSO Crown Copyright. All rights reserved.
 Guildford Borough Council
 Licence No. 100019625, 2016

**Proposed controls -
 Ward Street, Guildford**

SCALE	1 : 1250 at A4	ITEM 10
DATE	18/02/2016	
DRAWING No.	GBC/APH/WardStProp	
DRAWN BY	ANDREW HARKIN	



Reproduced from Ordnance Survey Material.
 HMSO Crown Copyright. All rights reserved.
 Guildford Borough Council
 Licence No. 100019625, 2016

Proposed controls -
 Woking Road, Guildford

SCALE	1 : 1250 at A4
DATE	18/02/2016
DRAWING No.	GBC/APH/WokingRoadProp
DRAWN BY	ANDREW HARKIN

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (GUILDFORD).

DATE: WEDNESDAY 22 JUNE 2016



LEAD OFFICER: KEVIN MCKEE, PARKING SERVICES MANAGER, GUILDFORD BOROUGH COUNCIL

SUBJECT: PARKING STRATEGY for GUILDFORD

DIVISION(S): ALL

SUMMARY OF ISSUE:

This report presents a draft parking strategy which is written to support other strategies and plans and to assist in the development of Guildford town centre. The strategy restates the need to promote access by means other than the car, sets out ways of developing and encouraging greater use of park and ride and proposes to rearrange the car parks in the town centre to reduce traffic in the centre and encourage a “drive to, not through” policy. The Committee is asked to consider the contents strategy and agree the principles

RECOMMENDATIONS:

The Local Committee (Guildford) is asked to agree:

- (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 FOR RECOMMENDATIONS:

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.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Parking provision and control can have a significant effect on car journeys and congestion. Careful consideration needs to be given to the right balance between providing access for residents and businesses and the effects this can cause.
- 1.2 In the Borough of Guildford responsibility for parking is split between Surrey County Council as the Highways Authority and Guildford Borough Council which provides most of the public car parks in Guildford town centre. There needs to be agreement at a strategic level on how parking is managed.

ITEM 11

- 1.3 In Guildford the ability to control and co-ordinate parking is assisted by the well-developed joint working arrangements which already exist between Surrey County Council (SCC) and Guildford Borough Council (GBC). GBC manages on-street parking on behalf of SCC through an agency agreement. GBC also conducts reviews of on-street parking restrictions, working with SCC. A joint Parking Business Plan has been considered by this Committee and GBC's Executive for the last two years.
- 1.4 Guildford Borough Council also currently provides the majority of public parking provision in the town and this also enables policy for off-street parking to be set across the town. In other towns and cities where there is greater private ownership of parking it is far harder to achieve a co-ordinated strategy as each operators will have their own considerations.
- 1.5 The draft Parking Strategy is an important document to provide a high level strategic framework for how the service can be delivered in the coming years.

2. ANALYSIS:

- 2.1. The draft Parking Strategy, attached as Annexe 1, looks at the plans to develop Guildford town centre and sets out how parking can be provided to meet the potentially conflicting demands for greater access and less congestion.
- 2.2 In particular, the Town Centre Masterplan looks at the development of the town as a whole and provides the unique opportunity to reassess parking provision on a town-wide basis.
- 2.3 As the town develops there will be greater demands for access. It is key that non-car modes of access are encouraged and grow to meet this increasing demand. We also need to develop park and ride by increasing use of existing sites and planning for new sites to intercept as many car-bound journeys as possible before they reach the town centre.
- 2.4 One of the key issues with park and ride is finding the revenue to fund the running costs and this needs to be carefully considered when planning new sites. The existing sites are funded from the surplus made from on-street parking, which is achieved mainly through the charges for on-street pay and display.
- 2.5 The strategy sets out recommendations for running existing sites and developing new sites. It also describes ways of ensuring the sites are as effective as possible.
- 2.6 Off-street car parks are provided to reduce congestion and in order to do this effectively they need to be in the right place. The Town Centre Masterplan presents aspirations for developing nearly all of the surface car parks in the town centre and providing interceptor car parks on or near the main routes into the town. These need to be close enough for the town to be accessible on foot but in the right position to absorb traffic before it reaches more congested parts of the town centre.
- 2.7 The draft Parking Strategy presents analysis of where the current demand for off-street parking originates and compares this to the current and supply.

It also considers where demand is likely to grow in the future. It uses this information to highlight the best locations to develop interceptor car parks.

- 2.8 The analysis also shows that a considerable amount of traffic using the car parks goes round the gyratory to get to the driver's preferred car park. Shoppers and other visitors make up the majority of car park users and so this occurs mainly off peak times. The analysis highlights that by encouraging drivers to use the first convenient car park on their route into the town traffic in the centre and particularly around the gyratory can be reduced. This approach can be described as "drive to, not through".
- 2.9 The draft Parking Strategy sets out ways of encouraging a "drive to, not through approach". It should be noted that there will always be cases where drivers do drive to the most convenient car park, but the aim is to reduce this and the analysis shows that reductions will have significant benefits to traffic flow and congestion.
- 2.10 The draft Parking Strategy also looks at on-street parking and changes needed to protect and control residents parking. It considers encouraging greater use of car clubs and electric cars and the need for provision to be made for disabled drivers.

3. OPTIONS:

- 3.1 There are many options and the Committee's views are welcomed on the approach taken in the strategy.
- 3.2 The draft Parking Strategy needs people to change their habits regarding how they travel and where they park, and sets out ways to encouraging this. The draft strategy is written on the basis that we should make more attractive the options we want people to make more attractive. An alternative approach would be to make unattractive those options people currently choose to try to force change. This could have the negative effect of encouraging people to go elsewhere.

4. CONSULTATIONS:

- 4.1 Officers from the Guildford Borough Council and Surrey County Council have been consulted. The draft Parking Strategy has also been considered by the Local Committee's Transportation Task Group.
- 4.2 The draft Parking Strategy looks at how to deliver the ideas and concepts in the Town Centre Master Plan which has been subject to widespread consultation.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 There will be considerable financial implications when the items in the strategy are implemented and these need to be considered on a case-by-case basis as schemes come forward.

- 5.2 There are no direct financial implications from agreeing the principles in the strategy. The issues that have a financial bearing will be subject to separate reports before being implemented.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 The draft Parking Strategy stresses the need for provision for disabled drivers and makes no changes to the support given for carers and medical staff.

7. LOCALISM:

- 7.1 Changes to parking orders require consultation or notification to local users and the community can respond to proposals.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	The strategy sets out to provide access to the town in a way which reduces congestion and should improve air quality.
Corporate Parenting/Looked After Children	No implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No implications arising from this report.
Public Health	No significant implications arising from this report

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 The objectives set out in the draft Parking Strategy are intended to reduce congestion in the centre of Guildford and support the Town Centre Master Plan’s vision of a centre that is less dominated by cars.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The draft Parking Strategy sets out principles but also tries to provide details of how these principles can be put into practice. The problem with any long-term strategy which provides specific details is that circumstances can change and this can lead to the need to review the actions necessary.
- 9.2 The draft Parking Strategy will also be considered by Guildford Borough Council’s Executive.

- 9.3 For these reasons, the Committee is asked to agree the principles outlined in the strategy, but allow for amendments in detail to be agreed by officers in consultation with the Chairman and the Vice Chairman.
- 9.4 It is recommended the Committee agree
- (i) the principles set out in bold in the draft Parking Strategy and
 - (ii) delegate any changes to details within the Parking Strategy to the Parking Services Manager in consultation with the Chairman and Vice Chairman of the Committee

10. WHAT HAPPENS NEXT:

- 10.1 Guildford Borough Council's Executive will consider the draft Parking Strategy in September 2016.
- 10.2 If both the Guildford Local Committee and GBC's Executive agree the draft Parking Strategy a wider consultation will be held.

Contact Officer:

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

Consulted:

Guildford Local Committee – Transportation Task Group
 SCC – Travel and Transport
 SCC – Transport Planning
 SCC – Transport Policy
 SCC – Parking and Implementation
 SCC – Highways
 GBC – Planning
 GBC – Transport Planning
 GBC – Major Projects

Annexes:

Annex 1 – Draft Parking Strategy

Sources/background papers:

This page is intentionally left blank

**A SUSTAINABLE PARKING STRATEGY
FOR GUILDFORD
2016**

A sustainable parking strategy for Guildford

Contents

1. Introduction
2. Why have a parking strategy?
3. What the strategy covers
4. Context
5. Future Developments and demand
6. High Level Aims
7. Current Attitudes to Parking
8. Intercepting Traffic
9. Park and Ride
 - Current Provision
 - The appeal of park and ride
 - Impact on the road network
 - Pricing
 - Capacity
 - Cost of Park and Ride
10. Public Off-Street Parking
 - Current Provision
 - Purpose
 - Location
 - Encouraging Change
 - Quality Provision
 - Developing the Service
 - Pricing
11. Balancing Demand with Supply
 - Introduction
 - Central Car Parks
 - Vehicles travelling from the North East
 - Vehicles Travelling from the North and North West
 - Vehicles Travelling from the South
 - Vehicles Travelling from the West
12. Private Car Parks
13. On –street public parking
 - Purpose
 - Current Provision
 - Changes to the provision
 - Disabled parking
14. Residents Parking
 - Purpose
 - Location
 - Current Provision
 - Changes over time
 - Car Clubs
 - Creating more space
15. Electric and Ultra Low Cars
16. Outside the town centre
17. Enforcement

1. Introduction

Guildford Borough is a picturesque part of Surrey. Guildford is the county town and is the largest settlement in the borough. It is close to the A3 and has good train links to London and the rest of the rail network. The historic market town is a thriving and popular destination but suffers from traffic congestion particularly during the morning and evening peaks. The Town Centre Masterplan sets out plans for the town and the area around to expand and to attract more businesses and housing. The visitors' strategy has the aim of increasing visitor spend by 50% by 2020.

2. Why have a parking strategy?

Research by the RAC Foundation suggests that the average car is parked at home for 80% of the time, parked elsewhere for about 16.5% of the time and only used 3.5% of the time. Whenever a car moves it has to go from one parking space to another, so providing and controlling parking spaces has a strong influence on traffic movements into the town and borough.

There are number of strands to parking management but in essence it is a balance between three key factors:

Regeneration – using parking measures to support town centre regeneration (e.g. providing more and/or cheaper parking to attract shoppers and businesses)

Restraint – using parking controls as a means of restraining/managing traffic (e.g. to reduce congestion), improving environmental quality (e.g. air pollution) and/or to encourage the use of sustainable transport modes (e.g. cycling and buses).

Revenue – securing sufficient revenue to cover costs of providing car parking and using any surplus revenue to fund other important services. It must be noted that council's provide car parks under the Road Traffic Regulation Act 1984 and it has been ruled that the powers should be used to manage traffic and not raise revenue. On-street parking and parking enforcement cannot be used to raise revenue either and the use of any surplus from these areas is controlled and can only be used to support highway projects. In Guildford Borough, the surplus generated from on-street parking charges is used to fund the park and ride.

The pursuit of one of these factors alone will potentially result in the other two being compromised. (Source: Institute of Highways and Transportation- Parking Strategies and Management)

Our parking strategy needs to consider these factors and find the right balance for Guildford and present proposals for delivering the desired outcomes.

3. What the strategy covers

The majority of parking and congestion occurs in Guildford and so most of the major issues occur in or around the town centre but the town centre cannot be considered in isolation. While the main focus of the strategy is Guildford Town centre it considers parking issues around the borough.

4. Context

This parking strategy is designed to assist with the delivery and to compliment other key plans and strategies adopted by Guildford Borough Council and Surrey County Council

Guildford Town and Approaches Movement Study
Guildford Borough Council's Visitor Strategy 2014 -20
Strategic Parking Review (2014)
The Local Plan GBC (out for consultation)
The Town Centre Master Plan
Local Transport Strategy SCC
GBC Transport Strategy

Surrey County Council's Local Transport Plan (LTP3) contains a vision "to help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey, in order to promote economic vibrancy, protect and enhance the environment and improve the quality of life". Surrey County Council's Parking Strategy, which forms part of LTP3, describes the vision for parking as "provide parking where appropriate, control parking where necessary" and the objectives are stated as:

- Reduce congestion caused by parked vehicles
- Make the best use of parking space available
- Enforce parking restrictions fairly and efficiently
- Provide appropriate parking where needed

5. Future Demand and Developments

Parking policy is a tool to support other aims and objectives and needs to be flexible to respond to developments. While we need to shape the policy around what we anticipate will happen in the future we need to be ready to review and amend it if the situation changes.

There are currently around 5,100 public parking spaces provided by Guildford Borough Council. There are also privately run car park below Debenhams (appx 60 spaces) and at Waitrose (170 spaces) Guildford Main Line (420 spaces) and London Road Stations (113 spaces). This makes a total of around 5,800 public car park spaces serving the town.

The Parking Business Plans over the last few years have been promoting a “drive to not through” strategy. This approach requires parking at interceptor car parks on the routes into the town and means parking will be further than it currently is from the centre. Users will spend more time getting to and from the car parks on foot.

The Town Centre Masterplan (the Masterplan) sets an exciting vision for the future of the town with less traffic and congestion in the centre and the development of a number of existing surface car parks into open spaces and some for development. Greater pedestrianisation will remove a considerable amount of on-street parking in the centre. There are proposals for higher density housing and this can create a greater demand for on-street parking for residents and their visitors. The Masterplan has more ambitious development plans for business and retail than considered by Steer Davies Gleave.

The Visitor’s Strategy has the ambition of increasing visitor spend by 50% by 2020. This supports the idea of more visitors staying longer and spending more. There are plans to considerably expand the retail offer. An improved retail centre will increase the average dwell times for each user. This means that car parking spaces will be occupied for longer and more spaces are required to meet the need.

In order to assess future need for off- street parking in 2014 Steer Davies Gleave (SDG) produced a Strategic Parking Review, which looked at the current level of off-street parking in Guildford Town Centre and considered anticipated future development.

The study concluded that the current level of parking provision could be sufficient during weekdays. The study found that on Saturdays the provision of short stay parking in the town centre would be less than required but this demand could be met if short stay users where persuaded to use the long stay car parks further from the centre.

In arriving at these conclusions, there were a number of assumptions

- The level of on-street parking remained the same
- The new developments were built with the maximum level of permitted parking
- The occupancy levels would go above the 85% considered good practice
- There would be no additional space for peak time demands at Christmas and other busy times

A number of these assumptions have changed.

- The level of on-street parking is likely to reduce with pedestrianisation
- There is greater development envisaged now than when the study was conducted
- The developments, particularly retail developments, are unlikely to be built with the maximum level of permitted parking
- Occupancy levels in the car parks have increased since the study was done
- We need some flexibility for peak time demands at Christmas and other busy times

ITEM 11

Draft Parking Strategy for Guildford - Annex 1

This strategy has been formulated on the basis that we will need around 5% more public parking. This will absorb the reduction in on-street parking and extra travelling time on foot to and from the car parks. This will be subject to transport assessment and planning permission on a site-by-site basis.

The remaining increase in demand will need to be absorbed by changes to more sustainable modes. This needs to be monitored and if circumstances change, the figure needs to be adjusted.

Unless there is sufficient convenient parking on each route into the town, drivers will drive through the town to reach parking space they prefer. Car parks need to be developed to replace those lost and these spaces need to be locations to intercept traffic heading for the town centre. We need to time the developments so that there is always an adequate supply of parking to support businesses in the town.

Strategic Objectives

To reduce parking in the very centre of the town and replace it by developing existing or building new car parks at “interceptor” locations and hence encouraging a drive to and not through approach which reduces congestion in the centre.

To look to increase the amount of public car parking space available to allow for increased demand caused by a reduction in on-street parking and longer stay lengths. (subject to further transport assessment)

6. High Level Aims

The challenge of improving access to the town centre without increasing congestion highlights the need to encourage a change in mode of travel away from the car wherever possible and promote more sustainable modes of transport including cycling, walking and public transport. The parking strategy can assist this aim but not deliver it. It needs to work with other policies and strategies to develop the required approach.

When encouraging use of alternative means of transport we need to bear in mind that competing centres surround Guildford and that visitors and businesses choose to come here. The change of mode needs to be encouraged by making the more sustainable options more attractive to users rather than making access by car unattractive and potentially driving business and visitors to other destinations.

We need to offer attractive choices for people coming to Guildford and ensure people are aware of all the options particularly non-car options.

Any change in habits will come about gradually and we need to monitor progress and adapt our approach accordingly to ensure Guildford's position is enhanced.

As a high level approach we need to

- **encourage the use of more sustainable transport modes including park and ride**
- **review the provision of car parks to encourage drivers to park and return directly along main routes in a “drive to, not through” approach**
- **to look to maintain capacity for off-street parking but in interceptor car parks which take traffic off the roads before it reaches the centre and reduce congestion in the centre**
- **provide a balanced mixture of parking options including park and ride, car parks and on street parking, needed to support a vibrant economy**
- **annually review parking tariffs and usage centred on the town centre in order to maintain a hierarchy of charges. Public on-street parking to have the highest tariff and for the cost of parking to reduce the further a driver parks from the centre**
- **keep park and ride fares low compared to parking charges, and to promote it as an alternative to parking in or near the town centre**
- **develop more park and ride sites subject to appropriate funding and encourage greater use of existing sites**
- **monitor all available indicators to ensure that the local economy continues to be successful and to ensure that customers and businesses continue to choose to do business in Guildford**
- **use on-street parking controls to support the objectives listed above, to maintain safe traffic flow and where necessary, and where supported by the local community, prioritise space for residents**

7. Current Attitudes to Driving and Parking

In 2015 Social and Market Strategic Research (SMSR) conducted a consultation on people's attitudes towards parking in Guildford. The highlights of the findings are listed below:

- **72%** cited LOCATION as most IMPORTANT factor when choosing a CAR PARK;
- **56%** stated NOTHING would encourage them to come to Guildford town centre by means other than by CAR;
- **18%** stated MORE frequent bus services would encourage them to NOT use their CAR;
- **43%** stated NOTHING has PREVENTED them from using PARK AND RIDE services in the past;
- ONLY **9%** cite CONGESTION/LACK OF SPACES/LACK OF INFORMATION/HOURS OF OPERATION/UNRELIABILITY for NOT using PARK AND RIDE;
- **76%** say NOTHING would encourage them to USE the PARK AND RIDE services or use it MORE frequently;
- **31%** FAIRLY/VERY dissatisfied with LOCAL TRAFFIC CONGESTION when using CAR PARKS;
- **54%** would PREFER to park CLOSE to the town centre and pay MORE;

ITEM 11

Draft Parking Strategy for Guildford - Annex 1

- **25%** would PREFER to park FURTHER AWAY from the town centre and pay LESS

These findings show that it is going to be difficult to make quick and dramatic changes in people's behaviour but they also show there is scope for encouraging more people to use other methods. There are large numbers who say they would not use park and ride but focusing on those who would can make a difference. Furthermore looking at the reasons why people do not want to change and addressing them will help.

A survey carried out by Surrey County Council in 2010 showed that the average household income of someone using a car park in Guildford was likely to be 66% more than the household income of someone using park and ride. Increasing the cost of town centre parking can make people think about where to park but also about whether to come to Guildford or go to a different location. The difference in household income highlights the difficulty in using cost as the main factor in persuading people to change. The main emphasis needs to be on making the choices we want people to make attractive and convenient.

8. Intercepting Traffic

The first opportunity to capture traffic heading to the town is at a park and ride site. Drivers not tempted by this option then need to be encouraged to use an "interceptor" car park. Park and ride and car parks appeal to different users groups and so a combination of both are required to capture as much traffic as possible. Finally on-street parking is usually the closest and most convenient form of parking but because of this it needs to be the most heavily restricted otherwise a demand will be created which cannot be met and congestion will result. The following sections of the strategy follow this route starting with park and ride and ending with on-street parking.

9. Park and Ride

Purpose:

- To remove traffic from the flow before it reaches the town centre and thereby reducing congestion in the centre.
- To target workers driving to work or others who travel during the peak times to reduce congestion when it is at its worse.
- To encourage other users to park and ride to reduce traffic pressure and make the environment less car dominated

Table 1- Current Park and Ride Provision

Site	No. of Spaces	Average spaces used	Max spaces used	Average spaces used	Max spaces used	No. of return trips per year	Net Cost 14-15
		Mon-Fri*	Mon-Fri*	Sat*	Sat*		

Artington	725	435 (60%)	489(67%)	242(33%)	258 (36%)	186,000	210,000
Spectrum	1000+ shared	Mixed	Mixed	Mixed	Mixed	104,000	142,000
Merrow	325	198 (61%)	263 (81%)	175 (54%)	220 (67%)	128,000	240,000
Onslow	550	204 (37%)	284 (52%)	66 (12%)	93 (17%)	38,000	321,000**
						456,000	913,000

*data from September 2015

**estimated and includes LSFT grant

The data above shows that there were over 900,000 trips (over 450,000 returns) on the park and ride service and this makes a significant contribution to removing traffic, which could otherwise have entered the town centre.

The Appeal of Park and Ride

Park and ride is a convenient way of getting directly to the centre of town, it avoids the user having to navigate, drive in congested areas, and is relatively cheap. It therefore appeals to older visitors who do not want to drive in congestion and to tourists who will not know the area. The low cost offers advantages for those working in the town particularly in sectors with lower wages like service industries.

There are no bus priority measures serving the Guildford Park and Ride services so the buses are likely to take the same time as the journey would in a car. There is therefore a time penalty for users of the park and ride as they have to park and wait for a bus. The frequency and reliability of service is key in minimising this disadvantage. The Guildford Town Approaches Movement Study (GTAMS) proposes a sustainable movement corridor and this could improve the bus links to Onslow and Spectrum and any future site in the North East (Gosden Hill).

Park and ride and car parking appeal to different users for different reasons and we need to maximise the benefit of both options to intercept as much traffic as possible. It is important to maintain a price differential between town centre parking and the park and ride but we also need to make park and ride more convenient for users and reduce the journey time.

Impact on road network

Park and ride takes traffic off the road network before it reaches the centre and reduces congestion in the centre. It does not always reduce the number of journeys made by car as some may decide to drive to the park and ride rather making a journey entirely by public transport.

There are two main groups of people who may wish to use park and ride (a) people going to work and (b) people visiting the town for shopping, leisure or other activities. Attracting workers to use the park and ride takes the demand off the roads during the morning and evening peaks and has the most positive effect on reducing congestion. However workers will tend to park for long periods, normally the full working day, and so each one is likely to

ITEM 11

Draft Parking Strategy for Guildford - Annex 1

occupy a parking space all day. Visitors, on average, tend to stay shorter periods and so the space they use in the car park could accommodate several vehicles a day. The times visitors travel tends to be outside the morning and evening peaks so there is less impact on peak congestion.

It therefore follows that a park and ride site needs more spaces to accommodate workers than it would to accommodate the same number of trips by shoppers or visitors. Providing park and ride for workers has the highest impact on congestion but the travel times are concentrated around the morning and evening peaks. Shoppers and visitors will be more spread out over the day and will have less impact on congestion but provide a more even flow of passengers for the bus services and make a service throughout the day more cost effective.

Strategic Aim

When space at park and ride sites becomes limited to prioritise long stay parkers over shoppers as removing these from the traffic flow has greatest effect on congestion

Pricing

Another characteristic that affects use and charging policy is the fact that workers tend to travel alone whereas shoppers, in particular, are more often in groups. The park and ride bus charges for each adult passenger whereas the car parks charge per car. Each fare-paying adult can be accompanied by two children under 16 without additional charge. However, the fare structure means three friends going shopping and using the park and ride will have to pay three fares whereas they could pay for one car in a car park.

It is hard to charge on the bus per car because the bus driver will not be able to know which car passengers travelled in. A charge for parking at the park and ride sites would attract VAT, which would mean 20% more would have to be charge to make the same amount of income.

Some park and ride sites charge more for people travelling in the morning peak, as they are likely to be working and be parked for most of the day. Against this the greatest benefit in terms of reducing congestion is to encourage workers to use the park and ride.

Capacity

Spectrum is a shared site with the leisure centre and measures have been introduced to promote shorter stay parking near the centre for its customers. None of the other park and rides sites normally reach capacity. Artington and Merrow get full on a few weekdays in the lead up to Christmas but the rest of the time there is spare capacity. None of the three park and ride only sites gets full on a Saturday.

This spare capacity allows us to encourage all users and helps avoid deciding whether the services should be targeted at a particular group. In the longer term, the greatest benefit would come from targeting park and ride at workers as this would reduce peak time congestion.

There are some who use the park and ride sites for reasons other than to catch the bus and some who park and walk. The location of Onslow makes it appealing for people visiting nearby institutions like the hospital and university. Once the site is fully constructed, there will be a barrier system and users will need to validate a ticket on the bus to get out of the car park. At other sites, surveys have shown that the level of non-park and ride users is low compared to those parking and riding and while control measures could be introduced, the cost of these is likely to outweigh any benefit.

Cost of Park and Ride

The cost of running bus services and maintaining the sites is higher than the income received. Table 1 shows all the sites need to be subsidised. In November 2015, a nominal charge of £1 return was introduced for concessionary pass holders who qualify on the basis of age and this means that some of the cost of the service is now being met by these users and will improve the overall position.

The current cost of park and ride is met from the surplus produced from on-street parking which is created from the on-street pay and display charges. The Town Centre Masterplan proposes more pedestrianisation and if this affects the amount of on-street parking a new funding or different funding source will need to be found to support the park and ride.

The funding to build park and ride sites has often been met from grants on land acquired through the planning process. Experience in Guildford and elsewhere in the country shows that park and ride sites cost money to run. It is vital that any assessment of the viability of a site includes a realistic assessment of the cost of running it and where the funds needed will be found. While funds are limited there is a limit to the number of sites which can be provided and it is important that decisions are taken to ensure that the sites that are built to provide maximum benefit and at a sustainable cost.

The overall aim is to provide a ring of sites around the town to offer people a choice to leave their car at the site and continue by bus or some other form of transport. The most promising area for developing the next park and ride would be to the North East off the A3 to intercept traffic travelling south. We also have aspirations for a Northern park and ride. We also need more parking in the south to intercept traffic, see section 11. All future development of park and ride needs to be assessed on affordability grounds as well as transportation benefits.

Strategic Objective

To develop a ring of park and ride sites and other sites serving the main routes into Guildford, and to make decisions on which sites should be prioritised based on traffic benefits and financial sustainability of running the site.

Each site needs to be considered on its merits on two assessment criteria

- (a) Traffic benefits - the amount of congestion it will reduce**
- (b) Financial costs – including an assessment of how running costs could be met**

Any new park and ride site needs to be

ITEM 11

Draft Parking Strategy for Guildford - Annex 1

- **Large enough to provide sufficient passenger throughput to support the bus service (500 spaces or more).**
- **Well designed, high quality, safe sites with toilets**
- **Served by a punctual bus service which is high quality, and reliable**
- **Travelling time is 15 minutes or less**
- **Supported by bus priority around congested spots to make travelling by park and ride more attractive than the car**
- **Close to the feeder road and have uncongested access**
- **Clearly signage and supported by good marketing**

We need to encourage a modal shift to park and ride to encourage a greater proportion of users to take this option. In this way congestion can be reduced and the services become closer to self financing.

To encourage greater use we need to consider:

- **Making bus journeys faster and more reliable**
- **Increasing facilities on the site, possibly coffee franchise, café or convenience shops**
- **Improving facilities on the buses, Wi-Fi possibly**
- **Assisting shoppers carrying goods; with secure lockers in town, collection points etc**
- **Increasing the offer by having cycles available and the sites close to safe-cycling routes into town**
- **Encouraging users to take the river tow path at Artington, investigate a transfer by boat in the summer months**
- **More consultation with users and non users views and**
- **Reviewing the hours the services operates**
- **Longer opening hours and connections with the station**
- **Improving signage and increasing marketing and its effectiveness.**
- **Ways to encourage businesses to support and develop park and ride**
- **The use of P&R to remove school traffic, to support businesses outside the town centre**

10. Public Off-Street Car Parks

Current Provision

A map of the council's public town centre car parks is attached as Appendix 1. There are 16 public car parks available seven days a week with another seven available for part of the week mainly on Saturday and Sunday.

The council's public car parks provide 5,100 spaces. There are also privately run car parks below Debenhams (appx 60 spaces), Waitrose (170 spaces) and at Guildford Main Line (420 spaces) and London Road Stations (113 spaces). By controlling the majority of public off street parking in the town centre, we are in a strong position to influence parking behaviour.

It is estimated that between 7.00am and 7.00pm around 24% of the traffic on the gyratory is from car park users. If this can be reduced then the gyratory will flow better. At the moment, many drivers go to the car park that is most convenient to their destination. To

encourage a “drive to, not through” approach there needs to be sufficient supply of convenient car park space on the main routes into the town. These car parks need to intercept the traffic before it reaches the most congested part of the town.

In adopting a “drive to, not through approach”, we cannot hope to stop everyone from travelling through the town. However, the data on the number of car park users using the gyratory shows that achieving a significant reduction will have a positive effect.

To encourage the change to “drive to not through” it is vital the pedestrian links between the interceptor car parks and the town centre need to be improved.

Purpose

- **To remove traffic from the flow before it reaches the town centre to reduce congestion**
- **To provide sufficient parking so vehicles arriving in the town do not create congestion because drivers cannot find parking**
- **To use the closest car parks to the town centre to provide for short stay visitors and shoppers**
- **Encourage long stay parking by workers and others in car parks further from the centre or ideally park and ride.**

Location

To achieve a “drive to, not though” approach we need to consider the location and access to car parks and:

- **Alter the access to car parks to provide a “drive to, not through” approach and reduce congestion (Millbrook and Bedford Road in particular).**
- **Develop car parks at key points where they can provide access to the centre without motorists needing to drive through the town to reach them.**
- **Provide sufficient parking on the key routes into the town centre to avoid congestion caused by drivers not being able to park or driving through or around to find parking**
- **Maintain or increase the number of spaces available to reduce the need to drive through**
- **Improve pedestrian links between key car parks and the town**
- **Improve signage and use modern technology like apps to help people chose the most appropriate car park**

Encouraging Change

A number of areas need to be looked at to encourage a “drive to, not through” approach

- **Revise signage to encourage use of first suitable car park, possibly on a zonal basis**
- **Develop apps and use of digital technology to better inform motorists of the choices available and to direct them**
- **Monitor usage to ensure that most workers travelling at peak times use outer car parks or park and ride to reduce congestion in the centre at peak times**
- **Use tariffs and improved pedestrian access to the town to encourage drivers to use the outer car parks particularly on Saturdays**
- **Reduce the amount of “contract” parking in the town centre and move towards season tickets in the larger car parks further from the centre making better use of space and reducing traffic into the centre**
- **Encourage park and cycle from some outer car parks**

Quality Provision

We need to provide good quality car parks which are

- **Supported by regular investment in maintaining the car parks from the car park maintenance reserve**
- **Designed and maintained to achieve the Park Mark Safer Parking Award**
- **Clearly signed for pedestrians and road users**
- **Easy to use with terms and conditions of use clearly stated**
- **Supported by easy payment options**
- **Kept clean and safe**

Developing the Service

We can also develop the service by

- **Working with the business community to run offers that attract more customers to the town at less busy times**
- **Looking at new and existing technologies to enhance the user experience and make parking easier to find and a better experience.**
- **Using new technology like “booking” spaces can be developed to make use of areas where parking is not currently practical**
- **Looking at ways of making car parks integrate into their surrounds and the town less dominated by the car**

Pricing

In terms of setting tariffs for car parks we need to

- **Maintain a price differential with the highest charge in the centre and outer car parks at a lower charge**
- **Ensure a price differential which encourages the use of park and ride over a car park**
- **Monitor usage of the car parks with other modes of transport to ensure a change in car park usage is resulting in an increase in other modes rather than less people coming to Guildford**
- **Compare charges with other competing towns and centres to ensure Guildford remains competitive and attractive as a destination**
- **Maintain the efficiency of the operation and within the policy context maximise surplus income**

11. Balancing provision to intercept demand

Introduction

In 2015, a study commissioned by Highways England interviewed users in the larger car parks about a number of factors including where they started their journey. Using this data our transport planners have estimated the routes that drivers followed. Tables 2&3 below shows the findings.

Table 2 – Demand for Car Parks

Main Route(s) into town centre	Demand Percentage	Demand Percentage
	Users (within 15km)	Users (within 20km)
A25/A3(N)/A246/A320	37%	34%
A281/A248	17%	14%
A3100	11%	7%
A31/A3(S)/ Onslow (Guildford Park Road)	22%	26%
A322/A323	13%	14%

Table 2 shows the demand from people coming from a 15km radius and a 20 km radius. The data also allows us to estimate the proportion of vehicles using the main car parks that travel round the gyratory to the major car parks. .

Table 3 – Impact on the Gyratory

Main Public Car Parks	12 Hour (0700-1900 hrs) Arriving Flows	Percentage Arriving Using the Gyratory
A25/A3(N)/A246/A320 Corridor		
Leapale	771	35%
York Road	863	26%
G Live	363	51%
Bright Hill	285	42%
Castle	952	50%
A281/A248 Corridor		
Millbrook	545	52%
A31/A3(S)/Onslow Corridor		
Farnham Road	881	58%
Guildford Park Road	292	52%

ITEM 11

Draft Parking Strategy for Guildford - Annex 1

A322/A323 Corridor		
Mary Road	356	51%
Bedford Road (Multi-storey)	1617	50%
Bedford Road (surface)	393	100%

In the next section of the Strategy, we analyse the demand for parking from different routes into the town and those arriving in the centre. The figures use existing demand and with the level of development planned over the next 20 years these demands will change and we need to be flexible and adapt to this.

Central Car Parks

The Masterplan and other developments plan to remove many of the surface car parks which currently provide space in the centre. This will help encourage vehicles to park further out and before they reach the more congested centre. This is consistent with “a drive to not through” policy. The parking will be replaced slightly further out from the centre. To compensate we must improve pedestrian access from the inceptor car parks into the town.

The Masterplan also proposes greater pedestrianisation in the centre, which is likely to lead to a reduction in public on-street parking. The demand for this parking will be pushed further out.

Ultimately, Leapale Road Multi Storey, which is required to provide parking for the North Street Development, may become one of the only central car park available. As the number of central car parks and parking spaces reduce the demand for the remaining spaces will increase. With modern technology, a booking system could be developed and drivers without a booking diverted or not permitted into the centre. This would remove the potential for congestion caused by a lack of space in car parks like Leapale Road.

Table 4- Central Car Parks - supply and demand

Roads included	Car Parks	Spaces	Current demand % from 20km	% of car GBC parking now	Proposed changes	% resulting
All	Leapale Rd. Commercial Rd Old Police Stat. North Street Bedford Rd Surface Total	384 52 62 47 68 613	The demand can come from any direction	12%	Commercial Rd Old Police Station, North St and Bedford Surface due to be removed	7%

Vehicles Travelling from the North East and East

There are a number of different routes drivers can take to access the town from this direction and so a variety of interceptor car parks are required. The main changes proposed by the Masterplan are a development on Bright Hill and on the Upper High Street car park. It is important that car parking is maintained on Bright Hill as it intercepts traffic heading further down Sydenham Road. Sydenham Road often becomes congested with vehicles queuing for Castle car park so Bright Hill car park is vital to relieve the pressure on Castle car park. Bright Hill is also the nearest car park to Mount Alvernia Hospital and provides parking for outpatients and visitors.

Future developments elsewhere and an increase in Guildford's attraction as a regional centre are likely to result in considerably higher volume of traffic coming from this direction. A park and ride site off the A3 serving this route would help reduce demand in the centre. Merrow park and ride is well used and a park and ride closer to the A3 could absorb some of future increases in demand.

There is already an under provision between the percentage demand from this direction and the supply. It is recommended to increase the parking in York Road Multi Storey car park by around 300 spaces. One option is to provide underground parking with open green space on top. Bright Hill is also important and a development on this site could include addition public parking spaces of around 56 spaces to absorb current demand and reduce pressure on Castle Car Park.

York Road is currently designated a long stay car park but is used by both shoppers/visitors and long stay users. To be an interceptor car park and remove more traffic heading for the centre the pedestrian access to the town centre could be improved. It has good links to Chertsey Street and to the Upper High Street during the day through Allen House grounds. In the evening when Allen House grounds are locked the access is up the access road and is poor. This needs to be improved and could be incorporated in any development of parking on the site.

There is also an opportunity to develop better access from Chertsey Street to a new development on the North Street site by creating a footpath through The Bars.

Table 5- Vehicles travelling from the North East and the East – supply and demand

Roads included	Car Parks	No. of Spaces	Demand % from 20km	% of GBC car parking now	Proposed changes	% resulting
A25	York Rd	605	34%	29%	Upper High St to be developed. Aim to increase parking on York Road and Bright Hill. Additional 356 spaces	34%
A3(N)	G Live	220				
A246	Bright Hill	144				
A320	Castle	350				
	Upper High St.	49				
	Tunsgate	64				
	St Josephs	71				
	Total	1,503				

ITEM 11

Draft Parking Strategy for Guildford - Annex 1

Vehicles Travelling from the North

With the development of North Street demand for access to this area is likely to increase and the parking provision needs to increase to prevent an under supply and congestion this causes. A large retail offer is likely to draw shoppers from a larger area and access down the A3 in particular. The area around the courts is being considered for development and this provides an opportunity to increase parking around the Mary Road site. It is recommended to look at around 300 additional spaces on this site. This redeveloped car park could link to Bedford Road Multi Storey and have a direct link through to the shopping centre.

Bedford Road Multi Storey is currently two unconnected car parks. The first has an entrance on Bedford Road and can only be accessed from the gyratory. The second has an entrance on Laundry Road. Both car parks have their exits on to Onslow Street which can get very congested. The traffic flow around the gyratory can be reduced by reorganising the car park so vehicles can only enter from the Woodbridge Road direction. The car park can get very congested when Onslow Street is congested and better exiting arrangements need to be looked at as part of the development of the area.

Table 6- Vehicles travelling from the North – supply and demand

Roads included	Car Parks	Number of Spaces	Demand % from 20km	% of GBC car parking now	Proposed Changes	% resulting
A322 A323	Bedford Road Multi Storey Mary Road	1033 107 1140	14%	22%	Increase parking on the Mary Road site by around 300	26%

Vehicles travelling from the South

There is a considerable mismatch between the demand coming from the south and the existing supply of parking in the town. The Masterplan highlights developing Portsmouth Road car park as a square and this will remove parking that is currently available to visitors on Saturdays, Sundays, Bank Holidays and on weekday evenings after 6pm. The Masterplan also suggests that the on-street parking in Millmead (44 spaces) should be removed and an open space developed. The potential development of the Millmead council offices is also contemplated. This site currently provides parking at weekends. In total, it is planned to remove the 44 permanent on-street spaces in Millmead and reduce the parking capacity by 277 spaces at weekends.

There are also significant housing developments planned to the south of the borough and if this goes forward, there will be increased demand.

The only significant car park serving traffic from this direction is Millbrook on the A281. There are no permanent car parks on the A3100. Artington park and ride is on the A3100 and already takes traffic out of this route. There is spare capacity at Artington. The demand from this direction shows that park and ride cannot replace all the need for parking closer to the town. Currently the majority of this demand will travel around the gyratory because there is inadequate parking in the south.

We need to look to put more parking on Millbrook in a sensitive development and at best 80 additional spaces could be accommodated subject to planning permission. There are constraints on developing this site caused by the fact the majority of the car park being in the flood plain and the fact the site is in a conservation area. Even with more space on Millbrook there will be a considerable short fall in parking which will be exacerbated by proposed developments. We need to:

- Look to provide public parking as part of a development of the current council offices at Millmead
- Consider creating the ability for traffic to go eastwards towards Castle and Tunsgate car parks before it reaches the gyratory.
- Look to procure a site on which to build a car park
- Consider developing Stone Bridge depot as a park and cycle site or adapted park and ride
- Reconsider plans to develop existing car parks on this route or
- Accept that there is an imbalance in the south and a higher proportion of traffic will travel through the town to find a car park

Millbrook car park currently suffers from an exit which forces all cars leaving to turn left and go round the gyratory. There are plans to introduce a right turn out of the car park, which will allow vehicles to leave without travelling on the gyratory.

Table 7- Vehicles travelling from the South – supply and demand

Roads included	Car Parks	Number of Spaces	Demand % from 20km	% of car parking now	Proposed changes	% resulting
A281/A2 48 A3100	Millbrook Shalford Park Portsm'th Rd Millmead Hse Lawn rd Total	244 66 98 28 107 535	21%	10%	Portsmouth Road and Millmead H'se to be developed but 80 more spaces on Millbrook	7%

ITEM 11

Draft Parking Strategy for Guildford - Annex 1

Vehicles travelling from the West

There is currently a good balance between the supply and demand from the West but demand is likely to increase with development. The route is also served by the latest park and ride site at Onslow. This is still maturing and in the first six months of 2015-16 had 45% more passengers than the same period in 2014-15.

However, the access to the town on foot from the car parks is not good and both car parks tend to be used by long stay users, which mean shorter stay visitors will drive across the bridge and use another town centre car park.

The access from Guildford Park car park to the station and through that into the town is set to improve with the development of the existing site to include a multi storey and by a station development, which it is hoped will allow direct access from the new multi storey to the station. Plans to develop the station has shown all its parking on the East side which means drivers arriving from the West will need to travel across the gyratory.

There is also an opportunity to improve access from Farnham Road Multi Storey into the town by a footbridge across the tracks and emerging on to Friary Bridge. An alternative is to improve access on foot over the Farnham Road bridge.

Table 8- Vehicles Travelling from the West – supply and demand

Roads included	Car Parks	Number of Spaces	Demand % from 20km	% of car parking now	Proposed changes	% resulting
A3(s) A31	Farnham Rd Guildford Pk	917 400 1,317	26%	27% (26%)	Guildford Park being replaced	24%

A table showing the proposed changes to car parks is attached as appendix 2.

12. Private Car Parks

There are a number of privately run public car parks in the town centre including, Debenhams, Waitrose, and car parks at the main line and London Road stations. We need to seek to influence the use of these so they are consistent with the overall strategy. To encourage parking as far from the centre as possible and having pricing that is consistent with encouraging this. It is also important that pricing is consistent with the rest of the town centre so demand is not distorted. The planning permission for Waitrose requires them not to charge less for parking than Bedford Road multi storey car park, although they can offer to refund the parking charge to people shopping in the store.

13. On-Street Parking Public Parking

Purpose

- To provide access to the town for short trips
- To provide for visitors where the driver needs to be close to their destination

Current Provision

There are just under 500 pay and display parking spaces around Guildford town centre. The most central spaces limit stays to 30 minutes, ones further from the centre have a two hour limit and some around Mount Alvernia Hospital allow three hours parking.

Changes

Some on-street parking is necessary to support short trips or where the driver is, for example, shopping for heavy or bulky goods. There is also a need to serve those who cannot walk great distances. There is a separate section on disabled parking.

The Masterplan proposes greater pedestrianisation and this will push parking further away from the centre and create a less car-dominated centre. This is likely to lead to more visitors trying to park in residential areas and measures are discussed to control this. It is hard to provide flexibility for residents' visitors without allowing non-resident visitors to park. The non-residents would do so to avoid car park tariffs and one way of discouraging this is to have on-street pay and display. This provides flexibility to residents' visitors and is likely to ensure there is more space for residents and their visitors by discouraging non-resident parking.

A demand for on-street parking which is not met can lead to vehicles circulating looking for space and causing congestion. We are working with a company funded by Innovate UK to create a parking platform which will provide drivers live and predictive information on where to find parking. Part of this system will include adding sensors to on-street parking spaces and this will be key in informing motorists at an early stage in their journey about availability. It will also be invaluable in implementing change.

Strategic Objective

To support greater pedestrianisation by reviewing on street pay and display for visitors and safe guarding residential areas.

Disabled Parking

One key group that needs convenient access and parking are the disabled and particularly blue badge holders. The council provides disabled parking spaces in its on-street, in its car parks and it supports a Shopmobility unit within its Bedford Road Multi Storey car park. The stretched out nature of Guildford's shopping area, the topography and the proposal to move parking further from the centre makes on-street parking the best option for the disabled or mobility impaired.

Strategic Objective

To provide sufficient blue badge parking within pedestrian schemes if access to shops is more than 50m from the available parking.

14. Residents Parking Schemes

Purpose

- To provide priority for residents and other key users in areas that would be subject to significant levels of non-resident parking if parking was uncontrolled

Location

In and around Guildford Town Centre there are an estimated 3,661 permit bays and 2,234 are dual use and 1,427 are permit only. The controlled area is split into 10 catchment areas labelled A to J. A map showing the catchment areas is attached as Appendix 3.

Current controls

- Where permit schemes are introduced residents with off-street parking are required to use it so the limited amount of space on-street can be used by those without off-street space
- Permit issue is limited to a maximum of two permits per household with the number being dependent on the number of cars kept at the property and the amount of off-street parking space associated with a property.
- In area D (see table below) which consists of the town centre there is a limit of 261 permits that can be issued. Residents go on a waiting list and receive a permit when there is space. While waiting they can receive a permit for one car in an adjacent area.
- Depending on the level of pressure on parking there will be a mixture of permit only space and dual use space. Dual use space can be used by permit holders without time limit and non-permit holders for a limited period of time or unlimited parking spaces.
- The aim of introducing a scheme is to provide sufficient parking for residents while minimise potential displacement to other areas.
- With the exception of a small area around G Live the controls apply Monday to Saturday 8.30am to 6.00pm. There are no controls on Sunday. Around G Live the controls apply seven days a week from 8.30am to 9.00pm.
- Residents parking schemes need to be cost neutral and so the cost of the permit will be linked to the cost of running the scheme. Currently the charge is £50 for the first permit and £80 for a second permit.

- There is a discount for vehicles with smaller engines and for electric vehicles and others powered entirely by alternative fuels.
- Residents are able to buy daily visitors permits subject to a limit per year.

The table below shows the number of permits on issue in each catchment area compared to the total number of spaces in that catchment area.

Table 9 - Residents permits -spaces and numbers

Area	Total number of parking spaces	Number of permit only	Number of shared use	Number of permits (Jan 16)	Ratio permits to space for permit holders
A	804	520	283	966	1.2
B	385	250	133	390	1
C	341	142	185	339	1
D	702	117	212	261	0.8*
E	322	178	143	263	0.8
F	735	200	535	364	0.5
G	119	0	119	44	0.4
H	274	0	274	69	0.3
I	695	20	350 (322**)	115	0.2
J	476	4	417 (53**)	148	0.3

*In area D there is a limit placed on the number of permits issued and 340 pay and display only parking bays

** Unrestricted parking bays

A residents parking scheme can operate successfully with more permits than spaces because at any one time people will be away in their cars. Many residents are usually away in their cars during the day and usually return in the evening. The current hours of control for most of scheme are 8.30am to 6.00pm Monday to Saturday and the greatest pressure on finding space occurs in the evening. The aim of the scheme is to give residents priority to park over non-residents. A scheme that operates in the evening or at night will have a greater effect on residents returning home and is only beneficial to residents if there are large numbers of non-residents trying to park in the area.

Changes over time

ITEM 11

Draft Parking Strategy for Guildford - Annex 1

The Masterplan envisages higher density residential development in the centre and more space for pedestrians. On-street parking space for residents is likely to reduce and we need to be able to respond to this. There are a number of interventions we can make to ease this pressure.

Car Clubs

Car Clubs encourage less car ownership by providing cars that can be hired at convenient points within the local community. The car club in Guildford is set to expand from two cars to seven with three of these being Electric Vehicles. To increase their visibility the cars will be placed in residential streets. The success of this will enable further expansion. The more cars that can be supported the more convenient it is for residents using the service and in turn the more attractive it becomes to new members.

Strategic Objective

Support and promote the development of car clubs as an alternative to residents owning cars.

Creating More Space for Residents

The proportion of space reserved for residents will need to increase to help address the pressure caused by development and the proportion provided for dual use reduced. The remaining dual use spaces maybe attractive to town centre visitors as an alternative to paid for parking in car parks. To discourage unnecessary parking but still allow flexible use for residents' visitors, tradespeople and for visitors to businesses and facilities based outside the town centre the remaining dual use should be converted to pay and display. This takes away the incentive to avoid parking charges but still leaves the space accessible to those who may need to use it but do not hold permits.

We also need to consider increase the hours parking controls apply to cover Sundays and longer into the evening.

In car parks, the demand from visitors occurs during the day and generally, they are, less well used at night particularly those further from the centre. We will look at offers to allow residents to use this space and also where possible and demand justifies it to develop car parks for residents.

Strategic Objectives

To respond to greater pressure in residential areas by increasing the proportion of residents only parking places.

To ensure spaces are available for residents at times outside our existing controls Monday to Saturday 8.30am to 6pm buy considering Sunday controls and controls into the evening

Look to support residents by offering off peak space in car parks with off peak capacity

Permit Free Developments

Where there is already parking pressure in an area a substantial development can make the situation worse if more residents choose to have cars and there is not the space within the development. Existing residents also oppose new developments on the basis that they are likely to increase the parking pressure.

This can be avoided if the development is declared permit free at the planning stage. This requires the adoption of the measure as a planning policy and a change in the Traffic Regulation Order. It is suggested that this is only applied to large developments where there will normally be an opportunity to provide some parking within the development.

Restricting the use of the public highway in this way is a strong measure and is only likely to be justified in the parking catchment areas with greatest pressure. Table 9 above shows that the areas where a large development will have greatest affect are A,B,C and D.

Strategic Objective

To address the potential for a significant increase in parking pressure in residential areas A,B,C and D caused by large developments by making new developments over 5 units permit free.

15. Electric and Ultra Low Cars

In 2007 we introduced concessions for electric vehicles that allow three hours free parking in pay and display car parks after one hour had been purchased. There are also free parking bays in Bedford Road Multi Storey car park for small electric vehicles. To benefit from these concessions drivers had to sign up to the councils "green" permit scheme. This allows us to monitor the number of electric vehicles and increase facilities in response to an increasing demand.

Table 10 – Increase in the number of electric cars in the Green Scheme

Year	2007-11	2012	2013	2014	2015
No. joining scheme	4	3	5	14	21
Total in scheme	4	7	13	27	48

The use of electric vehicles is still low but growth is expected to continue. In January 2016 the Guildford Borough Council's Executive agreed a recommendation to implementation of charging points at two key interceptor car parks. We need to continue to monitor the usage of electric vehicles and increase our facilities accordingly.

ITEM 11

Draft Parking Strategy for Guildford - Annex 1

Charging points in the town centre should provide a fast charge of 80% in 2 to 3 hours. If we look to provide charging at key points on long distance roads these should provide a rapid charge of around 80% in 20 minutes.

For the fast charging points, it is recommended that there is no cost for charging but with the normal payment for parking. This will encourage the use of electric vehicles without encouraging unnecessary trips into the town centre to charge.

The question of definition has arisen as there are now many different variants on electric vehicles. Our policy has been to allow vehicles powered solely by electricity into the green scheme. This excludes some vehicles with “range extenders” which are small petrol engines used to generate electricity to extend the range. There are now vehicles classified by the government as “ultra-low” which produce 75g or less of CO₂ per kilometre from the tailpipe and a minimum 10 miles zero-emission driving. At the moment, all cars which can achieve this use electric power to turn the wheels to some degree, from 100% electric cars to a plug in hybrid and an extended range electric vehicle. It is recommended we adopt the definition of “ultra low vehicles” rather than using purely electric.

The residents permit scheme also offers vehicles powered entirely by an alternative fuel source permits at a reduced charge and it is recommended we should update the definition to “ultra low “vehicles.

Strategic Objective

Encourage greater use of electric and “ultra low vehicles” by providing charging points in key interceptor car parks, parking concessions and discounted permits for residents with cars which qualify.

To establish “fast” charging points which provide 80% charge in 2 to 3 hours in town centre locations and large new developments.

16. Outside Guildford Town Centre

In areas outside Guildford town centre, particularly in villages, parking is often an issue around shops, stations and public facilities like hospitals. We also want to support access to recreational sites and other amenities.

We will consider appropriate on-street parking controls to promote a turnover of space around shopping parades.

In areas where parking by people visiting a facility becomes a problem for residents in their local area we will consider parking restrictions to ensure the parking is safe. Where there is support from the local community we will consider residents permit schemes.

In areas where the Guildford Borough Council has car parks we can look to control these so they provide parking for the intended purpose. Around some of our open spaces, there are car parks, which are used by people parking for work so where appropriate controls can be used to ensure people can get access to the open space.

17. Enforcement

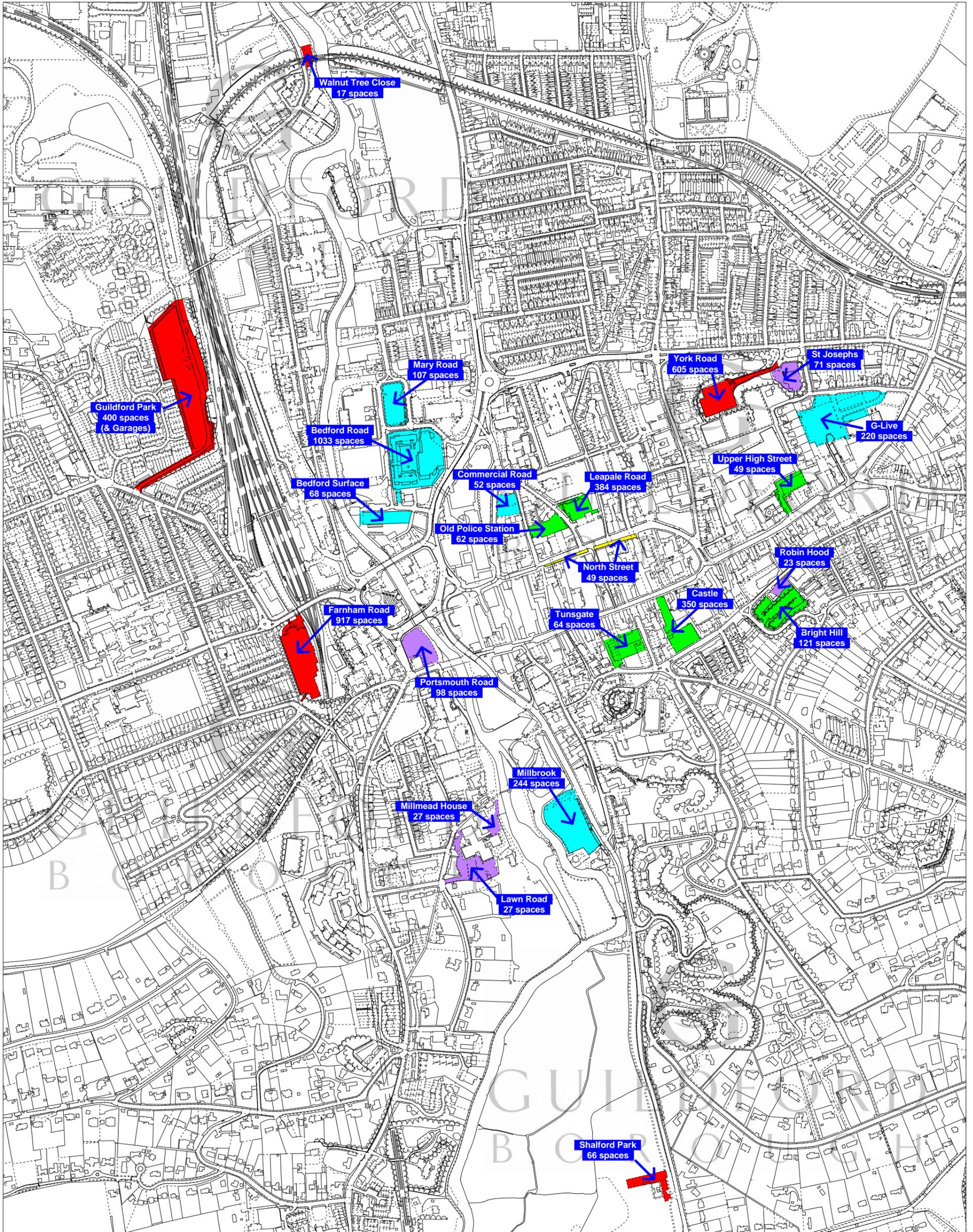
Enforcement is an important part of delivering the strategy. We need to ensure there is sufficient deterrent to encourage motorists to comply with the regulations which we set governing the use of car parks and on street parking. Enforcement is most effective when people understand why it is being carried out and support the general principles. Our enforcement needs to be firm but fair and have a purpose rather than simply applying rules.

Guildford has a very good record and we have consistently had one of the lowest rates of appeal against our Penalty Charge Notices (PCNs) in the country. We also have a good payment rate for our PCNs. These two factors together help to show we are issuing good quality PCNs and when they are challenged we respond clearly and fairly.

We need to maintain the firm and fair enforcement approach. A fundamental review of the service revealed that we need to expand the hours we cover to provide deterrent outside the working day and the hours our enforcement officers work are being reviewed.

This page is intentionally left blank

Town Centre Public Car Parks (2015)



"This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office Crown Copyright.
 Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Guildford Borough Council, Licence No. 100019625, 2015"
 Copyright GBC 2015
 Print Date: 09/03/2015



Not to scale



Guildford Town Centre All Car Parks - Key

- Very Short Stay (30 minutes maximum stay)
- Short Stay
- Short / Medium Stay
- Long Stay
- Weekend Car Park (Contract Mon-Fri)

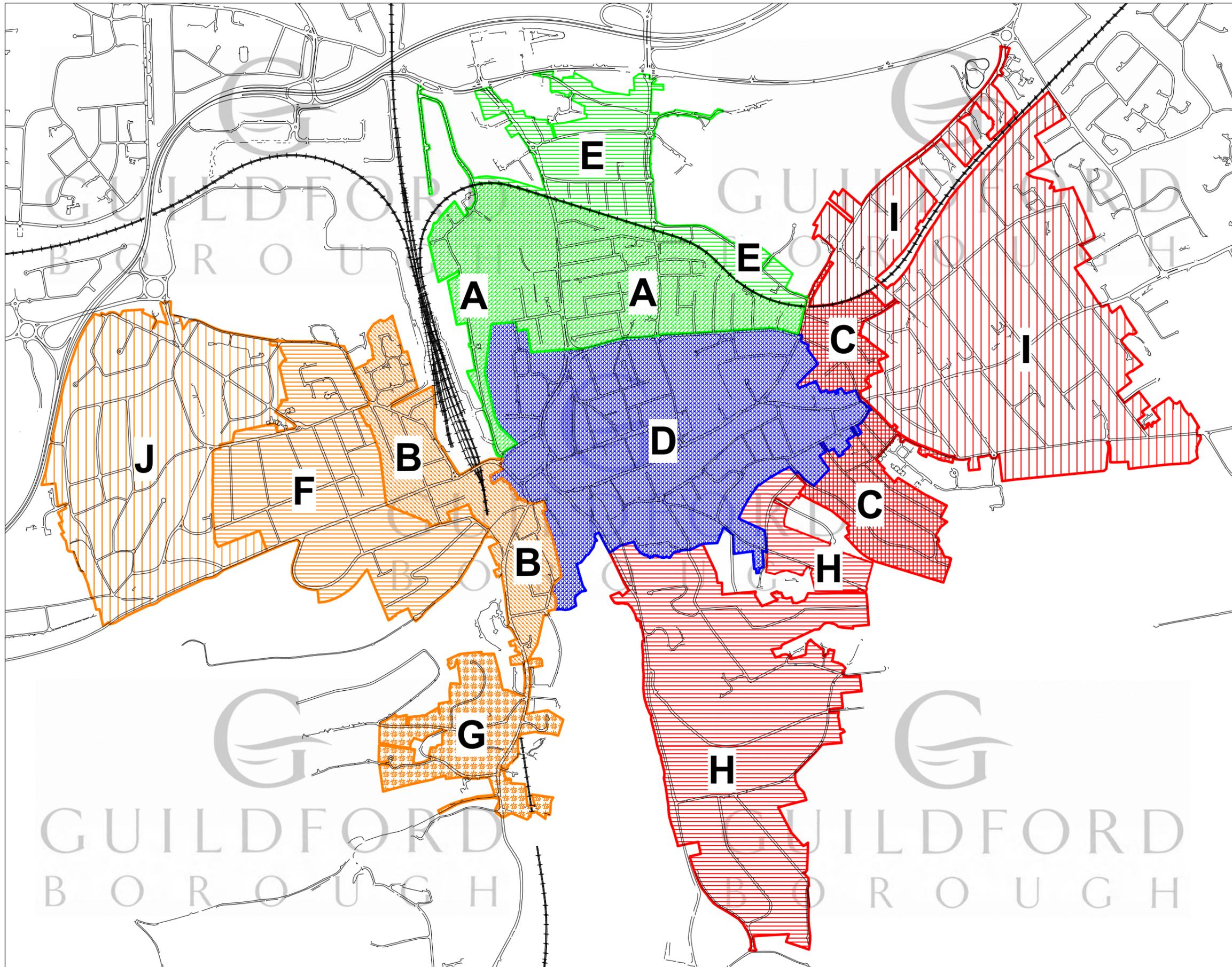
This page is intentionally left blank

Changes to car parks as a result of the strategy

Car Park	Current Spaces	Change in numbers	Proposed	Comment
Bedford Road Multi Storey	1033	Unchanged	1033	Alter entry to lower level to avoid going round gyratory.
Millbrook	244	Increase by 80 subject to PP	324	Flood plain – look at decking and alter entrance to avoid going round gyratory
G Live (site AC)	220	Unchanged	220	
Mary Road (site R)	107	Increase by 300 as part of a mixed development on combined site	407	
Bright Hill +Robin Hood (site Z)	147	Increase 53	200	Key site for parking – one of the few opportunities to increase parking levels
Bedford Road Surface (site U)	68	Developed as part of Bedford Wharf	0	
Castle Car Park	350	Unchanged	350	Improved access from the south
Leapale Road	384	Unchanged	384	
Commercial Road 2 (site AJ) + Old Police Station	114 (52+62)	Developed as part of North Street site	0	
Upper High Street	49	In fill development	0	
Tunsgate	64	Reduced by development	60	
Farnham Road	917	Unchanged	917	Greater use as an interceptor car park for short stay parking once pedestrian access to town enhanced.
York Road (site AD)	605	Increase by up to 300	905	.
Lawn Road and Millmead House (site Y)	(107+27) 134	Developed	0	The loss of this and Portsmouth Road leaves no parking on the Portsmouth Road. Encourage people to drive through to a car park.
St Josephs Church	71	Remain	71	
Portsmouth Road	98	Open space	0	
Guildford Park	400	Increase by 100	500	Needs good link to the station as part of the station redevelopment
Shalford Park	66	Unchanged	66	
Walnut Tree Close	17	Unchanged	17	
North Street	47	Pedestrianised	0	
	5,135		5,449	
London Road (site AE)	113		113	
Guildford Station (site M)	420		420	
Waitrose	170		170	
Debenhams	60		60	
Non GBC Total	763		763	
Grand Total	5,895		6,212	

This page is intentionally left blank

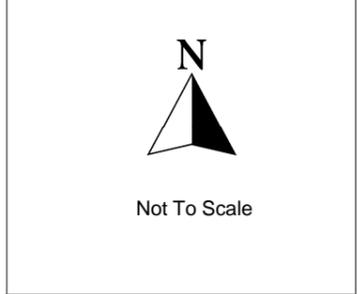
Guildford town centre controlled parking zone (from 26/08/2014)



Key

	Area A (5/98)
	Area B (2/99 rev 6/09)
	Area C (6/00 rev 6/09)
	Area D (10/97)
	Area E (5/98 rev 6/09)
	Area F (2/99 rev 6/09)
	Area G (2/99 rev 5/14)
	Area H (6/00 rev 6/09)
	Area I (6/00 rev 7/03, 4/06 & 6/09)
	Area J (9/03 rev 8/14)

"This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office Crown Copyright.
 Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or Civil proceedings.
 Guildford Borough Council
 Licence No. 100019625, 2014"
 Copyright GBC 2014
 Print Date 23/10/2014



This page is intentionally left blank

SURREY COUNTY COUNCIL
LOCAL COMMITTEE (GUILDFORD)



DATE: 22 JUNE 2016

LEAD OFFICER: MARC WOODALL – SUSTAINABLE TRANSPORT MANAGER

SUBJECT: SURREY CYCLING STRATEGY

DIVISION: ALL DIVISIONS

SUMMARY OF ISSUE:

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.

This report provides members with information about the aim, objectives and content of the Surrey Cycle Strategy and the progress made in delivering it to date

RECOMMENDATIONS:

The Local Committee (Guildford) is asked to note :

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

REASONS FOR RECOMMENDATIONS:

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

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Surrey Cycling Strategy has been developed to support the development of cycling as a means of transport and to secure economic, health and environmental benefits that can be derived from cycling for Surrey. The strategy also sets out plans to address the increase in cycle casualty rates and the local impacts of the increase in sports cycling and cycling events, particularly in rural parts of Surrey.
- 1.2 The strategy's aim is 'to get more people in Surrey cycling, more safely' and it has a series of objectives to support the achievement of this aim.
- 1.3 It is supported by a new framework for coordinating and approving events on the Surrey's highway, which puts in place robust and transparent mechanisms for processes and decision-making governing events.

- 1.4 A copy of the Surrey Cycle Strategy is available as Annex A. The strategy is reviewed and updated annually via an annual report. The annual report for 2015/16 can be seen at Annex B.

2. ANALYSIS:

- 2.1 The 2012 Olympic Games positioned Surrey as a centre for cycling and presented a once in a lifetime opportunity to realise the economic, health and environmental benefits from this. Through a partnership approach, the Strategy seeks to ensure that the benefits of this legacy result in more Surrey residents cycling for transport and leisure and that all Surrey children have the opportunity to learn to ride a bike safely.
- 2.2 The public consultation that was conducted on the draft Surrey Cycle Strategy received c.3,700 responses, with over 75% of those supporting the Strategy aim and similar numbers supporting our approach to cycle routes and local plans. A link to the detailed consultation analysis of these responses is available in this report's background papers.
- 2.3 The Strategy was also the subject of a public debate, run with BBC Surrey and broadcast live. The debate had a live studio audience and the expert panel discussing the issue included Cllr Helyn Clack – Surrey County Council, Nick Ephgrave – Deputy Chief Constable Surrey Police, David Preedy – Head of Headley Parish Council, Johnny Clay – Cycle sport and membership director, British Cycling.
- 2.4 The Cycle Strategy has 13 key objectives, which are listed below. With each objective information has been provided about, why this objective is a priority, and what action has been taken to delivery objective.
- 2.5 **Work together to deliver improvements for cycling.**
- 2.6 Surrey County is working with partners, both at the strategic level with the Surrey Cycling Board, and at a delivery level with districts, borough and organisations such as Sustrans and CTC. This allows the County Council to demonstrate leadership on this issue and for interested organisations to hear progress and feed in priorities to the Strategy.
- 2.7 **Surrey Local Committees will oversee development of local cycling plans**
- 2.8 These plans provide identify key infrastructure needs and a basis for securing funding. Guildford is the first Borough to complete its Local Cycling Plan which the Guildford Local Committee approved in December 2015, and every borough and district in Surrey will have a completed cycling plan by the end of 2016. The Government's recent Cycling and Walking Investment Strategy suggested all Local Authorities should produce a Cycling and Walking Infrastructure Plan, meaning Surrey will be very well placed to access future funding.
- 2.9 **Develop a comprehensive training offer and ensure cost is not a barrier to learning to ride.**
- 2.10 Surrey County Council provides cycle training to around 15,000 people each year, and the Cycling Strategy continues this commitment into the future. We

currently offer a discount for children eligible for free school meals. Providing young people with the skills to be able to ride confidently and safely helps reduce the number of cyclist casualties on our roads and encourages children to exercise regularly helping reduce levels of obesity.

2.11 Work with partners to ensure that Surrey's economy benefits from more people cycling.

2.12 National and international evidence exists of the economic benefits of cycling. However, there is more that can be done to ensure that Surrey businesses are equipped to realise the benefits, particularly of major events and the increased interest in rural Surrey as a place to cycle.

2.13 We are also funding a social media campaign over the summer of 2016 designed to engage with sports cyclists who currently ride in Surrey which will help showcase Surrey businesses to cyclists and encourage them to spend money in them.

2.14 Seek funding to improve infrastructure

2.15 Surrey County Council is working with district and borough councils to access funding via local enterprise partnerships to win funding to be able to investment in better infrastructure for cyclists. In 2015/16 4 new major cycle schemes were delivered throughout the County. In Guildford we are investing £9.6m in improved walking and cycling infrastructure around the town centre as part of the Guildford Town Centre Transport Package, funded in part via the EM3 LEP.

2.16 Providing high quality infrastructure for cyclists, particularly when separated from traffic, will reduce cyclist casualties on the road and help to improve congestion by reducing vehicle traffic.

2.17 Support cycling as healthy, inclusive and affordable

2.18 As part of the Travel SMART programme in Surrey we have promoted the benefits of cycling and encouraged business and communities to promote cycling to their audiences. We also work closely with schools, via the golden boot challenge and by working with expanding schools to write and monitor travel plans. Unfortunately funding for this area has reduced significantly in this financial year, but we will be submitted an application to the Dept for Transport's Access Fund – details of which will be announced later this year. We also provide comprehensive information on the Travel SMART website about cycling. Effective promotion of the benefits of cycling are a key component in encouraging more people to cycle, particularly for utility trips.

2.19 We will work with Surrey Police and other partners to make cycling safer

2.20 Surrey Police have a seat at the Surrey Cycling Board and we have also been working closely with the police via the Drive SMART board. In 2015, the board delivered a communications campaign encouraging cyclists and drivers to use the road. An example of the communications material can be seen in Annex C. We have also jointly produced advice and interventions guidance for police officers to help people understand road users' rights, responsibilities and the best course of action when certain behaviours are witnessed. These measures are designed to encourage greater sharing of the road space and to help

improve road safety. A link to this document can be found in the background papers section below.

2.21 Promote cycling for health and leisure

2.22 We are working closely with Surrey Public Health to ensure that cycling is considered, alongside other interventions, when working to communities to achieve specific health outcomes. For example, working with Surrey's Clinical Commissioning Groups to raise the profile of cycling as a preventative health treatment.

2.23 Encourage off road cycling and manage the impact on Surrey's countryside

2.24 We have worked with groups such as the Surrey Hills Mountain Bike Working Group to develop and maintain dedicated mountain biking routes, attempting to minimise the overall impact. We are also considered where appropriate improvements could be made to the Rights of Way Improvement Plan to encourage considerate cycling.

2.25 Take action to minimise the impact of high levels of sports cycling in some areas of Surrey

2.26 Many of the issues that have arisen with sports cycling, particularly in rural parts of Surrey, are related to the organisation and operation of unregulated sportives. Current legislation does not give local authorities or the police any influence over the holding of these events. However, to encourage more responsible sportive organisation, we have recently published the code of conduct for sportives in Surrey, which provides organisers with advice, and reminds them of their responsibilities when organising these events. This guide can be seen at Annex D of this report.

2.27 The framework for co-ordinating and approving events on the highway was published in 2013 and updated in 2015 and aims to outline how partners and event organisers intend to ensure co-ordination between themselves regarding events, and to provide a new process for the approval of road closures that is consultative and transparent, whilst balancing the impacts versus the benefits. A link to this document can be found in the background papers section of this report.

2.28 The social media campaign mentioned above will build an audience of cyclists and enable organisation such as ourselves and Surrey Police to be able to provide content that gets across key messages around safety, etiquette and community relations.

2.29 A new events calendar called the Sporting Events affecting Surrey's Roads has also been published on the Surrey County Council website providing information for residents and visitors. The calendar gives information about which events have road closures and links to event organisers. A link to this calendar can be found in the background papers section of this report.

2.30 Lobby central government to ensure the regulations governing events on the highway are fit for purpose

2.31 We have been in contact with other local authorities such as the New Forest and Yorkshire to understand the challenges around high levels of sports cycling in these localities, and consolidated these views with the Local Government Association. Unfortunately so far this approach to Government has met with limited success. We are currently working with Guildford's MP, Anne Milton who has agreed to lobby on our behalf to raise these concerns with the responsible minister.

2.32 Support major cycling events where they bring economic benefit and minimise impact on local communities

2.33 The current contract for the delivery of the Ride London programme continues until 2017, and Surrey County Council will work with the event organisers to ensure safe and effective delivery of the events to this date.

2.34 The strategy also commits to ensure that all future decisions regarding major events requiring road closures are carried out in accordance with the framework for co-ordinating and approving events on the highway.

2.35 Use an evidence and data led approach to inform future development of the strategy

2.36 We currently undertake a variety of monitoring to help us understand the levels of cycling we have within the County, including cycle casualty data, automated cycle counters and training data. We are working to being able to make this data publically available to anybody who would wish to use it.

2.37 In 2015 we also carried out a major cycling survey, asking residents in face to face interviews their views of cycling and what does/would encourage them to cycle. We asked nearly 2,000 people from all Surrey's districts and boroughs a series questions. Key findings from this survey include :

- 46% of Surrey residents have cycled in the last 12 months and 35% of Surrey residents cycle regularly at least once a month
- 7% of Surrey residents cycle to work or school (more than double indicated levels in the 2011 census)
- Of those who cycle regularly, 51% cycle all year round
- Of those who said they didn't cycle at all, 29% said they would be very or quite likely to cycle in the future.
- Separated cycle infrastructure and more space on the roads were the two key influences that affect people making a decision to start cycling or not. (87% and 77% of responses respectively – multiple choice allowing results of more than 100%)

2.38 Further details of the findings of this survey are available on request.

3. OPTIONS:

3.1 This report provides information and analysis on the Surrey Cycling Strategy and as such there are no options to consider.

4. CONSULTATIONS:

- 4.1 The Surrey Cycling Strategy has been the subject of extensive consultation, running from 9 September 2013 to 1 November 2013. The consultation resulted in comments from over 3,700 members of the public and organisations.
- 4.2 Discussions have also been held at a number of meetings, including Local Committees, highways forums, Empowerment Boards and the Transport for Surrey Board. The Strategy was the subject of a public debate, run with BBC Surrey and broadcast live. The consultation responses were carefully analysed to inform the final strategy.
- 4.3 The first Surrey Cycling Forum was held in November 2015, with representative from cycling groups, residents associated and district and borough Council's attending. This forum provided attendees with an opportunity to shape the priorities for the Surrey Cycling Strategy for 2016/17 and challenge the performance of the strategy to date.
- 4.4 The Guildford Local Cycling Plan, which forms part of the Surrey Cycling Strategy, has been consulted on extensively both within Guildford Town and the wider borough. Officers from Surrey County Council have also been in regular dialog with groups such as G-Bug regarding the development and implementation of the local cycling plan.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 There are no direct financial or value for money implications arising from this report, however many of the measures outlined in the report that are being delivered are dependent upon ongoing internal and external funding.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 There are no direct equality and diversity implications arising from this report. However, emerging analysis from cycle modelling data suggests that men and women and different ethnic groups respond differently to new cycling infrastructure and promotion, and this will need to be taken into consideration when implementing the Surrey Cycling Strategy.

7. LOCALISM:

- 7.1 The Surrey Cycle Strategy and its delivery is based around the principles of partnership working. The Cycle Strategy Board and Forum provide an opportunity for local views to be represented at the ongoing development of the strategy. Local Cycling Plans also provide the local specific content and provide residents, businesses and interested parties to be involved in the development of plans to encourage and manage cycling locally.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	Set out below.
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	Set out below.

8.1 Sustainability implications

Increasing levels of cycling, can have a positive impact in congestion reduction and a consequent reduction in carbon emissions. This report highlights the work being undertaken with the Surrey Cycle Strategy to get more people cycling, more safely.

8.2 Public Health implications

Active travel (walking and cycling), particularly for utility trips such as travelling to work, school and shopping, is considered a key deliverable against Public Health priorities such as Obesity and Air Quality. The National Institute for Health and Care Excellence (NICE) Guidance – Physical Activity : Walking and Cycling states that encouraging walking and cycling reduce the risk of heart disease, stroke, cancer, obesity and type 2 diabetes It can help keep the musculoskeletal system healthy and promote mental wellbeing.

9. CONCLUSION AND RECOMMENDATIONS:

The Local Committee (Guildford) is asked to note :

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

10. WHAT HAPPENS NEXT:

- 10.1 The Surrey Cycle Strategy is being implemented and an annual report will be published to provide an update on progress on delivering the aim and objectives

Contact Officer:

Marc Woodall, Sustainable Transport Manager
Tel : 01483 519556

Consulted:

Annexes:

Annex A – Surrey Cycling Strategy 2014

Annex B– Surrey Cycle Strategy Annual Report 2015/16

Annex C – Drive SMART communications example

Annex D – Code of practice for Sportive organisers

Sources/background papers:

- [Surrey Cycling Strategy - consultation analysis](#)
 - [Drive SMART advice and interventions document – available on request](#)
 - [Dept for Transport – Cycling and Walking Investment Strategy](#)
 - [Framework for co-ordinating and approving events on Surrey's Highways](#)
 -
-



Surrey Transport Plan - Cycling Strategy

2014 - 2026

Surrey Cycling Strategy

Foreword

Following the success of the 2012 Olympic Games Cycling Road Events, Surrey has been on the map as a destination for cycling. Every weekend hundreds of people head to the Surrey Hills to cycle through our beautiful countryside. We welcome this element of the Olympic legacy but recognise that it comes at a cost to some of Surrey's rural communities. We want to act to ensure that all those who use our roads act safely and respectfully of others.

But a true Olympic legacy would see every child in Surrey learning to ride a bike and being able to cycle safely to school. It would mean that many more of our residents cycle for transport and leisure, reducing congestion and reliance on cars and reaping the considerable health and economic benefits this brings. And it would mean that people without access to a car can travel safely and affordably around the county.

We are very grateful to the large number of people and organisations that took the time to give us their views on the draft strategy. We have attempted to represent those views in our revised strategy, but recognise that this is not a static document but will need to evolve over time and be part of an ongoing dialogue about cycling in Surrey.

This strategy represents our approach to realising that ambition for the period to 2026. The strategy is based on two principles: partnership and localism. The strategy will only achieve real change if all of the relevant organisations work together, pooling resources and expertise to achieve shared goals. We recognise that a one size fits all approach will not work: the cycling issues in rural Surrey are not the same as those in the urban fringe. For that reason, local plans will be developed for each of the Surrey boroughs and districts, to ensure that solutions are tailored to local needs. We are also proposing the establishment of a cycling strategy forum, as a place to discuss progress against the strategy aims and objectives and to ensure that the strategy continues to evolve as needs and issues change.

Money is scarce and there are significant challenges to overcome to make Surrey a safe cycling county. However this strategy will give us the basis we need to bid for funding and work together to tackle the challenges.



Helyn Clack
Cabinet Member
Community Services



John Furey
Cabinet Member
Transport, Highways & Environment

Contents

Executive Summary.....	4
1. Introduction: Why do we need a cycling strategy?	6
2. Aim, objectives, benefits and indicators.....	7
3. Problems, opportunities and challenges	9
4. Options to achieve our aims and outcomes	9
5. Proposed strategy – Overarching approach	10
6. Proposed strategy – Cycling as a means of transport.....	13
7. Proposed strategy – Health, leisure, sport and events.....	19
8. Delivery of the strategy.....	23
9. Implementation	24

Executive Summary

The Surrey Cycling Strategy forms part of the Surrey Transport Plan. It covers cycling as a means of transport – i.e. for journeys to work and school, and business and shopping trips. It also covers cycling for leisure and as a sport. The strategy sets out our aim for cycling in Surrey for the period to 2026 and our approach to achieving the aim.

In the UK and internationally, cycling is increasingly seen as an integral element of solutions to support economic growth, tackle congestion, improve personal mobility and address health problems associated with obesity and lack of physical activity. We recognise the great potential to capture these benefits in Surrey. We also recognise the urgent need to tackle an increasing number of cyclist casualties.

Therefore our aim is:

more people in Surrey cycling, more safely

The success of the British cycling team in the Tour de France and during the 2012 Olympic Games, where part of the route passed through Surrey, has generated a noticeable increase in the popularity of cycling, in particular sports cycling. This provides a unique opportunity to build on this interest and enthusiasm to create a lasting Olympic legacy as well as a new challenge to manage the impact of large numbers of people and events in the more popular locations.

Surrey has already achieved some significant success in encouraging cycling in key locations. The Cycle Woking initiative, part of the Department for Transport's Cycle Demonstration Towns initiative, demonstrated the potential for a comprehensive approach – including joined up cycle routes, parking at key destinations and well signed networks indicating travel times. This was coupled with measures to promote cycling in schools and businesses as well as high profile events¹. This resulted in an overall 28% increase in cycling rates, importantly without an increase in casualty rates². Subsequently the County Council has secured £18m from the Department for Transport's Local Sustainable Transport Fund which includes around £2.5m for cycle infrastructure and promotion.

This strategy sets out how we plan to build on these successes. To achieve real impact, our approach needs to be as inclusive as possible, ensuring that groups including children, young people, older people and people with disabilities are able to benefit from opportunities to cycle safely. We also need to ensure that local needs and issues are considered and addressed. Money is scarce and we need to focus our resources on interventions that deliver greatest benefit, working in partnership with the many organisations in Surrey that have an interest in cycling.

This strategy provides a framework for more detailed local plans to be developed for each district, under the guidance of Surrey Local Committees.

It can be summarised as follows:

¹ Cycle Woking End of Programme Report, July 2008 – March 2011

² Surrey County Council, Pedal Cyclist Casualties Update, March 2012

1. **Surrey County Council and partners will work together** to oversee delivery of the strategy
2. **We will work in partnership to develop local cycling plans** for each of Surrey's 11 districts and boroughs that are responsive to local needs and concerns.
3. **We will provide a comprehensive cycle training offer**, and commit funding to ensure that cost is not a barrier to learning to ride a bike.
4. **We will capture the economic benefits of cycling for the county**, both through encouraging utility cycling as part of our congestion programme and through working with Surrey businesses, particularly in rural Surrey, to ensure that they can capture the benefits of Surrey's popularity as a cycling destination. We will also ensure that the disruption of cycling events to businesses are minimised.
5. **We will improve infrastructure for cycling** by securing funding to develop high quality, joined up cycle routes, taking account of international best practice, utilising off road and quiet streets, and separating cyclists from motorised traffic on busy roads where feasible. We will focus our efforts on routes that connect where people live with where they work, shop and go to school and with rail and bus stations for longer journeys.

We will actively bid for external funding to do this and integrate cycling considerations into our highways processes, programmes and initiatives.

6. **We will promote and encourage cycling, as an affordable, healthy and environmentally friendly means of transport, and for sport and leisure**, building on the enthusiasm generated by the Olympic Games. This will include maps, information, events and other promotional measures. We will also explore measures to improve mountain bike routes and facilities
7. **We will implement measures to make cycling in Surrey safer for all**. In addition to the infrastructure and training measures described above, we will work with the Drive SMART Partnership³ to deliver media and publicity campaigns targeting safety and awareness for cyclists and motorists, alongside enforcement measures.
8. **We will manage the impacts of increased levels of cycling and cycling events** on Surrey's highway network, countryside and communities through putting in place robust and transparent event approval and management processes, lobbying for an update to current regulations governing cycle events on the highway and working closely with the sport governing body to disseminate codes of conduct to event organisers and cyclists.
9. **We will support major cycling events** only where they bring economic, social, health and environmental benefits to the county.

³ The Drive SMART Partnership involves Surrey Police, Surrey County Council and Surrey Fire and Rescue

1. Introduction: Why do we need a cycling strategy?

The benefits...

The benefits of cycling are many and varied. Modal shift from car to bike can alleviate congestion, improve local air quality, lead to a more pleasant local environment and reduce emissions of greenhouse gases. Cycling has been recognised by the Department for Health and the National Health Service as an ideal means of increasing physical fitness and preventing health issues related to inactivity⁴. There are also many economic benefits, including reduced absenteeism from work, growth in the sale of bikes and accessories, and income from leisure and tourism spend⁵. Cycling can also offer improved independence and quality of life to those who are unable or choose not to drive.

Nationally cycling contributes £2.9 billion to the UK economy (£230 per cyclist annually). The Get Britain Cycling Inquiry, April 2013, cited evidence of £4 worth of health benefit for every £1 spent on cycling investment.

The potential...

Within Surrey, 20% of the population cycles at least once a month (around 200,000 people) but only 2% of work journeys in Surrey are by bike⁶. However, a third of work journeys are 3 miles or less and half of work journeys are 6 miles or less, indicating there may be potential to convert many more work journeys into cycle trips. Furthermore, the picture across Surrey is variable, with participation rates varying significantly between the Surrey boroughs and districts.

The need for action...

Over recent years there has been an increase in the number of cyclists seriously injured on Surrey's roads - from 49 in 2008 to 122 in 2012⁷. The Drive SMART Partnership⁸ is taking action to address this trend. This strategy outlines our current work and future plans to create an environment where people feel safe to cycle on Surrey's roads.

Work already happening

Across Surrey there is already a wide-ranging programme of activity to encourage cycling and improve cycling safety. Following the success of 'Cycle Woking: cycle demonstration town'⁹, we are now investing in new cycling infrastructure in Woking, Guildford and Redhill/Reigate as part of the Travel SMART programme¹⁰. Our current programme also includes maps, training, cycle festivals and promotional activities. We have also developed a new website which includes a journey planner and a wealth of information for cyclists. We have been successful in securing £1.6 million from the

⁴ National Institute for Health and Clinical Evidence, Public Health guidance 41, November 2012
<http://www.nice.org.uk/nicemedia/live/13975/61629/61629.pdf>

⁵ Grous, Alexander (2011) *The British cycling economy: 'gross cycling product' report*. Sky and British Cycling.
<http://eprints.lse.ac.uk/38063/1/BritishCyclingEconomy.pdf>

⁶ <https://www.gov.uk/government/organisations/department-for-transport/series/walking-and-cycling-statistics>

⁷ Police STATS 19 data

⁸ The Drive SMART Partnership involves Surrey Police, Surrey County Council and Surrey Fire and Rescue

⁹ For more information see www.cyclewoking.org.uk

¹⁰ For more information see the Travel SMART website, www.travelsmartsurrey.info

Department for Transport's cycle safety fund (the second highest award of any local authority) for two schemes, one in Walton on Thames and another linking Leatherhead to Ashted.

Initiatives such as the Guildford Bike Project are key to ensuring access to affordable bikes, whilst helping people gain valuable skills as a springboard to further training and employment. The Wheels for All initiative enables people with disabilities to get involved in cycling activities. Meanwhile, the increase in popularity of cycling in Surrey has resulted in new business opportunities such as the Bike Bean Cafe in Ashted.

About this strategy

Resources are limited, and we need to ensure that these are targeted where they can have greatest impact. We need to make sure we have robust plans for the future and a joined up approach to deliver them, building on existing work and drawing from best practice. This strategy outlines how we aim to do this.

The Surrey Cycling Strategy forms part of the Surrey Transport Plan¹¹ for the period from April 2011 to 2026. It sets out how cycling will be supported as an important element of our overall plans to tackle congestion, improve travel choice and journey time reliability, improve the health and well-being of our residents and reduce carbon emissions. It also considers how some of the wider issues and impacts of cycling can best be managed to reduce negative impacts and realise local benefit.

2. Aim, objectives, benefits and indicators

2.1 Aim

Our aim is **more people in Surrey cycling, more safely.**

2.2 Objectives

The following objectives will help us achieve the aim:

Objectives: overarching	<p>O1 Surrey County Council and its partners will work together to deliver improvements for cycling</p> <p>O2 Surrey Local Committees will oversee development of Local Cycling Plans that reflect local priorities and issues</p> <p>O3 We will develop a comprehensive training offer and ensure that cost is not a barrier to learning to ride a bike</p> <p>O4 We will work with partners to ensure that Surrey's economy benefits from more people cycling for every day journeys and from Surrey's role as a centre for cycling</p>
Objectives: transport	<p>O5 We will seek funding to improve infrastructure to make cycling a safe, attractive and convenient mode of transport for people of all ages and levels of confidence</p>

¹¹ <http://www.surreycc.gov.uk/roads-and-transport/surrey-transport-plan-ltp3>

	<p>O6 We will encourage cycling as an inclusive, healthy and affordable means of travel through the provision of information, promotional activities and practical support</p> <p>O7 We will work with Surrey Police and other partners to improve cycle safety and encourage respect between different road users through targeted campaigns and initiatives</p>
<p>Objectives: sport, leisure and events</p>	<p>O8 We will promote and encourage cycling for health and leisure</p> <p>O9 We will encourage the provision of off road cycle trails and activities while managing the impacts on Surrey’s countryside</p> <p>O10 We will take action to minimise the impacts of high levels of sport cycling on some roads and communities in Surrey</p> <p>O11 We will lobby central government to ensure that regulations governing events on the highway are fit for purpose</p> <p>O12 We will support major cycle sport events which inspire participation and bring economic benefit, while minimising impact on affected communities</p>

2.3 Benefits

The strategy aims to bring benefits as follows:

- Residents will benefit from safer cycling opportunities, from cycling as a healthy, affordable means of travel, and improved independence and personal mobility
- Surrey's economy will benefit as a result of alleviated congestion, improved journey time reliability, improved health and productivity of the workforce, and leisure and tourism spend
- Surrey’s economy will also benefit from the county’s role as a centre for sports cycling, while the negative impacts on affected communities will be minimised.
- Surrey's environment will benefit from reduced dependence on the car and associated pollution and greenhouse gas emissions

2.4 Indicators

We will monitor the effectiveness of this strategy using a range of measures including:

- Countywide cycle count data from a representative sample of locations
- Local 'before' and 'after' counts to assess the effectiveness of new schemes or other interventions
- Police road casualty records
- Survey data to identify the proportion of the population cycling, journey purpose, locality and demographic characteristics, and satisfaction with provision for cycling

Our full monitoring plan is presented in annex 1.

3. Problems, opportunities and challenges

The response to our consultation, local market research and high levels of bike ownership in Surrey indicate significant suppressed demand for cycling. However there are a number of issues and challenges in relation to delivering a cycling strategy. Annex 2 includes a review of these issues.

These include:

- The challenge of tackling increasing casualties at a time when money for investment in infrastructure is scarce
- The need to equip different road users with the skills to share the road safely and to tackle antisocial behaviour among a minority of motorists and cyclists
- The need to balance the benefits and negative impacts of sports cycling in rural Surrey, particularly to seek ways to manage the impacts of the large numbers of unregulated cycle events
- Funding pressures, with limited funding available for cycling improvements, in the context of limited and reducing levels of funding for public services in general
- Significant support for segregation of cyclists and motorists in the context of competing pressures for space on the highway and very scarce resources
- Improved understanding of the actual and potential economic benefits of cycling

4. Options to achieve our aims and outcomes

In identifying options to achieve the aims and outcomes of our strategy, we looked at examples of good practice and successful approaches within in the UK. This included:

- Cambridge, which has the highest levels of cycling within the UK, with approximately 10% of trips taken by bike¹² (compared to 2% across the UK as a whole)¹³
- Transport for London, which is currently investing significantly in cycling
- Other local authorities in the UK that are now developing ambitious cycling plans, drawing on best practice from the Netherlands and other European cities.

We also looked at international best practice, where cycling levels in some countries and cities far exceed even the best performing areas within the UK:

- The Netherlands and Denmark, with 26% and 19% of trips taken by bike respectively¹⁴
- Groningen and Zwolle in the Netherlands, with approximately 37% of trips taken by bike, Munster in Germany, with 34% of trips taken by bike, and Vasteras in Sweden, with a 33% of trips taken by bike.

¹² Poucher, John and Buehler, Ralph (2008) 'Making cycling irresistible: lessons from the Netherlands, Denmark and Germany', *Transport Reviews*, 28:4, 495-528

¹³ Figures from the Department for transport show that cycling levels in Surrey are broadly consistent with the national average

¹⁴ European Parliament, Directorate-General for Internal Policies, Policy Department B, Structural and cohesion policies, The promotion of cycling

Following the All-Party Parliamentary Inquiry into cycling in the UK (which reported in April 2013 and was debated by Parliament in September 2013), we considered the recommendations that are relevant at the local authority level.

We also carried out market research in Walton on Thames and Leatherhead in 2012 and considered suggestions from colleagues and partner organisations.

A summary of this research is presented in annex 3. We used this to develop a list of options, presented in annex 4, alongside an assessment and recommendation for each option. In assessing options we considered costs, benefits, public acceptability and ease of delivery. The recommendations have been incorporated into the proposals presented in chapters 5, 6 and 7 of this strategy.

5. Proposed strategy – Overarching approach

This chapter includes:

- 5.1 Strategic leadership and oversight
- 5.2 Local cycling plans
- 5.3 Training available to all
- 5.4 Capturing economic benefit

5.1 Strategic leadership and oversight

Objective 1: Surrey County Council and its partners will work together to deliver improvements for cycling

We will strengthen relationships between the county council, public sector partners, cycling organisations and other stakeholders. We will establish a Cycling Strategy Board, with cabinet level representation from the County Council, which will meet at least twice per year to oversee delivery of the strategy. In addition, we will establish a wider forum, which will include all stakeholders with an interest in cycling in Surrey, to hear about progress and help to shape future priorities. We will monitor progress through a publicly available annual report.

5.2 Local Cycling Plans

Objective 2: Surrey Local Committees will oversee development of Local Cycling Plans that reflect local priorities and issues

We will identify and deliver cycling improvements through local cycling plans for each of Surrey's 11 districts and boroughs, reflecting local priorities and circumstances. These will be jointly developed by Surrey's local committees, the county council, district, borough and parish councils and other partners including public health colleagues and cycling organisations. They will be developed in accordance with the objectives set out in this document, and will involve local consultation. The plans are likely to include both transport objectives (outlined in chapter 6), and sport, leisure and tourism objectives (outlined in chapter 7).

Elements that could be considered as part of the plan include:

- Priorities for new and improved cycling routes and paths, both on and off road
- Safe routes to schools
- Routes to town centres, stations, colleges, universities, health services and other key destinations
- Traffic management measures and junction improvements
- Cycle parking and storage, including in town centres, residential areas, at stations and at schools
- Signage, particularly in areas of high numbers of cyclists
- Maps, particularly highlighting preferred, safer routes for cyclists to key destinations such as schools, town centres and rail stations
- Sports and leisure cycling facilities and trails
- Cycle training
- Events and promotional activities
- Links with neighbouring authorities
- Appropriate speed reductions – Local Committees are responsible for setting local speed limits. Surrey County Council and Surrey Police work together to develop speed management plans to tackle sites with speeding problems.

The plans will be based on local information including casualty data, collisions on the journey to school, cycle surveys and counts, roads and junctions that are difficult for cyclists, and areas of deprivation, poor transport provision and poor health. We will carry out local consultation, consider appropriate targets, and seek funding for implementation (potential funding sources for infrastructure improvements are outlined in chapter 6.7).

The transport infrastructure and supporting measures will, when agreed, be incorporated into the Local Transport Strategies being developed for each borough and district.

There will be a phased approach to the development of the district and borough plans over the next two years.

5.3 Training

Objective 3: We will develop a comprehensive training offer and ensure that cost is not a barrier to learning to ride a bike

Each year we provide Bikeability training to 11,000 school children. Bikeability is a national standard introduced by the Department for Transport and consists of three levels:

Level 1: basic balance and control skills in a traffic-free area

Level 2: riding on quieter roads

Level 3: riding on busier roads

Level 2 is the equivalent of the old Cycling Proficiency, but teaches a broader range of skills. The training includes use of safety equipment such as helmets, and understanding and awareness of other road users.

The majority of training is provided by the county council through schools, with costs covered through customer charges, subsidised by the Department for Transport. We also offer training directly at all levels and for all ages, usually at full cost, but subsidised through a government grant in the Travel SMART towns (Guildford, Woking, and Reigate and Redhill).

Generally, Level 1 is taught to 9-year-olds and Level 2 to 10-year-olds. The county council has also provided training at a small number of secondary schools. All Bikeability Instructors are accredited, mentored, DBS-checked and attend training relating to good professional practice, first aid and safeguarding awareness.

We will continue to provide Bikeability training at levels 1 and 2 at participating Surrey schools. Our aim is to make our training offer more widely available, and to ensure that cost is not a barrier to learning to ride a bike. We will allocate funding to subsidise people in target groups and areas, and to support those that are less able to pay. As part of this we will look to expand our service to more secondary schools as this age group makes up a significant proportion of cycle casualties. We also plan to market and promote training that isn't school-based, for example family training, older returners, adult beginners and people who can already cycle but who wish to acquire or improve their road cycling skills.

5.4 Capturing economic benefit

Objective 4: We will work with partners to ensure that Surrey's economy benefits from more people cycling for every day journeys and from Surrey's role as a centre for cycling

As a county, Surrey suffers from high levels of congestion, costing the economy an estimated £550m per annum. An important aspect of the Surrey Congestion Programme is the need to encourage alternatives to car travel. For short journeys, particularly in our towns, there is real potential to increase cycling levels. This is a key element of the Travel SMART programme currently being delivered in Guildford, Woking, Redhill and Reigate. We will continue to develop this approach through seeking funding to extend the Travel SMART programme and through enhancing cycling provision through the congestion programme.

Cycling also helps the economy by providing a fast and affordable way to reach shops and leisure destinations. The health benefits of cycling are another boost to the economy, with a healthier population resulting in lower healthcare costs and improved productivity of the workforce.

Surrey's countryside is well-suited to cycling, and recent high-profile cycling events such as the Olympic road races have provided high-profile coverage of the county as a cycling destination and as a beautiful place to visit. This provides an excellent opportunity to build on this to ensure that Surrey businesses, particularly in rural areas, reap these benefits.

We will work with partners to develop the county's tourism offer through a variety of activities, which could include improved provision of cycle tourism information, promoting cycle routes,

providing advice to businesses on how to make the most of the increase in leisure and sports cycling in Surrey, and encouraging accommodation and hospitality venues to adopt the 'welcome to cyclists' branding.

We will also ensure that, where there are road closures for major events, the event organiser puts in place measures to minimise adverse business impact on the day.

6. Proposed strategy – Cycling as a means of transport

This chapter sets out our strategy for developing and improving cycling as a means of transport – e.g. for commuting to work or school, and for business or shopping trips.

This chapter includes:

- 6.1 Principles for infrastructure design and delivery
- 6.2 Possible infrastructure solutions
- 6.3 Condition of the road network
- 6.4 Use of off road routes for transport cycling
- 6.5 Links to wider transport initiatives
- 6.6 Current schemes
- 6.7 Infrastructure funding
- 6.8 Information, promotional activities and practical support
- 6.9 Campaigns on road safety and sharing the road
- 6.10 Licensing and taxation

6.1 Principles for infrastructure design and delivery

Objective 5: We will seek funding to improve infrastructure to make cycling a safe, attractive and convenient mode of transport for people of all ages and levels of confidence

We aim to ensure that new infrastructure is of high quality, drawing from national and international best practice and learning from our experience as we deliver new cycling infrastructure schemes. We aim to adopt the principles in the following table where possible. Cycling routes in Surrey should be:

Inclusive	Schemes should consider the needs of all road users, including: <ul style="list-style-type: none"> • Less experienced cyclists, young children and older people • More experienced cyclists • Pedestrians, including young children, disabled people and parents with buggies • Impact on motorists and journey times
Safe and secure	<ul style="list-style-type: none"> • On busy roads, physical separation of cyclists from motorised vehicles and pedestrians is preferred • Traffic management measures may be needed to create safe and appealing cycle routes on the road • Cycle routes should take into account personal security concerns, for example off road routes should be well lit and not too isolated

Comfortable and well maintained	<ul style="list-style-type: none"> • Cycle paths should be built to a high standard with good quality of surface • Cycle paths should be clear from obstacles and debris and be well maintained
Continuous	<ul style="list-style-type: none"> • Transition onto and off the cycle route needs to be considered at both ends and at junctions • Cyclists going straight on should have priority at side roads where this can be safely accommodated • Cyclists should be able to cross major junctions safely and conveniently
Go where people want to go	<p>Priority destinations could include:</p> <ul style="list-style-type: none"> • Town centres • Areas of employment • Schools, colleges, universities • Hospitals, health centres and GP surgeries • Stations and public transport links • Sports, leisure and tourism amenities • Crossings over major roads, rail and waterways

There are a number of challenges to be overcome in achieving the above principles, including cost, shortage of space on some roads, level of local support and impact on traffic locally. These will need to be considered on a case-by-case basis, and development of new schemes will require consultation with residents.

One solution that has sometimes been adopted is the designation of shared use pavements or footpaths, particularly where there is not enough space to create fully segregated facilities. These are welcomed by many users, particularly by parents with young children, and our consultation activities have demonstrated demand for these, particularly along busier roads or those with high levels of casualties. A number of residents have also expressed concern or opposition, in relation to bicycles passing too close, fear of collisions, and shared use paths being slower for cyclists. The appropriateness of shared use pavements will therefore depend on local circumstances, for example the level of pedestrian usage, width available, and the safety record of the adjoining road. The drawbacks will need to be balanced against the potential benefits, and considered on a case-by-case basis for individual schemes.

A further comment that has been raised in relation to cycle paths and shared use pavements is reported aggression from drivers towards cyclists that choose not to use these facilities. We recognise that these facilities are often not appropriate for faster cyclists - in some cases the infrastructure may be aimed at less confident cyclists or children. Where funding can be obtained, we aim to provide facilities that are as inclusive as possible. However we accept that cyclists can choose not to use such facilities and have a right to cycle on the highway.

We will make cycling an integral consideration within our highways programmes, processes and projects. We will explore the opportunity to integrate cycling needs within our rights of way network, highways scheme design and within our planned maintenance programme, Operation Horizon. We will also seek to ensure that those commissioning and designing schemes within Surrey

County Council's Highways department are suitably trained in the latest best practice in cycle infrastructure design, and seek expert advice as appropriate.

6.2 Possible infrastructure solutions

As outlined in chapter 5, cycling infrastructure improvements will primarily be delivered through local cycling plans.

Based on the options assessment in the appendix, and guided by the principles presented above, the following table outlines measures that could be considered within local cycling plans. These measures may not be appropriate in all circumstances, but should be considered as possible options that could be adopted depending on local needs and priorities.

Recommended measure	Comment
Cycle routes and paths	High-quality cycle routes and paths, built in accordance with the principles in chapter 6.1, are key to enabling more and safer cycling along busier routes and to key destinations
Routes off the highway	Parks and river tow paths may provide an opportunity for low-cost, safe and pleasant routes linking key destinations. It is important that these are of a suitable quality, well lit and maintained, and avoid creating conflict with pedestrians.
Encouraging bicycles and cars to use different roads	One approach that has been very successfully adopted in European countries such as the Netherlands is encouraging bicycles and cars to use different roads. One way of achieving this is by closing roads to through traffic where there is a suitable alternative route, particularly shortcuts through residential areas. This could be considered where there is local support.
Bicycle priority at side roads	One of the drawbacks of cycle paths on the pavement is the need to give way at side roads and junctions. Therefore priority for bicycles going straight on should be considered where it can be safely accommodated. In some cases it may not be possible where visibility is limited.
Bicycle priority at difficult junctions	Some local authorities have introduced approaches at difficult junctions such as an advanced green light for cyclists or an all-cycle green phase (to avoid cars overtaking bicycles while going through the junction). This could be considered at appropriate locations, taking into account impact on traffic flows and safety for other users.
Traffic calming	Measures such as removing centre markings and reducing the width of the carriageway have been shown to slow down traffic without the need for enforcement, creating safer conditions for cycling without significantly impacting motorist journey times.
Increased cycle permeability of town centres	One-way streets can present an obstacle to cycling where the alternative is a significantly longer, busier route. Segregated contra flow cycling may provide a solution, where it can be safely accommodated.
Toucan crossings	These are controlled pedestrian crossings (i.e. with traffic lights), which accommodate cyclists as well as pedestrians

Cycle parking	Provision of cycle parking is relatively cheap and effective measure to encourage cycling, particularly at town centres stations, schools and hospitals. Secure, locked and covered facilities may be helpful in some locations.
Residential cycle storage	Lack of storage space may be a barrier for some people in taking up cycling, particularly for people living in flats or without a shed or garage.
Comprehensive route signing	Comprehensive route cycling can raise awareness of safe routes and encourage cyclists to use the most appropriate streets for reaching their destination.
Advance information and diversions for cyclists around road works	This may be helpful, particularly in relation to newly laid surface dressing where cyclists may be adversely affected by loose chippings.

6.3 Condition of the road network

Surrey County Council is investing in the road network through Operation Horizon, a five year £100 million investment programme to improve the condition of Surrey’s roads. As part of this there is an opportunity to integrate cycling infrastructure into the programme, including securing additional investment to achieve quality routes in line with the principles outlined above.

6.4 Use of off road routes for transport cycling

There are opportunities to use off road locations such as bridleways, canal towpaths and common land to create green corridors for commuting and leisure purposes. The Rights of Way Improvement Plan provides an opportunity to enhance current off road provision.

6.5 Links to wider transport initiatives

The toolkit of measures in appendix 5 shows how the Surrey cycling strategy contributes to the Surrey Transport Plan objectives and will be used as a tool to identify linkages between cycling and the other thematic strategies. The district and borough cycling plans will contribute to the existing local transport strategies and implementation programmes for each area. We will also work with neighbouring authorities to consider any cross-boundary issues.

6.6 Current schemes

We will progress and complete current cycling infrastructure schemes. At the time of writing, these include:

- The Redhill Balanced Network, a traffic management scheme that includes provision for cycling
- Travel SMART cycle infrastructure improvements in Guildford, Woking, Redhill/Reigate
- Walton Bridge links cycle path (currently awaiting approval following consultation), linking Walton Bridge to Walton town centre, Elmbridge leisure centre and Upper Halliford
- Leatherhead to Ashted cycle path (currently awaiting approval following consultation)

6.7 Infrastructure funding

The Local Cycling Plans will provide us with the basis for funding bids to support investment in infrastructure. Potential funding sources include:

Local Enterprise Partnership - Local Growth and structural funds	Local Enterprise Partnerships (LEPs) are business led partnerships to ensure economic growth and development. There are two LEPs that cover Surrey – Enterprise M3 and Coast to Capital. These are likely to be an important source of external funding.
Government grants or other external funding	Government grants help subsidise Bikeability training, and have contributed to a number of our current infrastructure schemes. Further grant funding may become available, although it is likely from now on that most government funding for local transport schemes will be managed through the Local Enterprise Partnerships.
Developer contributions	As part of new development in the county (e.g. business, retail, residential) it is a requirement for developers to make a financial contribution towards local infrastructure. This is generally through Section 106 or the Community Infrastructure Levy.
Highways budget	There may be opportunities to fund or partially fund cycle improvements through the county council's highways budget, either centrally or through highways funding allocated to local committees
Support from volunteers	For example in building and maintaining off road / mountain bike trails
Other funding sources	There may be opportunities through European Union funding streams, income from cycling events, grants from organisers of major events, and preventative health funding.

We will actively seek and bid for external funding for new schemes, including specific cycle funding streams and funding for major schemes that integrate cycling provision, such as the Egham Sustainable Transport Package.

6.8 Information, promotional activities and practical support

Objective 6: We will encourage cycling as an inclusive, healthy and affordable means of travel through the provision of information, promotional activities and practical support

Measures to encourage and facilitate cycling include:

- Safe Routes to schools initiative¹⁵
- Cycle maps
- A comprehensive website including a journey planner¹⁶
- Support for schools and businesses in developing travel plans
- Annual Travel SMART cycle festivals
- Surrey Cycle Challenge¹⁷ - an annual event to encourage cycling in participating Surrey workplaces

¹⁵ <http://www.saferoutestoschools.com/>

¹⁶ www.travelsmartsurrey.info

- The Golden Boot Challenge¹⁸ - an inter-class competition at participating Surrey schools.

We will also explore opportunities to widen access to cycling. This could include identifying opportunities to expand the Guildford Bike Project¹⁹ model to help those that want to cycle to do so at an affordable price and provide valuable skills to those seeking employment, and working with Wheels for All²⁰ to increase opportunities for people with disabilities to use adapted cycles.

The Guildford Bike Project was established to refurbish and resell unwanted bikes. As well as providing volunteers with skills to improve employability, they provide affordable bikes to local people. In partnership with Guildford College, Surrey Lifelong Learning Partnership and the County Council they are establishing a Travel SMART hub in Westborough, Guildford where bikes will be available to buy.

Through the proposed cycling strategy forum, we will work with local access forums and representative groups to identify how cycling can be inclusive for all and barriers to participation for people with disabilities are recognised and reduced.

We will ensure that information is accessible to all, including people with disabilities, people whose first language isn't English, and older people who are less likely to have Internet access. We will provide alternative formats on request, and make sure that campaign imagery is appropriate for and reflective of the target audience. For example for young people we aim to portray cycling as fun and appealing, and use appropriate role models.

6.9 Campaigns on cycling safety and sharing the road

Objective 7: We will work with Surrey Police and other partners to improve cycle safety and encourage respect between different road users through targeted campaigns and initiatives.

We will continue to monitor cycle casualty rates and locations, and target efforts at those groups and locations with high incidence of cyclist casualties. In addition to the infrastructure measures described above, we will seek funding to continue to deliver media and publicity campaigns targeted at motorists and cyclists as well as specific groups such as commuter cyclists, school children and horse riders. Motorists will be encouraged to look out for cyclists at junctions and to give cyclists sufficient room when overtaking, and cyclists will be encouraged to wear bright clothes, use lights and cycle away from the gutter and parked cars. We support the right of cyclists to use the road safely and considerately, and encourage all road users to take responsibility for both their own safety and the safety of others.

Alongside this, we will work with Surrey Police to ensure enforcement is undertaken in a consistent, fair and appropriate manner. We will also look at the potential to refer cyclists and motorists for further training where they are found to have committed an offence or contravened the Highway Code in relation to cycle safety.

¹⁷ <http://cyclechallenge.surreycc.gov.uk/>

¹⁸ <http://www.saferoutestoschools.com/gbc/index.php>

¹⁹ <http://shop.guildfordbikeproject.org.uk/>

²⁰ <http://www.cycling.org.uk/wfa/intro>

We had numerous comments in the consultation about the need to educate all road users about sharing the road safely. Respondents pointed out that driving and cycling on Surrey's narrow, rural roads were a particular challenge, and for motorists, knowing how to pass groups of cyclists safely was crucial. For cyclists, understanding how to pass horses safely, particularly when cycling in groups, is also very important in rural Surrey. There is clearly more that needs to be done nationally in this area and we will be seeking to work with other local authorities and central government to ensure a consistent and sustained approach to information and communication about cycle safety and sharing the road.

To that end, we will engage with the Department for Transport on national approaches to improve cycling safety, including an ongoing and consistent approach to communication and education, and measures to improve cycling awareness as part of the driving test. We will also highlight the need for sustained, long-term investment in cycling infrastructure.

We will address the dangers presented by heavy goods vehicles by including cycle safety requirements for HGV fleets within future SCC contracts.

6.10 Licensing and Taxation

A number of responses to the strategy consultation called for greater licensing and taxation for cyclists. In particular, requests that cyclists should be required to pass a test before being allowed to cycle on the road, to display a number plate and to insure their bicycle. Some respondents also felt that cyclists should be required to pay a 'road tax'.

We consider these to be national issues but have some concerns about their implementation. With regard to a licensing scheme and permits to cycle, we are concerned about the cost of setting up and administering such a scheme and that it would act as a barrier to those people who have the most to benefit from cycling, including children and people who cannot afford to own a car. With regard to taxation, it should be noted that road tax was abolished in 1937. Motorists pay Vehicle Excise Duty which is a tax on cars based on engine size and emissions. The funding for roads comes from general taxation and we would not support the principle that any single group should be required to pay a road tax.

7. Proposed strategy – Health, leisure, sport and events

This chapter includes:

- 7.1 Cycling for health
- 7.2 Off road cycling and mountain biking
- 7.3 Managing high levels of sports cycling on Surrey's roads
- 7.4 Managing major cycling events

7.1 Cycling for health

Objective 8: We will promote and facilitate cycling for health

Cycling has significant potential to improve health. Being inactive is a major health risk; in 2012 – 2013, almost 40% of adults in Surrey did not achieve the recommended 150 minutes per week of physical activity. Of this, 23% participated in less than 30 minutes of physical activity each week. The boroughs of Spelthorne, Elmbridge and Reigate and Banstead have the lowest levels of physical activity amongst adult populations². Inactivity is associated with an increased risk of many diseases and conditions, including coronary heart disease, diabetes, obesity and some cancers. Being active can also help maintain mental wellbeing and muscle strength. Annually, 637 deaths could be prevented if 100% of the Surrey population were to become active. The total annual primary and secondary care costs that are attributable to physical inactivity in Surrey come to just under £18 million (2013)².

Cycling has health benefits for all age groups. In addition, mode shift from car to bicycle reduces air and noise pollution and associated health problems. It can have wider health and wellbeing benefits such as increased social interaction and community cohesion, as well as environmental health benefits. Cycling contributes to many of the public health outcome frameworks that are the responsibility of local authorities and is recommended by the National Institute for Clinical Excellence²¹. This and other supporting evidence on the benefits of cycling are presented in Surrey's Joint Strategic Needs Assessment²².

We will work in partnership with all relevant agencies to maximise the health benefits of cycling. Our approach will include promoting and facilitating cycling in general, as well as targeting interventions towards the groups with the highest needs. This could include identification of new cycle routes and paths, training and led rides. Further work includes exploring the potential to integrate cycling into the Surrey exercise referral programme.

As part of maximising the health benefits of cycling, it is also essential that we take action to reduce road traffic collisions. The strategy 'Healthy Lives, Healthy People' (2010) highlighted the need to reduce road injuries in children and address the "strong social and regional variations"²³. Cycling safety will be addressed through local cycling plans (chapter 5.2), training (chapter 5.3), infrastructure (chapters 6.1 - 6.7), information on safe routes (chapter 6.8) and campaigns on cycling safety and sharing the road (chapter 6.9).

²¹ Evidence and guidance on walking and cycling from the National Institute for Clinical Excellence is available at <http://guidance.nice.org.uk/PH41>.

²² The JSNA is a comprehensive partnership document that outlines the health needs of Surrey's population and underpins commissioning of services. The chapter on physical activity on can be found on Surrey-i: <http://www.surreyi.gov.uk/ViewPage1.aspx?C=Resource&ResourceID=653>

²³ Surrey-i has further information on road safety and makes recommendations for commissioning <http://www.surreyi.gov.uk/Viewpage.aspx?C=basket&BasketID=184>

7.2 Off road cycling and mountain biking

Objective 9: We will encourage the provision of off road cycle trails and activities while managing the impacts on Surrey's countryside.

Surrey is blessed with beautiful countryside, particularly in the Surrey Hills Area of Outstanding Natural Beauty (AONB), which is regarded as one of the top locations for mountain biking in the UK²⁴. The geography of the hills with its attractive landscapes, open commons and heaths make it interesting and challenging for users.

The consultation has highlighted that mountain biking can result in conflict between different users and can also cause damage to local habitats, particularly with the proliferation of unplanned trails over the heaths and commons. In order to address this, the Surrey Hills Mountain Bike Working Group has been developing purpose built trails to reduce conflict by segregating users and protecting sensitive sites. One of these trails managed by the Friends of the Hurtwood in the Peaslake area regularly records over 700 cyclists per day at a weekend. This compares to 200 users per weekend day in Wales.

There is also the potential to maximize the economic benefits of mountain biking to the rural areas through the development of business opportunities and use of existing car parks, particularly outside village centres, to reduce the impact on local communities. This includes the development of the Surrey Hills Cycle Centre at Hook Woods as a centre of excellence for elite sport, engaging professionals and young people. This will also be the focus for developing a volunteer resource to help promote and maintain the trails to optimise the experience and minimise the liability on landowners.

The use of off road routes for transport cycling is addressed in chapter 6.4 of this strategy.

7.3 Managing high levels of sports cycling on Surrey's roads

Objective 10: We will take action to minimise the impacts of high levels of sport cycling on roads and communities in Surrey

There has been a surge in interest in competitive cycling in recent years in the UK and, as a result of the success of the 2012 Olympic road races, Surrey is increasingly seen as one of the premier locations for sports cycling in the UK. We welcome the benefits of this, in terms of inspiring more of our residents to engage in physical activity and in bringing economic benefits to the county, in particular supporting rural shops and cafes. However we recognise that this can also bring negative impacts particularly for rural communities, for example where multiple events take place in an area on one day. We will take steps to address these impacts as far as possible, working with British Cycling and other stakeholders to:

- Improve information for local communities on events taking place in their area
- Develop and promote a code of conduct for cycling

²⁴ Evening Standard 2011

- Ensure that events are properly run and generate minimal negative impact on local communities and explore opportunities for affected communities to receive some benefits from events

Objective 11: We will lobby central government to ensure that regulations governing events on the highway are fit for purpose

The current regulations governing cycling events on the highway²⁵ do not cover events such as sportives that are not classified as races. The regulations date back to 1960 and we are concerned that they no longer reflect the situation, with a sharp increase in events that are not covered by the regulations. We are very concerned that, with no requirement for event organisers to notify the police or highways authority, there are risks to safety as well as potential inconvenience to local communities.

We will work with other local authorities who are experiencing similar challenges with high volumes of cycle events in their areas to make the case to central government for the urgent need to revisit the current regulations and extend these to include sportives.

7.4 Managing major cycling events

Objective 12: We will support major cycle sport events which inspire participation and bring economic benefit, while minimising impact on affected communities

We will support nationally significant elite cycling events and use these as an opportunity to promote cycling to Surrey residents. We will put in place a robust event management process. In future we will support and promote events which bring economic, health, social and environmental benefits to Surrey whilst considering and minimising the impacts on local communities. In particular, we will manage the cumulative impacts of events on a community. We will only close a road once a year for a major event. Any additional major event would involve a road closure only when there is clear evidence that there is strong local resident and business support to do so.

We will also encourage all event organisers to notify us of events and make this information widely available so that communities are informed of forthcoming events.

Full details of our approach are set out in the County Council's Framework for Coordinating and Approving Events on Surrey's Highway.

²⁵ Cycle Racing on the Highways Regulations, 1960.

8. Delivery of the strategy

8.1 Delivery in partnership

Surrey County Council will establish a Cycling Strategy Board to oversee delivery of the strategy. The Board will meet at least twice per year and will include Cabinet member representation. The Board will be responsible for an annual report on progress in delivering of the strategy.

The County Council will also establish a Cycling Strategy Forum that will hear progress updates and will help to shape future development and delivery of the strategy.

The local plans will be developed under the guidance of the local committees and we will work with neighbouring authorities to address cross-boundary issues.

8.2 Funding

This strategy is written in the context of significant budget pressures and funding to support implementation will need to be sought from multiple sources.

Capital funding for infrastructure improvements will be sought from developer contributions, local highway budgets and external sources such as government and Local Enterprise Partnership grants.

Revenue funding for promotional campaigns, events and activities will come in the short-term primarily from the Travel SMART Programme (currently funded to March 2015) and from the Drive SMART Partnership. Work will continue to look for alternative sources of funding to augment and continue existing activities. We will explore potential to access health funding to support activities that target those groups who can benefit most from physical activity. Training will be funded through governments grant and participant charging.

In-kind contributions and the work of volunteers will also be critical to successful implementation of the strategy.

8.3 Monitoring of benefits and outcomes

Delivery of the strategy and progress in relation to our vision and outcomes will be monitored as set out in the monitoring plan in annex 1. We will review and publish the data on a regular basis.

9. Implementation

Overarching approach

Strategic Leadership and oversight

Action	Who	When
Establish a Surrey Cycling Board to oversee implementation of the strategy	Surrey County Council Sustainability Group	By end of March 2014
Agree scope and remit of a Surrey Cycling Forum that will inform future development of the strategy	Surrey County Council	By March 2014
Develop proposals for countywide and / or local monitoring in relation to cycling attitudes and behaviours and progress in relation to the strategy aim	Surrey County Council Sustainability Group	By March 2014
Publish an annual report on progress	Surrey County Council Sustainability Group	Ongoing, with first report by March 2015

District and Borough cycling plans

Action	Who	When
Oversee production of district and borough cycling plans	Local committee for each district or borough	By end of 2015
Provide expert input and local intelligence	Surrey boroughs and districts	Ongoing to end 2015
Provide expert input on training and infrastructure	Surrey County Council	Ongoing to end 2105
Provide cycle counts, training and casualty data at the local level	Surrey County Council Sustainability Group	On request from local committees

Training

Action	Who	When
Continue to provide the school Bikeability service	Surrey County Council Sustainability Group	Ongoing
Allocate funding to support cycle training among priority groups or those less able to pay, to ensure that cost is not a barrier to learning to ride a bike	Surrey County Council Sustainability Group	Funding plans in place by June 2014
Expand and promote customised training to meet the needs of our residents and encourage safer cycling	Surrey County Council Sustainability Group	Ongoing - review annually

Capturing economic benefit

Action	Who	When
Implement the Travel SMART programme, including investment in cycling to support economic growth	Surrey County Council	Ongoing – funding currently until March 2015
Bid for funds to extend the Travel SMART approach	Surrey County Council	Ongoing
Work with Visit Surrey to develop a cycling tourism offer and to support Surrey businesses to make the most of the increase in leisure and sports cycling in the County	Surrey County Council Visit Surrey	Ongoing Review annually

Cycling as a means of transport**Infrastructure design and delivery**

Action	Who	When
Progress current infrastructure schemes (Walton Bridge Links, Leatherhead to Ashted, Travel SMART improvements in Woking, Guildford and Reigate and Redhill, Redhill Balanced Network)	Surrey County Council	Ongoing - review annually
Ensure any new cycling infrastructure takes account of principles for design and delivery set out in chapter 6.1 of the strategy	Surrey County Council Highways Projects and Contracts Group / Sustainability Group	Ongoing - review annually
Consider infrastructure solutions set out in chapter 6.2 as part of local plans	Surrey County Council, districts, boroughs, parishes and local committees	Ongoing - review annually
Develop a cycle audit process for new highway infrastructure	Surrey County Council Highways Service	Cycle audit process in place by June 2014
Identify opportunities for cycling improvements within Surrey's planned maintenance programme (Operation Horizon) and within Rights of Way improvement plan	Surrey County Council Sustainability Group	Opportunities identified by June 2014
Ensure that staff who are involved in commissioning and designing schemes within Surrey County Council's highways department are trained in the latest best practice in cycling infrastructure design	Surrey County Council Highways Projects and Contracts Group	Training plan in place by June 2014
Improve road surfaces through Project Horizon	Surrey County Council Highways Projects and Contracts Group	Ongoing up to 2018
Bid for funds for cycling infrastructure investment	Surrey County Council Sustainability Group / Surrey District and Borough Councils	Ongoing – review annually

Information, promotion and practical support

Action	Who	When
Provide comprehensive information about cycling in Surrey through the Travel SMART journey planner website	Surrey County Council Sustainability Group	Ongoing
Review Surrey cycle map provision and funding arrangements	Surrey County Council Sustainability Group	June 2014
Promote cycling to Surrey residents, schools and businesses through events and activities (cycle festivals, Golden Boot Challenge, Surrey Cycle Challenge)	Surrey County Council Sustainability Group	Ongoing
Explore options to expand the Guildford bike project model	Surrey County Council Sustainability Group	By December 2014
Provide advice to businesses on how to promote cycling as a means of transport for staff and visitors	Surrey County Council Sustainability Group	Ongoing
Support development of school travel plans	Surrey County Council Sustainability Group	Ongoing

Cycling safety and sharing the road

Action	Who	When
Continue to monitor cycle casualty rates and locations and include in the annual progress report	Surrey County Council Road Safety Team	Ongoing - report annually
Commission and deliver media and publicity campaigns targeted at cyclists and drivers to encourage safety and mutual respect on the road	Surrey County Council and Surrey Police	Ongoing - review annually
Embed a consistent, fair and appropriate approach to enforcement for cyclists and other road users with regard to cycle safety	Surrey Police	Ongoing - review annually
Engage with Department for Transport on national approaches to improve cycling safety (sustained investment in infrastructure, ongoing and consistent approach to communication and education, incorporating cycling awareness within the driving test)	Surrey County Council	By March 2014
Develop plans for cycle safety requirements for HGV fleets within future SCC contracts	Surrey County Council	By June 2014

Cycle sport, events, health, leisure and tourism

Cycling for health

Action	Who	When
Ensure input from the public health team to promote the cycling strategy and associated programmes and marketing strategies	Surrey County Council Public Health Team	Ongoing – review annually
Identify those populations who have the greatest needs, based on data and recommendations from the relevant chapters of the Joint Strategic Needs Assessment (JSNA), the priorities from the Joint Health and Wellbeing Strategy, and other strategies and local intelligence, to inform local plans and other interventions	Surrey County Council Public Health team	Ongoing as part of evidence base for local cycling plans
Work with relevant partners to ensure cycling is considered, alongside other interventions, when working to achieve specific health outcomes across Surrey, e.g. reduction in the risk of cardiovascular disease, cancer, obesity and diabetes, and the promotion of mental wellbeing	Surrey County Council Public Health team	Ongoing – review annually
Work with partners and agencies to ensure all cycling programmes address the benefits of cycling, safety, cultural and disability issues	Surrey County Council Sustainability and Public Health teams	Ongoing – review annually
Support partnership work with Surrey district and borough councils to integrate cycling into local programmes and local health and wellbeing boards	Surrey County Council Public Health team	By end of 2014
Work in partnership with Workplace Health initiatives to promote opportunities for cycling	Surrey County Council Sustainability and Public Health teams	Ongoing – review annually

Off road cycling and mountain biking

Action	Who	When
Identify opportunities for external funding for the development and maintenance of a network of Mountain Bike trails in the Surrey Hills.	Surrey County Council / Surrey Hills Mountain Bike Working Group	Development Plan by June 2014
Identify opportunities for off road cycling improvements within Surrey's Rights of Way improvement plan	Surrey County Council Sustainability Group / Countryside Group	Opportunities identified by June 2014

Managing high levels of sports cycling on Surrey's roads

Action	Who	When
Work with cycling organisations to develop and promote a code of conduct for cycling event organisers in Surrey	Surrey County Council	March 2014
Work in partnership to improve information for local communities about cycling events in their areas	Surrey County Council	Ongoing

Lobbying Central Government

Action	Who	When
Engage with local authorities facing similar issues of high volumes of unregulated events	Surrey County Council	March 2014
Work with Local Government Association to lobby central government for changes to current regulations to include sportive events	Surrey County Council	Ongoing

Managing major cycling events

Action	Who	When
Ensure safe and effective delivery of Prudential Ride London Surrey events for 2014-2017	Surrey County Council Emergency Management Team	Ongoing
Ensure that all future decisions regarding major events requiring road closures are carried out in accordance with the Framework for coordinating and approving events on the highway.	Surrey Events Coordination Group	Ongoing



This page is intentionally left blank

STRATEGIC AIM More people cycling in Surrey, more safely

To achieve this we will :

OBJECTIVES

1. Work together to deliver improvements for cycling
2. Surrey Local Committees will oversee development of Local Cycling Plans
3. Develop a comprehensive training offer and ensure cost is not a barrier to learning to ride
4. Work with partners to ensure that Surrey's economy benefits from more people cycling
5. Seek funding to improve infrastructure
6. Support cycling as healthy, inclusive and affordable
7. We will work with Surrey Police and other partners to make cycling safer
8. Promote cycling for health and leisure
9. Encourage off road cycling and manage impact on Surrey's countryside
10. Take action to minimise impact of high levels of sports cycling in some areas of Surrey
11. Lobby central government to ensure the regulations governing events on the highway are fit for purpose
12. Support major cycling events where they bring economic benefit and minimise impact on local communities
13. Use an evidence and data led approach to inform future development of the strategy

Rationale

The Surrey Cycling Strategy was published in 2014 to support cycling as an integral element of solutions to support economic growth, tackle congestion, improve personal mobility and address health problems associated with obesity and lack of physical activity:

- Obesity and a lack of physical activity is a growing problem in Surrey. With around 20% of adults and 16% of children being obese. Increasing the amount of cycling as a recreational activity and mode of transport can help to address these public health issues.
- Congestion in Surrey's transport system currently places a constraint on growth. By encouraging people to cycle to work, the strategy can help reduce levels of car travel and therefore congestion, carbon emissions and poor air quality.

Cyclist casualties in Surrey continue to rise year on year, with 139 cyclists killed or seriously injured in 2015, compared with 98 in 2010. It is vitally important that the County Council and partners work towards addressing this. Furthermore, some rural communities in Surrey have been adversely affected by high levels of sports cycling and mountain biking. The strategy seeks to help manage these issues and improve behaviours between all road users and those accessing the countryside.

Progress to date

Developing Local Cycling Plans – 10 local cycling plans are now underway or completed, with considerable partnership working contributing to their success. The plans outline infrastructure requirements for future funding bids, consider opportunities to increase the take up of training and address rider behaviour, plus identify ways to promote cycling as a healthy activity. Data requirements for effective monitoring and evaluation are identified.

Investing in new cycling infrastructure – The County Council has completed the following schemes : Leatherhead – Ashted, Ewhurst-Cranleigh, and the new Walton cycle scheme. Further schemes in the Blackwater Valley are underway. The County Council is also working with Local Enterprise Partnerships and other partners to deliver new major infrastructure identified in the local cycling plans.

Expanding our cycle training offer – using Government grants we have been able to offer customised cycle training to 15,628 residents in 2014/15. We have reduced fees for those least able pay while only increasing costs for others by £1 in 6 years. During this time we have increased the ratios of instructors to trainees, improving training outcomes.

Managing the impact of sports cycling – We continue to lobby central government for changes to regulations on the highway. We have also worked with the police on advice and interventions guidance for use by the police and we continue to implement our framework for closed roads events.

Making Surrey safer for cyclists – the Drive SMART partnership ran a Cycle SMART communications campaign in summer 2015 which focused on stimulating behaviour change in cyclists and drivers to make the roads safer for all who use them.

Building our evidence base – in 2015 we ran a survey of a representative sample of Surrey residents to enable us to improve our understanding of the pattern of cycling participation in the county. This has informed our priorities for 2016/17.

Surrey Cycling Monitor (1651 respondents)



35% regular cyclists, cycling at least once a month
Compared to 15% nationally (DfT Local Walking & Cyclist Stats 2013-14)

Future Priorities

Delivering infrastructure

- Develop and complete a local cycling plan for every district and borough by April 2017
- Develop standards for cycle infrastructure developed and integration into mainstream highway development.
- Continue to deliver new, high quality infrastructure – including new infrastructure in the Blackwater Valley and Guildford – and new bids for cycling infrastructure to be submitted

Improving safety and changing behaviour

- The current level of cycle training to be maintained in a scenario of reducing grants and opportunities for service improvements to be explored
- Promote greater harmony between all road users to improve cyclist safety, including through the work of the Drive SMART Partnership
- Encourage people to cycle more for commuting and utility trips

Managing the impact of sports cycling

- Develop and disseminate a code of conduct for event organisers
- Develop a public event calendar
- Deliver a social media behaviour campaign to target non club affiliated sports cyclists

This page is intentionally left blank

ITEM 12



**CYCLISTS,
RIDE A DOOR'S
WIDTH FROM
PARKED CARS**

drivesmartsurrey.org.uk



Surrey County Council and
Surrey Police working in partnership



ITEM 12



**CYCLISTS,
RIDE CENTRALLY IN
NARROW LANES**

drivesmartsurrey.org.uk



Surrey County Council and
Surrey Police working in partnership



ITEM 12



**DRIVERS,
LOOK OUT WHEN
GETTING OUT**

drivesmartsurrey.org.uk



Surrey County Council and
Surrey Police working in partnership



ITEM 12



**DRIVERS, LOOK
OUT FOR CYCLISTS
AT JUNCTIONS**

drivesmartsurrey.org.uk



Surrey County Council and
Surrey Police working in partnership



ITEM 12



**DRIVERS,
GIVE CYCLISTS
ROOM TO RIDE**

drivesmartsurrey.org.uk



Surrey County Council and
Surrey Police working in partnership



CYCLING SPORTIVES IN SURREY

Page 229

Code of practice for organisers

POPULARITY IN CYCLING SPORTIVES HAS SURGED FOLLOWING THE SUCCESS OF THE LONDON 2012 ROAD RACES AND THE ANNUAL RIDELONDON EVENTS. THIS HAS RESULTED IN SURREY BEING RECOGNISED AS ONE OF THE PREMIER LOCATIONS FOR SPORTS CYCLING, NOT ONLY IN THE UK, BUT THE WORLD.

Page 230



In Surrey, we embrace this as the benefits of cycling are clear. It's fun, has a positive benefit to our health and wellbeing and it provides a welcome economic boost to some of the more rural areas of the county.

But occasionally, increased congestion on narrow roads and country lanes, littering and clashes between a small minority of cyclists and other road users and residents, can mean that the benefits are sometimes overshadowed.

So Surrey County Council has put together this code of practice to set out the key issues to consider when organising your event in Surrey. It also includes advice about things that you might want to do in advance to ensure your sportive is not only fun, but problem free. The code of practice complements British Cycling's guidance for sportive organisers, available via their website.

PLANNING AHEAD

Planning is really important, so visit roadworks.org.uk to see if any are planned on your chosen route on the day to avoid disappointment.

At the same time, check that your sportive doesn't clash with other events taking place on our highways. You can do this via our online "Calendar of events on the highway" www.surreycc.gov.uk/sportingeventscalendar, and remember to let us know about your event details too.

When you plan your event please let Surrey Police and the local Accident and Emergency departments know in advance too (all contact details can be found at the back of this leaflet).

One of the most beautiful places in the county is the area in and around Box Hill. This is also home to the world famous Zig Zag Road, which has become an iconic part of any sports cyclists wish list since the Olympics in 2012. But did you know that the Zig Zag Road is privately owned by the National Trust? This means that you need to get permission from them before planning an event in this area.

Here's some important information on the Zig Zag Road:

- ⦿ All sportives that include Box Hill require the organiser to pay a licence fee to the National Trust.
- ⦿ Licences will only allow you to travel uphill on the Zig Zag road and please note that only one sportive licence will be awarded on any given day, so apply early to avoid disappointment.
- ⦿ Sportives will not be allowed on bank/public holiday weekends.
- ⦿ Any sportive with 100 riders or more must be clear of the area before midday to limit any impact on local residents and other people using the area.

For more information and to book your licence, contact The National Trust.

SIGNING THE ROUTE

Making sure you have appropriate temporary signage for your event is important. Not only does this mean that all participants will be able to easily follow the correct route, but it also means that other road users will be aware that there is an event taking place.

Page 232

- Use a design with a consistent look and feel that is a different size, style and colour to standard road signs. That way they will be clearer and easier to spot and will not be misunderstood by other road users.
- Make sure that all participants are shown what the signs look like before the event, that way they will recognise them as they travel around the route.
- Any signage should be put up no earlier than one day before any event. This helps to avoid the risk of vandalism or tampering.
- Check all signage immediately before the event to ensure that they are correctly placed and have not been damaged, tampered with or removed.
- Signage should not obscure or detract from traffic lights or standard road signs such as “Give Way”, “Stop”, “No Entry” or speed limit signs. You must also ensure that signage does not block visibility for other road users.
- Signage mustn’t cause an obstruction to pedestrians, in particular those who are partially sighted, so you should avoid mounting any signs on walkways at a height that blocks visibility or could result in someone bumping into them.
- Make sure signage is not overhanging or near the edge of the road in case it is struck by passing traffic or cyclists.
- Take care to avoid damaging road furniture when installing temporary signs.





- In areas where you want to highlight a hazard or a key junction, consider deploying trained marshals to direct riders.
- The whole route must be cleared of any temporary signs after the event.
- Sportive organisers must not put markings on the carriageway. These can remain for a long period after the event, are unsightly and could mislead other road users and participants of other sportives.
- Surrey County Council recognises that sometimes there is a need for temporary signage for safety reasons. However, the council will not accept responsibility for the placing or removal of any signs. In addition, event organisers must ensure that their insurance covers incidents arising from the placing and removal of signs on the highway.
- Contact details of the sportive organiser and the date of the event must be included on the back of the signs.
- The information in this leaflet is not a general approval by Surrey County Council for the placing of unofficial signs on the highway. Surrey County Council will remove any signs that are causing an obstruction or nuisance.

SHARE THE ROADS

We know that the majority of cyclists ride safely and show consideration to fellow road users, but sometimes Surrey County Council receives complaints from local residents about incidents involving sports cyclists.

Page 234

As a sportive organiser:

- 🌀 Please issue registration numbers for cyclists to wear or mount on their bikes.
- 🌀 Highlight any hazardous locations, such as steep descents or narrow lanes.
- 🌀 Provide advice on how to pass horse riders safely (see the British Horse Society website).

And encourage participants to:

- 🌀 Always follow the Highway Code.
- 🌀 Wear cycle helmets at all times during the event.

- 🌀 Be considerate if there is a long queue of motor vehicles behind them. Riding two abreast can be safer and is allowed by the Highway Code, but riding single file or pulling over to let motorists pass might be helpful on some narrow or busy roads.
- 🌀 Thank other road users who show them consideration.
- 🌀 Remember that cycling sportives are not races.
- 🌀 Never use their mobile phone whilst cycling.
- 🌀 Not drop litter; they should use bins or take their rubbish home with them.
- 🌀 Plan toilet stops to use the facilities along the route.



WELFARE FACILITIES

If you organise feeding stations for the cyclists along the route:

- ⊗ Make sure that there is sufficient space to cope with potentially large numbers of riders, so it doesn't result in riders queuing on the road.
- ⊗ Consider the impact on the local community; are there sufficient rubbish and recycling facilities?
- ⊗ Obtain any necessary licenses for catering vendors from the local district or borough council.
- ⊗ Encourage cyclists to use appropriate toilet facilities by highlighting the nearest public toilets and if necessary provide amenities for the event.

THE CLEAR UP

As an event organiser you must make sure that the whole route is clear of any temporary signs and litter afterwards.

British Cycling's guidance suggests using the "broom wagon" to take down any signage and clear the highways of any litter once the event has finished.

Page 236



CONTACT DETAILS

The National Trust

www.nationaltrust.org.uk/box-hill

Andrew Wright,
Countryside Manager
Surrey Hills East, Andrew.
wright@nationaltrust.org.uk

07770 887682

British Cycling

www.britishcycling.org.uk
0161 274 2020

Roadworks.org.uk

Surrey Police

www.surrey.police.uk
101

Surrey County Council

www.surreycc.gov.uk

03456 009 009

Events calendar:

www.surreycc.gov.uk/
sportingeventscalendar

Surrey's Borough and District Councils

www.surreycc.gov.uk/your-council/

neighbouring-district-
and-borough-councils

British Horse Society

www.bhs.org.uk

02476 840500

Local accident and emergency departments:

Ashford & St. Peter's Hospitals NHS Foundation Trust

London Rd, Ashford,
Middlesex, TW15 3AA
01932 722321

Brighton & Sussex University Hospitals NHS Trust

Eastern Rd, Brighton,
East Sussex, BN2 5BE
01273 696955 extn. 4261

Epsom & St Heliers University Hospitals

Dorking Rd, Epsom,
Surrey, KT18 7EG
01372 735735

Frimley Health NHS Foundation Trust

Portsmouth Road, Frimley,
Surrey, GU16 7UJ
01753 634017

Queen Victoria Hospital NHS Foundation Trust

Holtye Rd, East Grinstead,
West Sussex, RH19 3DZ
01342 414 4375
(minor injury unit)

Royal Surrey County Hospital NHS Foundation Trust

Egerton Rd, Guildford,
Surrey, GU2 7XX
01483 571122 extn. 6721

Surrey & Sussex Healthcare NHS Trust

East Surrey Hospital,
Canada Avenue, Redhill,
Surrey, RH1 5RH
01737 231958 extn. 6061

This page is intentionally left blank

SURREY COUNTY COUNCIL
LOCAL COMMITTEE (GUILDFORD)



DATE: 22 June 2016

LEAD OFFICER: Peter Hitchings

SUBJECT: Shere Rural Area HGV review and de-cluttering project
 (For decision on de-cluttering aspect)

DIVISION: DIVISION(S) AFFECTED

Shere, Albury and Shalford. (Guildford)

Also Dorking Hills (Mole Valley) and Cranleigh and Ewhurst
 (Waverley)

SUMMARY OF ISSUES

This item reports 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.

Parish Councils in this area, and the wider area bounded by the A25/A29/A281/A248 have been central in developing proposals to reduce and manage HGV activity and identify and reduce superfluous road signs and roadside clutter.

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 decluttering aspect of this project to this committee to ensure that the momentum of this work as a pilot study is maintained.

RECOMMENDATIONS:

The Local Committee (Guildford) is asked to agree:

- (i) the implementation of road signing decluttering 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 FOR RECOMMENDATIONS:

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 decluttering 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.

1. INTRODUCTION AND BACKGROUND:

Possible 7.5 tonne weight restriction

- 1.1 A feasibility study of HGV activity in the area of the AONB between Shere and Ewhurst was carried out in 2015 to determine whether a 7.5 tonne lorry ban was feasible and/or to determine the most appropriate routes for HGVs to be directed through this area.
- 1.2 The feasibility study considered a number of options for a 7.5 tonne ban but concluded that a ban covering a small area around the key routes would force large vehicles onto even more restricted and less suitable roads. A ban over a more extensive area, covering the study area indicated above was also considered but the low numbers of HGV's spread over multiple routes would make it extremely difficult to enforce and unlikely to be regarded as a high priority by the police.
- 1.3 The feasibility study concludes that no roads through this area are ideal for HGV's and that the most appropriate solution would be to direct HGV's around the periphery of the area, and onto the A road network as soon as possible. It is proposed to support this with entry signs to create a rural "quiet lane zone" where all roads within are regarded as unsuitable as through routes for HGV's.

Consultations on HGV movements with Ewhurst, Shere and Albury Parish Councils

- 1.4 Joint discussions have taken place with these three Parish Councils as their areas would be directly affected by any changes to HGV routeing brought about through the above study.
- 1.5 These Parish Councils have expressed the preference for an HGV ban to be implemented throughout the area. Though mindful that it may not be effectively enforced they nonetheless felt that it would act as a deterrent to unsuitable vehicles.
- 1.6 The three parish council all agreed to defer the report on HGV proposals pending further discussions with the police a review of HGV numbers.

Wider HGV assessment and Surrey Hills Quiet Lane and Decluttering Project

- 1.7 In March 2015 the Guildford committee agreed to progress a wider assessment of HGV issues coordinated with the ongoing Surrey AONB quiet lanes a decluttering working group who are largely working within the same study area.

www.surreycc.gov.uk/guildford

- 1.8 Coordinating the HGV study with the Surrey Hills quiet lanes and de-cluttering project has streamlined consultations and ensuring that the wider AONB aims are met to:
- Discourage through traffic and inappropriate use by HGVs.
 - Conserve and enhance the rural and historic character of country lanes and villages
 - Reduce traffic speeds and make lanes safer, quieter and help to enhance accessibility for walkers, cyclists and equestrians in the project area.
- 1.9 The current focus of the project is on piloting a replicable process for reducing superfluous road signs. A more comprehensive report will be brought back to the committee with recommendations for implementing HGV mitigation measures and for the further development of the de-cluttering process.

2. ANALYSIS:

- 2.1 The number of road signs on roads in England more than doubled from 2.45 million in 1993 to an estimated 4.57 million in 2013. A certain amount of de-cluttering work has already been carried in areas of rural and urban Surrey in recent years. This type of work was given greater significance through the publication of the government Policy document, Signing the Way (2011) which stressed that there has been an overprovision of road signs and that new signing should only be introduced when absolutely necessary
- 2.2 Earlier this year the government updated and republished the Traffic Signs Regulations and General Directions (TSRGD, 2016) giving further legislative support to the decluttering process and simplifying the rules councils need to follow when considering installing or removing road signs. The government predict the new rules will save councils in England £30 million by 2020.
- 2.3 In 2015, Norfolk County Council won the national Chartered Institution of Highways and Transportation award for their rural road sign clutter reduction project. Before any sign is removed, a formal risk assessment is recorded that takes into account the likelihood and severity of a possible accident that may result. Each assessment and decision is kept on record for use in case of future enquiries and to monitor the results.
- 2.4 Surrey County Council has consulted Norfolk County Council and has received their agreement to trial their process within the Surrey Hills de-cluttering project. The Norfolk risk assessment process has been modified for our use and forms a central part of sign audits being carried out by parish councils. The form being used is shown as **ANNEX A**. The parish sign audits will be passed to Surrey Highways for consideration and sign off before any work is carried out.
- 2.5 The Norfolk project has resulted in the removal of around 600 redundant road signs which is anticipated to result in significant financial savings over time through reduced maintenance costs and staff time. Within Surrey, Albury Parish Council has surveyed over 60 signs in their area, identifying 25 for possible removal which indicates the scale of potential saving over the wider study area. The work of the parish councils, with their depth local knowledge, has been invaluable in identifying superfluous road signs in the study area.

3. OPTIONS:

- 3.1 This report only seeks agreement on the development of a pilot process for reducing sign clutter. A further more comprehensive report will be brought to the committee on the wider aspects of the project and options for mitigating HGV issues.

4. CONSULTATIONS:

- 4.1 The project is being delivered in collaboration with the Local Highways Team and the Surrey Hills Area of Outstanding Natural Beauty (AONB) Quiet Lanes and De-cluttering Working Group.
- 4.2 Discussions have taken place with Norfolk County Council to obtain permission to trial their road sign risk assessment process in Surrey
- 4.3 Consultations are ongoing with parish councils and local district and county members.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 Initial costs for the study have been absorbed through existing revenue budgets. The Surrey Hills AONB Board are financing some technical support and training based on the Norfolk approach through Colin Davis Associates.
- 5.2 Collaboration with the Surrey Hills Quiet Lanes and De-cluttering Working Group and involvement of parish councils has reduced officer time on the project.
- 5.3 A preliminary budget of £8000 to include some decluttering work and staff training has been identified from developer contributions and match funding through the Surrey Hills Office.
- 5.4 The implementation of the project is scalable allowing implementation to be carried out incrementally to match available funding.
- 5.5 Based on the Norfolk example, the outcome will lead to significant savings on the need to repair or replace signs and lines. This approach could be rolled out to other parts of rural and urban Surrey and included within maintenance projects.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 No significant implications from this project.

7. LOCALISM:

- 7.1 Parish councils have been central in the identification of issues and development of potential solutions with the project.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change	Set out below.

and Carbon Emissions)	
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

8.1 Sustainability implications

8.2 The overall aim of the project is to conserve and enhance country lanes by reducing the number of unnecessary large goods vehicles movements through the area and reducing superfluous redundant road signs and street furniture. It will protect minor country lanes so that they are more suitable for use by sustainable transport modes (walking, cycling, and horse riding).

9. CONCLUSION AND RECOMMENDATIONS:

Conclusions:

9.1 The work being carried out by parish councils has been invaluable in helping to identify and address rural transport issues and superfluous road signs and contribute to the management of country lanes in a sensitive and cost effective way.

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

- (i) the implementation of road signing decluttering 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

10. WHAT HAPPENS NEXT:

- 10.1 A report with further recommendations on the outcome of the HGV study will be brought back to a future meeting.
- 10.2 Training on the de-cluttering risk assessment process and implications of the revisions to TSRGD will be organised for Surrey Highways staff.
- 10.3 The current round of parish sign audits will be assessed, implemented and reviewed before rolling out to other areas.
- 10.4 Proposed measures resulting from the study will be considered for inclusion within Local Transport Strategy forward programme or for implementation by other appropriate funding streams.

Contact Officer:

Peter Hitchings, Transport Policy Team.
020 8541 8992

Consulted:

The project has been developed through consultation with Rob Fairbanks, the Surrey Hills AONB director, John Hilder the Local Highway Manager for south west Surrey and John Pateman, Systems and Services Improvement Team Leader.

The project will include consultation and training with colleagues within Surrey Highways on the de-cluttering process and the implications of updates within the republished Traffic Signs Regulations and General Directions

County and district councils members and parish councils within the study area.

Sources/background papers:

**SHERE AREA RURAL HEAVY GOODS VEHICLE REVIEW, Guildford Local Committee
25 March 2015.**

ANNEX A

Assessment of risk should an individual traffic sign be removed and the proposed action

Location, Road position in road	Date
Location Ref and/or Photograph	Sign description
	TSRGD Sign diagram number

RISK ASSESSMENT IF SIGN IS REMOVED
Description of hazard

RISK: Probability
A B C D or E

Probability of an accident occurring

A So unlikely that probability is close to zero

B Unlikely to occur though conceivable

C Likely to occur sometime

D Occurrence not surprising. May occur more than once

E Occurrence inevitable. May occur many times

RISK: Severity
1 2 3 4 or 5

Severity of an accident if it occurs

1 Damage only or minor injury

2 Injury causing lost time of more than three days

3 Major injury to one or more persons not causing permanent disability

4 Single fatality or multiple permanent disabilities

5 Multiple fatalities

RISK	Probability				
	Severity	A	B	C	D
1	L	L	M	H	H
2	L	M	H	H	H
3	L	M	H	S	S
4	M	H	S	S	S
5	M	H	S	S	S

CATEGORY OF RISK
L Low
M Medium
H High
or
S Serious

Action proposed

Copies to

This page is intentionally left blank

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (GUILDFORD)

DATE: 22 JUNE 2016

LEAD OFFICER: JOHN HILDER

SUBJECT: HIGHWAYS UPDATE

DIVISION: ALL



<p>SUMMARY OF ISSUE:</p> <p>This report provides 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.</p>
<p>RECOMMENDATIONS:</p> <p>The Local Committee (Guildford) is asked to:</p> <ul style="list-style-type: none"> (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.
<p>REASONS FOR RECOMMENDATIONS:</p> <p><i>The recommendations above allow the implementation of ITS schemes included in the 2016/17 programme of highway works.</i></p>

1. UPDATE

2015/16 Programme of works and expenditure

- 1.1 The Highways Update report to the March committee meeting anticipated all but three 2015/16 ITS schemes would be completed by the end of March, that these three schemes would incur costs of 45,000 in 2016/17, and that there would be an under spend of 32,000 on the budget.
- 1.2 At the end of March all but three ITS schemes were completed as anticipated and there was an under spend of 137,000 which has been carried forward as a credit to the 2016/17 budget. However unexpectedly none of the Cluster fund schemes were implemented (value 35,000) and 46,000 less was expended on the High Street setts than forecast.
- 1.3 The net effect is that 137,000 has been carried forward to this year with the anticipated cost of completing all 2015/16 schemes estimated at 146,000. This carry forward and forecast costs for 2015/16 are reflected at pages 1 and 2 of **Annex 1**.

2016/17 Programme of works and expenditure

- 1.4 Annex 1 shows the programme of works and operations agreed by the committee at the meetings of December 2015 and March 2016.

Boxgrove Schools Safety Scheme

- 1.5 Works were completed on this scheme in 2015/16 and the changes have been well received by the three local schools.
- 1.6 Parking restrictions formed part of the original proposals and these have been the subject of lengthy consultations with residents, the schools and the local members which concluded relatively recently.
- 1.7 Annex 2 shows the proposed restrictions in Boxgrove Lane and adjoining roads in the area.

Newlands Corner Safety Scheme

- 1.8 Several changes have been made to the original design of this scheme resulting in a delayed start date, with construction now planned for this Summer.
- 1.9 The original Newlands Corner proposals included reducing the current 60mph speed limit on the A25 Shere Road to 40mph from a point just to the north of the Trodd's Lane Junction for a distance of 600m to the south. The police have been consulted on this proposal and support it.

- 1.10 Separately to the original Newlands Corner proposals, the county council's Road Safety Team have reviewed the A25 between Clandon Crossroads and Sherbourne Road and have identified a history of collisions between Newlands Corner and Sherbourne Road. In the 4 year period to the end of November 2015 there were 28 collisions with 6 of these leading to serious injury and 22 leading to slight injury casualties. Nine collisions took place at the junction with Sherborne Road and 14 took place away from junctions on the link between Newlands Corner and Sherbourne Road. Of these, 11 involved a single vehicle losing control. A collision plot showing the locations and basic details of these collisions is included within Annex 3. Since this plot was produced there was another single vehicle loss of control collision on the 2 December 2015 near the entrance to Albury Quarry that resulted in the death of the driver.
- 1.11 Speed surveys have been undertaken at several locations along this stretch of the A25 including between the Clandon Crossroads and Newlands Corner, and between Newlands Corner and Sherbourne Road. These show that a new 40 mph speed limit along the whole length would comply with the county council's speed limit policy which requires that the existing mean speeds need to be 46 mph or less for a new 40 mph speed limit to be introduced using signs alone without any additional supporting measures.
- 1.12 Consequently officers would like to proceed with the introduction of a new 40 mph speed limit extending from the existing 40 mph speed limit at the Clandon Crossroads junction, to a point about 100m to the east of the junction with Sherborne Road as show by the map in Annex 3. This would help to reduce speeds in order to reduce the ongoing serious history of collisions along this stretch. The gateway features on the immediate approaches to Newlands Corner would be retained but would be amended. This extension of the proposed new 40 mph speed limit compared with the original proposals would be subject to further consultation with the police.
- 1.13 A further phase of safety improvements in the form of improved hazard warning signing between Newlands Corner and Sherborne Road will be considered and developed by the Road Safety Team.

Jetter

- 1.14 At the December meeting the committee agreed to allocate 25,000 for the use of a jetter by the area team for three weeks to top up the central provision of five weeks. Since the meeting the central jetter allocation has been increased and the committee is asked to agree that this revenue funding is now directed towards minor maintenance works at the discretion of the Area Highway Manager.

Lengsthman Scheme

- 1.15 Bids for funding in 2015/16 had been submitted by four organisations by the end of February:-

Ash PC	£7,400
Shere PC	£7,854
Worplesdon PC	<u>£5,500</u>

Total £20,754

1.16 As in 2015/16 area team officers will scrutinise bids to ensure works fall within with the remit of the scheme and discuss allocation values with the local member with a view to fund or part fund all bids to a total value not exceeding the budget of £25,000.

1.17 Guildford High Street Setts

1.18 Works commenced on Wednesday 3 February and were expected to take around 6 months to complete, with the road cleared and fully re-opened in July.

1.19 Works are progressing reasonably well, but delays have been encountered due to water service pipe leaks. Thames Water are fully co-operating in repairing leaks and replacing these service pipes between the mains within the carriageway and the stop valves within the footway.

1.20 These delays have pushed the expected completion date back by a couple of weeks to the middle of August.

1.21 Deliveries for shops adjacent to works areas are affected to a degree, but retailers are managing to make adjustments. Overall there have been almost no complaints about the work and passers by are taking a keen interest in what is going on and frequently complimenting the workforce on their craftsmanship.

1.22 In order to complete work on the single lane sections at the top and bottom of the High Street it will be necessary to fully close the road to all traffic at either end. These closures will be sequential and each is expected to be for a period of around ten days.

1.23 For the closure at the lower end traffic will be diverted via Chapel Street. For the closure at the top end traffic will be directed to exit the High Street via Market Street.

1.24 Both Chapel Street and Market Street are very narrow roads and it will be necessary to prohibit vehicles above 3.5t, so the size of a large transit van. Obviously this will have an effect on deliveries to shops that are serviced via the High Street and traders will be contacted well in advance to discuss and agree delivery arrangements while the closures are in place.

Project Horizon (Carriageway)

1.25 The project Horizon carriageway investment programme is now in its 4th year of delivery and is on track to achieve the original target of reconditioning 500km of roads. The year 4 (2016/2017) programme for Guildford is appended to this report.

1.26 A new Asset Strategy has been developed and will be in place by April 2017, and the term contract with Kier will be extended for a further five years during 2016. In view of these significant considerations all remaining 'year 5' Horizon schemes will be reassessed alongside new identified schemes to produce a new five-year programme for roads to start in April 2017. This new programme will use the most effective treatment for each scheme.

1.27 Members have been informed which of the original Horizon schemes are yet to be treated and the future rolling programme will include these deferred schemes along with newly generated schemes from the latest condition surveys. In addition, as part of the consultation process on future programmes, we would invite members to highlight:

- Their top priorities from the original horizon list
- Other priorities not on the original horizon list

Customer Enquiries and Reactive Repairs

1.28 For Guildford specifically, 5703 enquiries have been received of which 2026 were directed to the local area office for action, 95% of these have been resolved. This response rate is slightly above the countywide average of 94%.

1.29 For the first quarter, Highways received 90 stage 1 complaints of which 12 were for the Guildford area, these concerned resurfacing and lack of contact. In addition two Stage 2 complaints were received, the Service was not found to be at fault in either.

1.30 The Service has recently undergone its annual Customer Service Excellence (CSE) review. This is undertaken by an independent, external body licenced by the Cabinet Office. This recognised the continued improvements that have been made and has recommended retention of the award. CSE is a continuous improvement tool and the we are using this to drive up performance and the customer experience.

1.31 The assessor highlighted a number of areas of good practice including the formation of a Highways Customer Panel. Customers can voluntarily sign up to receive three surveys per year to give their views on various aspects of the service. This allows us to benchmark satisfaction and identify any trends and areas for improvement. The CSE Member Reference Group was also highlighted and "was found to be active in supporting the service in understanding customer needs and views".

1.32 Two area of compliance plus were also identified, these are behaviours or practices which exceed the requirements of the standard and are viewed as exceptional or as exemplar to others, either within the applicant's organisation or the wider customer service arena.

1.33 The two areas are the

ITEM 14

- investment in time to keep the roadworks information updated, the clarity and customer focused language used has assisted in Surrey being the most accessed area nationally on www.roadwork.org
- the service has introduced a Customer Agreement Process where promises made during the handling of Stage 1 complaints are logged and monitored against the time frame promised to the customer. This assists in ensuring that complaints do not escalate due to promises that are not kept

2. OPTIONS:

2.1 Officers seek to implement the most cost effective measures which meet scheme objectives.

3. CONSULTATIONS:

3.1 Appropriate consultation will be carried out for all schemes.

4. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

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

5. EQUALITIES AND DIVERSITY IMPLICATIONS:

5.1 None

6. LOCALISM:

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

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

7. OTHER IMPLICATIONS:

7.1 None

8. CONCLUSION AND RECOMMENDATIONS:

8.1 As set out in the body of the report.

9. WHAT HAPPENS NEXT:

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

Contact Officer: John Hilder
SCC Area Highway Manager SW
Tel 0300 200 1003

Consulted:
As described within the report

Annexes:

1. Highways budget and forecast expenditure for 2016/17
2. Proposed parking restrictions at Boxgrove Lane
3. Proposed 40mph speed limit A25 Shere Road at Newlands Corner
4. Guildford 2016/17 Horizon programme

Sources/background papers:

Local Committee for Guildford Wednesday 8 December 2015: Item 13 'Highways Update Report' and item 14 'Highways Budget for 2016/17'

Local Committee for Guildford Wednesday 23 March 2016: Item 13 'Highways Update Report'

This page is intentionally left blank

Highway budgets and forecast expenditure for 2016/17

2016/17 Local Committe Budget		2016/17 Forecast Expenditure (pages 2 to 5 below)	
Capital carried forward from 2015/16	137,000	Complete 2015/16 ITS Schemes	146,000
Capital ITS (Improvement) Schemes	230,500	2016/17 ITS Schemes	449,000
Capital Maintenance	230,500	Capital Maintenance -LSR (surfacing) schemes	0
		Cluster Group Funding	35,000
Revenue Maintenance	188,300	Revenue Maintenance	110,000
Community Enhancement	<u>50,000</u>	Community Enhancement	<u>50,000</u>
	Total 836,300		Total 790,000

SCHEME TITLE	ALLOCATION	FORECAST EXPENDITURE	STATUS/PROGRAMME/COMMENTS
--------------	------------	----------------------	---------------------------

Complete 2015/16 ITS Schemes

High Street Setts: Residue of 300k LC funding carried forward.	46,000	46,000	13k expenditure in 2014/15, 241k expenditure in 2015/16. Majority of funding in 2016/17 by SCC centre (500k) and GBC (310k)
Ped refuge A281 Horsham Rd, Shalford	30,000	30,000	
A25 Newlands Corner, traffic calming	15,000	15,000	
Ockham Road South traffic calming	20,000	20,000	
Cluster Group funding	35,000	35,000	
Sub Total	146,000	146,000	Carry forward to page 1

2016/17 ITS Schemes: Programme approved at March 2016 LC

High Street Setts	20,000	20,000	
Onslow village schools safety scheme	80,000	80,000	
Eashing Lane improved signing	30,000	30,000	
Reduced speed limit Peaslake Lane	30,000	30,000	
Send safety scheme	50,000	50,000	

Continued on next page

0

Annex 1: Page 2 of 5

SCHEME TITLE	ALLOCATION	0	STATUS/PROGRAMME/COMMENTS
--------------	------------	---	---------------------------

2016/17 ITS Schemes (continued)

A325 Epsom Rd West Clandon junction safety	12,000	12,000	
Aldershot Rd pedestrian refuge	25,000	25,000	
A323 Guildford Rd Ash pedestrian refuge	25,000	25,000	
B3000 Hook Lane Puttenham pedestrian refuge	40,000	40,000	
A281 The Street Shalford pedestrian refuge	30,000	30,000	
B3012 Gole Rd Pirbright pedestrian refuge/ footway extension/lighting	70,000	70,000	
D4001 Southway Guildford dropped kerbs	4,000	4,000	
Avenue De Cagny traffic calming	20,000	20,000	
A246 Epsom Rd/Waterdene Rd kerb build- out	10,000	10,000	
Station Approach feasibility study	3,000	3,000	

Sub Total 449,000

449,000

Carry forward to page 1

SCHEME TITLE	ALLOCATION	FORECAST EXPENDITURE	STATUS/PROGRAMME/COMMENTS
--------------	------------	----------------------	---------------------------

Capital Maintenance - LSR (Surfacing) Schemes

None proposed at present			
Sub Total		0	Carry forward to page 1

Cluster Group Funding

Agreed at December 2015 LC		35,000	
		35,000	Carry forward to page 1

SCHEME TITLE	ALLOCATION	FORECAST EXPENDITURE	STATUS/PROGRAMME/COMMENTS
--------------	------------	----------------------	---------------------------

Revenue Maintenance: Allocations approved at March 2016 LC

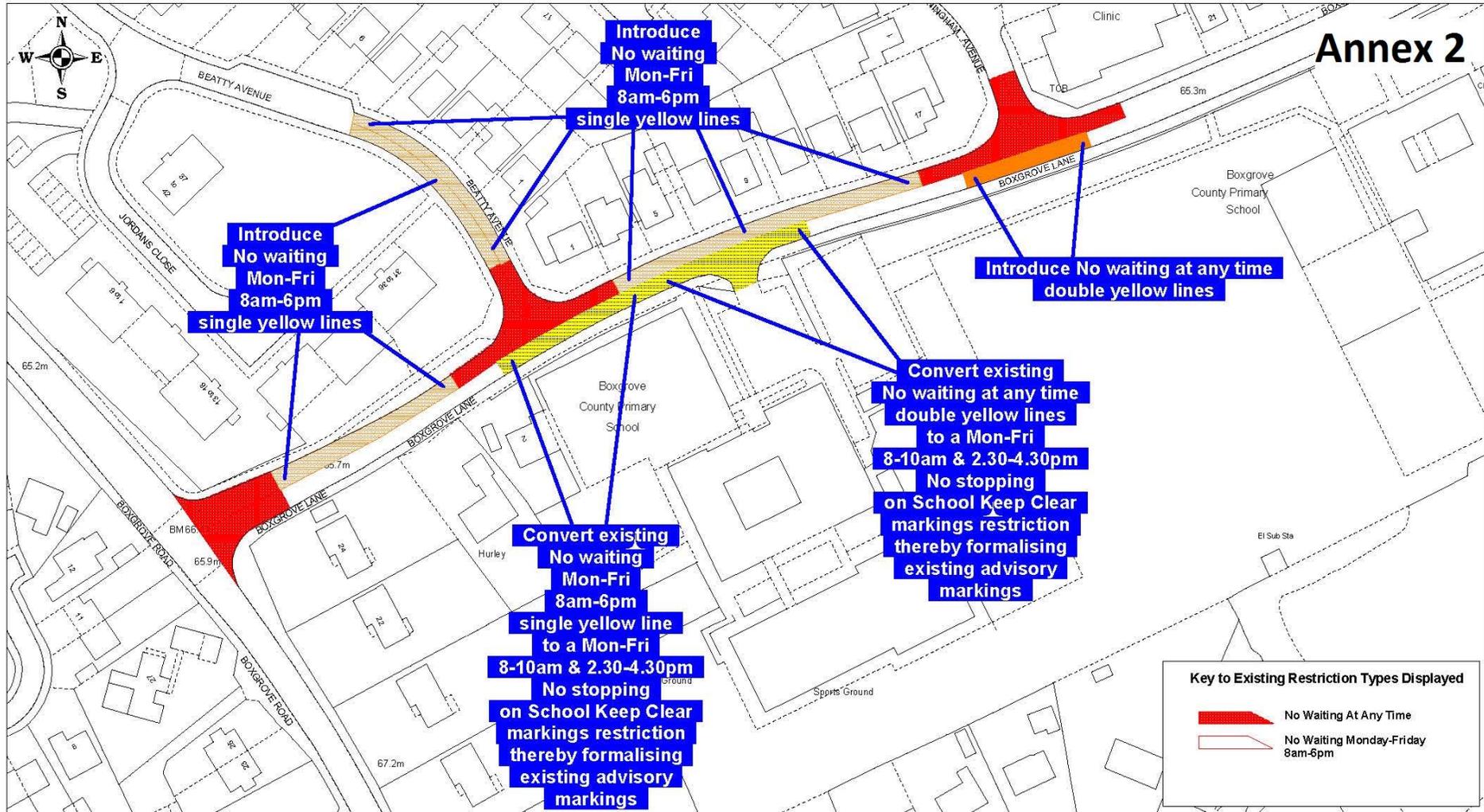
Ad-hoc signs, lines, bollards etc by SW Area Team	20,000	20,000	Used through the year in response to requests from residents and members.
Community Gang for 20 weeks	30,000	30,000	
Jetter for 5 weeks	25,000	25,000	Now supplied by the centre, so recommendation that funding is devolved to area team for minor maintenance work
Ad-hoc maintenance by SW Area Team	10,000	10,000	Used through the year in response to requests from residents and members.
Funding for Lengthsman Scheme	25,000	25,000	Bids submitted by Ash, Shere and Worplesdon
Sub Total 110,000		110,000	Carry forward to page 1

Community Enhancement

Allocated at £5,000 per SCC division	50,000	50,000	Approved Dec 2013 LC
Sub Total 50,000		50,000	Carry forward to page 1

This page is intentionally left blank

Annex 2



Page 261

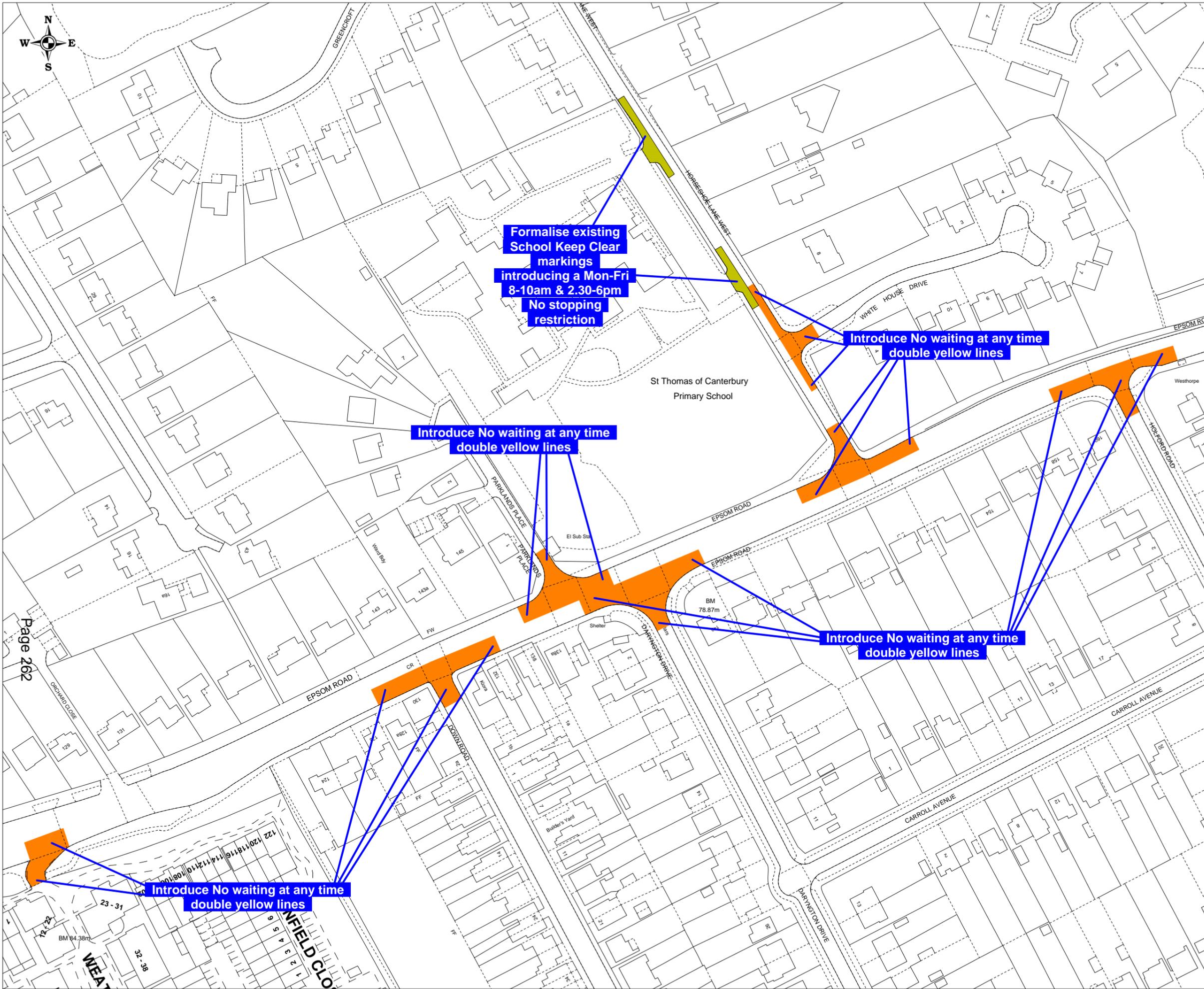


Reproduced from Ordnance Survey Material.
HMSO Crown Copyright. All rights reserved.
Guildford Borough Council.
Licence No. 100019625, 2016

Merrow schools road safety initiative -
Advertised proposals
Boxgrove Lane area
(plan 1 of 5)

SCALE	1 : 1250 at A4
DATE	01/03/2016
DRAWING No.	GBC/APH/MerrowSchsProp1RevA
DRAWN BY	ANDREW HARKIN

ITEM 14



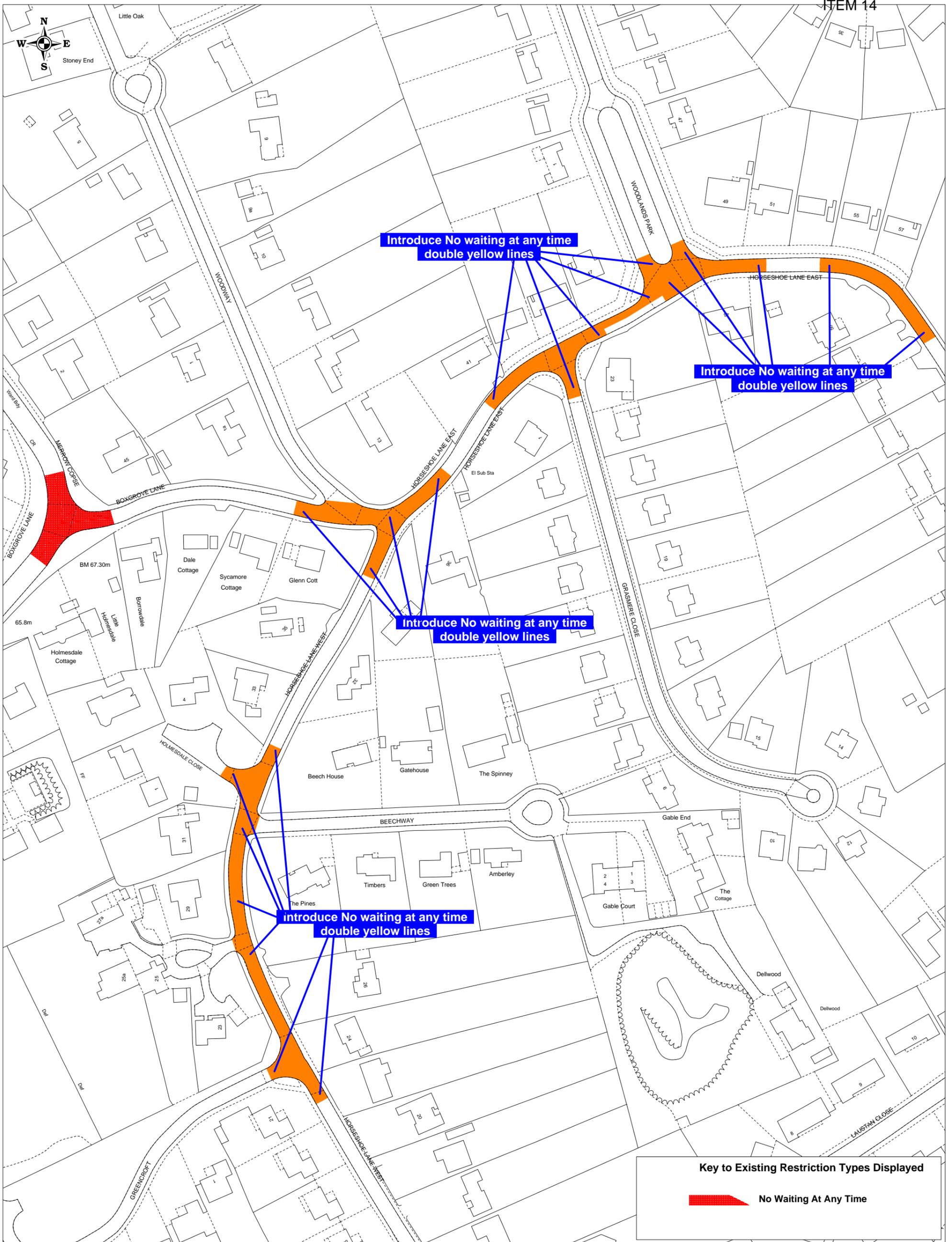
Page 262

Reproduced from Ordnance Survey Material.
 HMSO Crown Copyright. All rights reserved.
 Guildford Borough Council
 Licence No: 100019625, 2016



DRAWING TITLE
Merrow schools roads safety initiative - Horseshoe Lane and environs (plan 2 of 5)

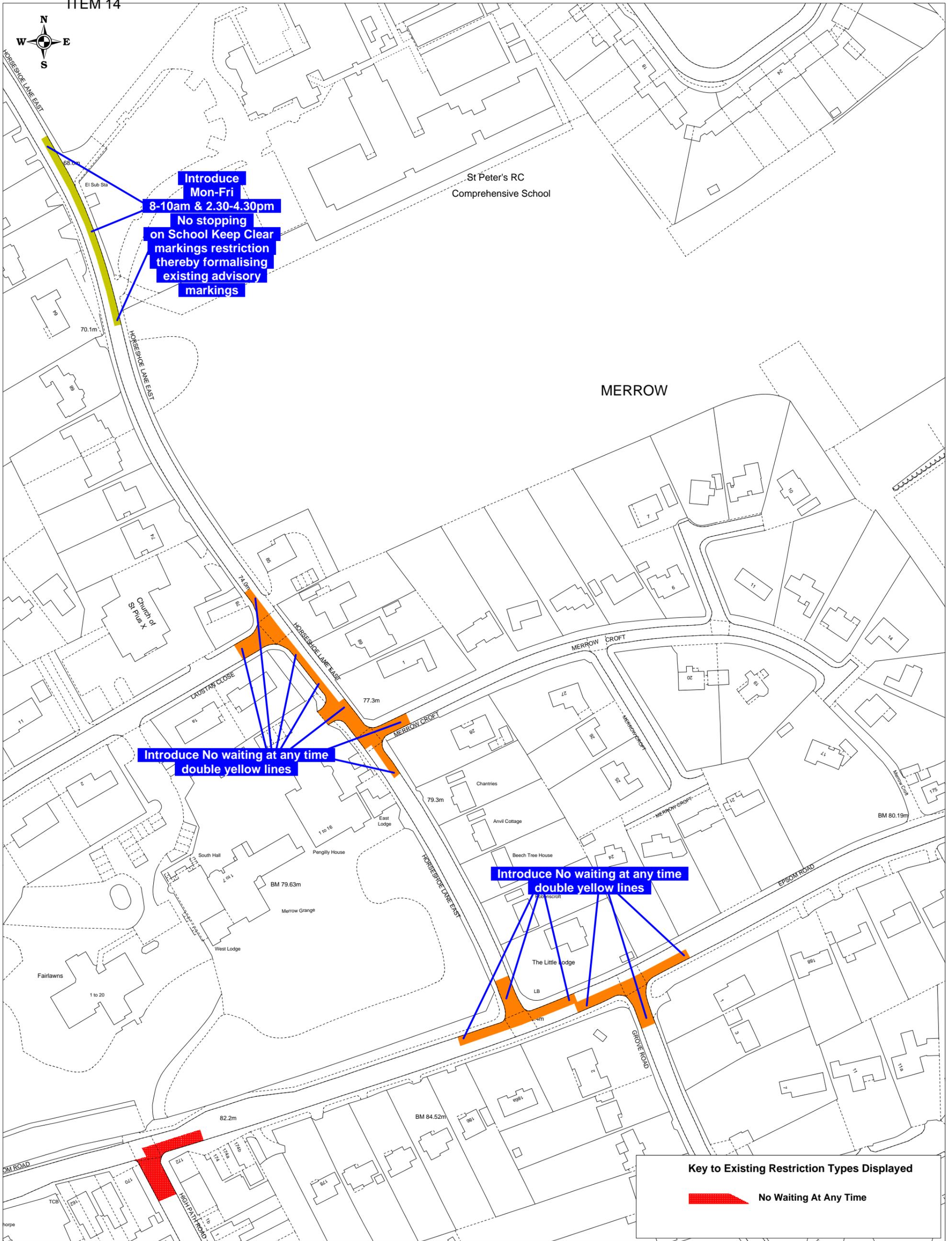
SCALE	1 : 1250 at A3
DATE	01/03/2016
DRAWING No.	GBC/APH/MerrowSchsProp2RevA
DRAWN BY	ANDREW HARKIN



Key to Existing Restriction Types Displayed

 No Waiting At Any Time

SCALE	1 : 1250 at A3
DATE	01/03/2016
DRAWING No.	GBC/APH/MerrowSchsProp3RevA
DRAWN BY	ANDREW HARKIN

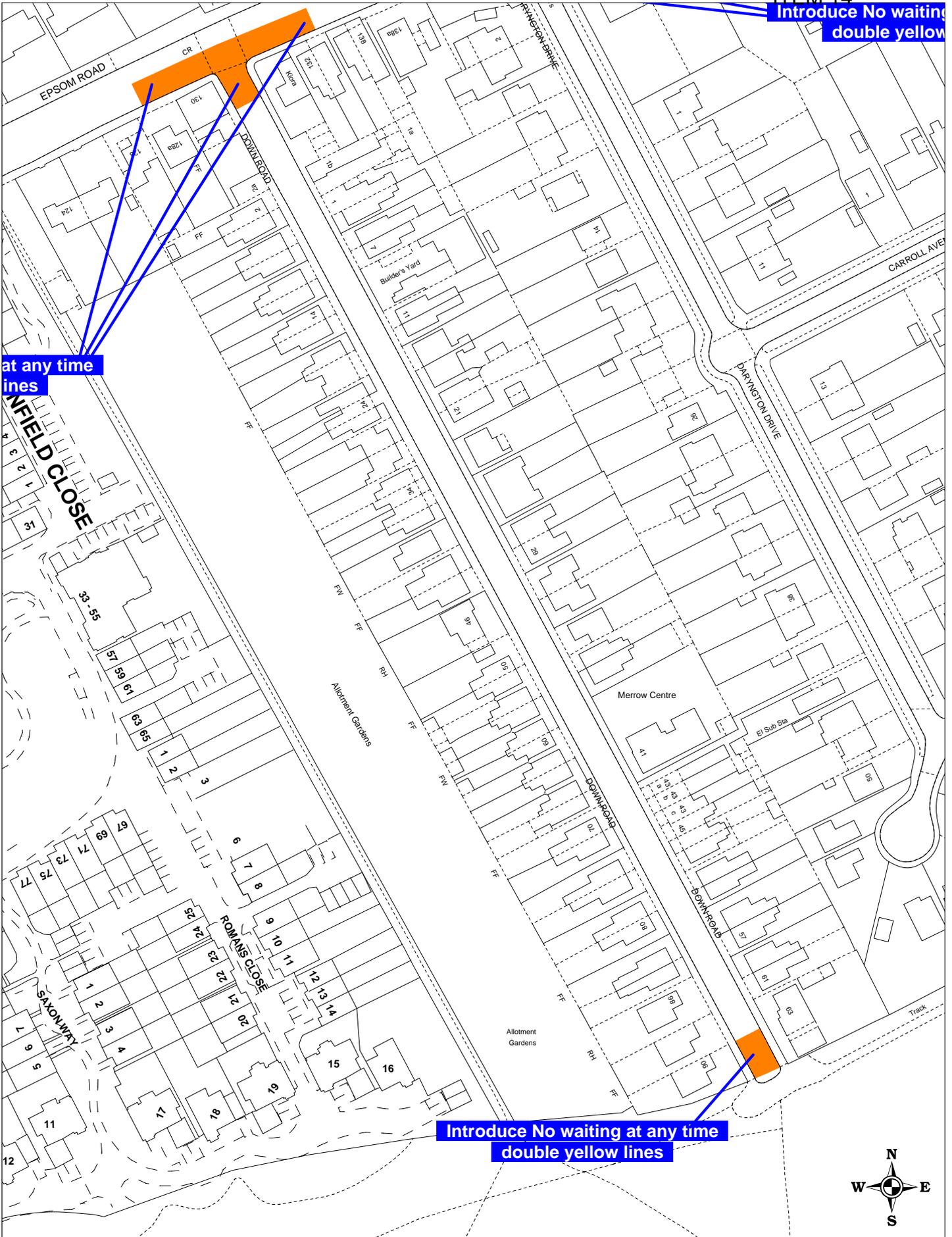


Reproduced from Ordnance Survey Material.
 HMSO Crown Copyright. All rights reserved.
 Guildford Borough Council
 Licence No: 100019625, 2016

Merrow schools road safety initiative -
 Advertised proposals
 Horseshoe Lane and environs
 (plan 4 of 5)

SCALE	1 : 1250 at A3
DATE	01/03/2016
DRAWING No.	GBC/APH/MerrowSchsProp4
DRAWN BY	ANDREW HARKIN

ITEM 14
 Introduce No waiting
 double yellow



at any times
 ines

Introduce No waiting at any time
 double yellow lines



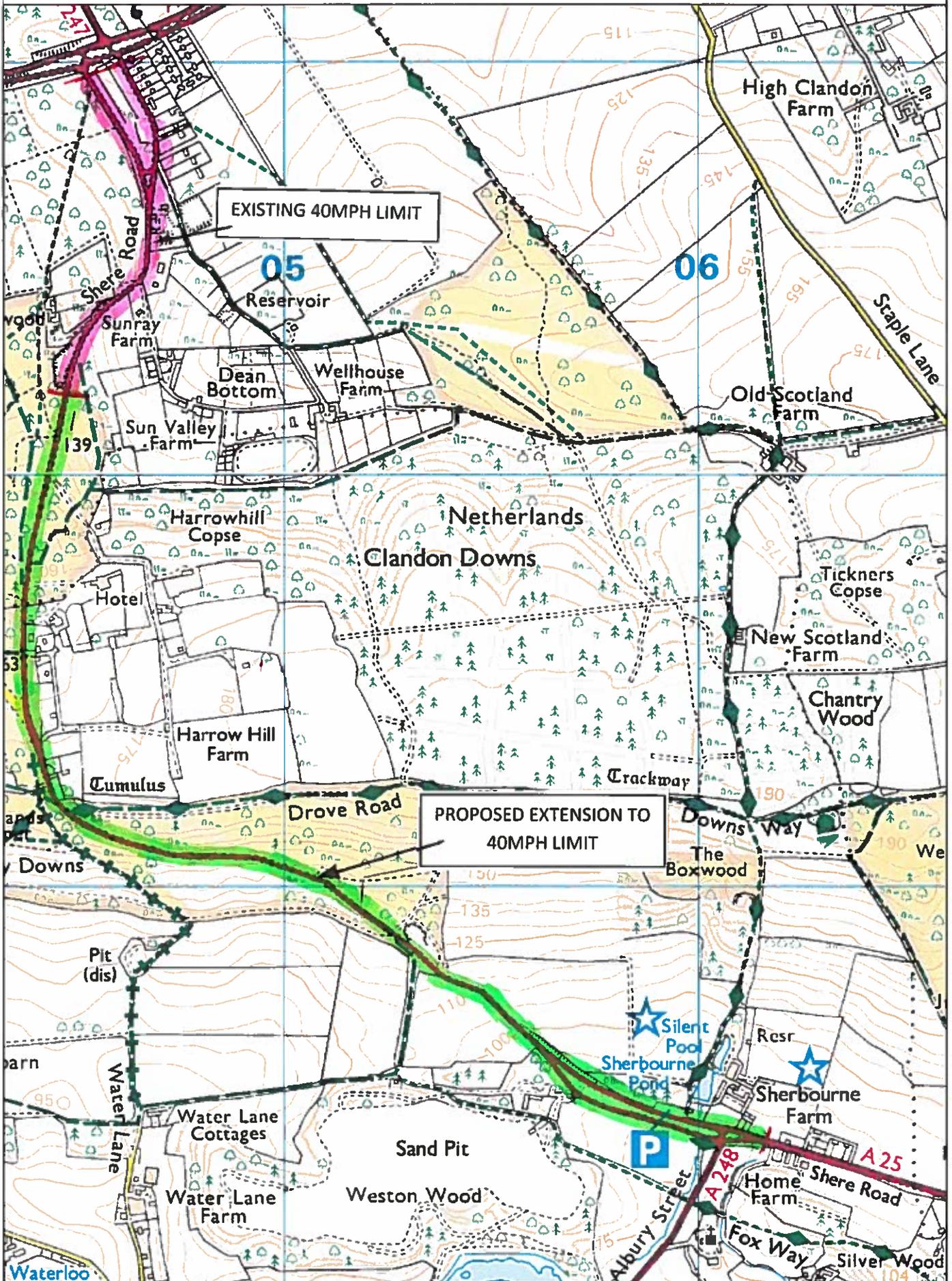
Reproduced from Ordnance Survey Material.
 HMSO Crown Copyright. All rights reserved.
 Guildford Borough Council
 Licence No. 100019625, 2016

Merrow schools road safety
 initiative - Down Road area
 Page 265 (plan 5 of 5)

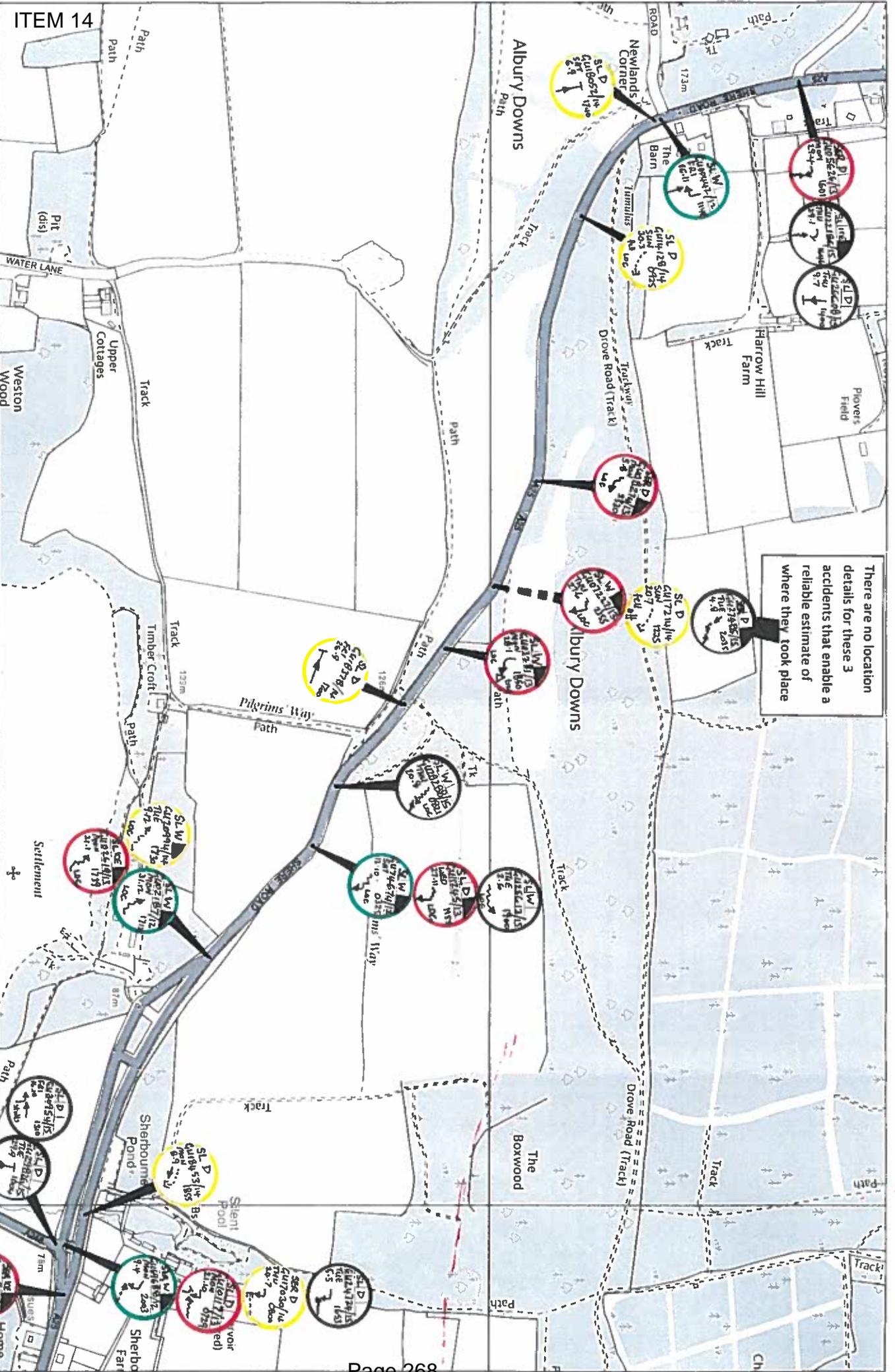
SCALE	1 : 1250 at A4
DATE	01/03/2016
DRAWING No.	GBC/APH/MerrowSchsProp5
DRAWN BY	ANDREW HARKIN

This page is intentionally left blank

Annex 3 - PROPOSED EXTENSION TO 40MPH LIMIT



Scale 1:12500	© Crown Copyright Licence No. 100019613, Surrey County Council, 2006. Except A-Z mapping © Copyright of the Publishers Geographers' A-Z Map Company Ltd.	Date: 10/06/2016
----------------------	--	------------------



ITEM 14

Scale 1:5000

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised Crown copyright and may lead to preparation of Ordnance Survey maps. Licence No. 100019613. 2008. Except A-Z mapping © Copyright of the Publishers Geographers A-Z Map Company Ltd.

A25 SHERE ROAD (Trodds Lane - A248 inclusive)

PROJECT HORIZON SCHEME LIST April 2016 GUILDFORD

This report was produced in April 2016 and was accurate at the time of publication. To find more up to date information please see [Roadworks in my area](#).

The list of schemes for Project Horizon year four are as below.

Road Name	Limits (start)	Limits (end)	When we plan to undertake the works
Winterhill Way	London Road	Glendale Drive	April 2016 - Mar 2017
Stocton Road	Stoke Road	Woodbridge Road	April 2016 - Mar 2017
Dapdune Road/Park Road	Woodbridge Road	Stoke Road	April 2016 - Mar 2017
Abbot Road	Waricks Bench	End	April 2016 - Mar 2017
Harvey Road	Epsom Road	Pewley Way	April 2016 - Mar 2017
Pewley Way	Harvey Road	End	April 2016 - Mar 2017
Horseshoe Lane East & West	Epsom Road	Epsom Road	April 2016 - Mar 2017

The following schemes are on the reserve list and may not be carried out. We will only be completing these works if another scheme within Surrey is deferred in this year's programme.

Road Name	Limits (start)	Limits (end)
Hutton Road	Prospect Road	Heath Vale Road
Prospect Road	Wharf Road	Enfield Road
Lawn Road	Portsmouth Road	End
Tangier Road	Epsom Road	End

This page is intentionally left blank

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (GUILDFORD)

DATE: 22 June 2016

LEAD OFFICER: Matthew Gallop, Asset Programme Manger (Surrey Highways)

SUBJECT: Pavement Horizon 5 Year Pavement Maintenance Programme

DIVISION: ALL

**SUMMARY OF ISSUE:**

This report describes 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 **Annex1**.

This 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 are 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.

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

- (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.

1 INTRODUCTION AND BACKGROUND:

- 1.1 In tandem with majority of local highway authorities, Surrey's pavements have reached an unacceptable level of deterioration due to historic underfunding of this asset. It was identified that pavement maintenance had become a higher priority for residents.
- 1.2 This Pavement Horizon programme aims, in an asset management approach, to address the condition of the pavements across the county through a programme of maintenance schemes.
- 1.3 This programme includes lower cost preventative treatment, in an asset management approach, to extend the life of the pavement. The programme also includes need based schemes that are higher cost reconstruction of the pavement.
- 1.4 The initial list of schemes has been identified from a countywide Footway Network Survey (FNS). This has identified a backlog of works on pavements of £77m.
- 1.5 The budget for the next 5 years is proposed to be £15m (£21m including the 2016/17 programme). There are two main types of treatment to maintain the pavements. A lower cost preventative treatment "waterproofs" the surface and extends the life of the pavement. A higher cost needs based treatment is to reconstruct the pavement. It is proposed to allocate the budget as 60% on needs based reconstruction (approx 100 schemes over 5 years), and 40% on preventative (approx 400 schemes over 5 years).
- 1.6 The proposed preventative schemes are identified on an annual rolling programme, based on the FNS, and will be shared annually with the Local Committee. The schemes are identified where a preventative treatment will extend the life of the pavement and offer longer term value for money. It is proposed that the list of pavements for the 2017/18 preventative schemes programme will be shared at the December Local Committee.
- 1.7 The Divisional Members are invited to have an input in to the proposed 5 year programme of higher cost needs based schemes, going forward, in addition to the input on the quarters 2-4 programme for 2016/17 already underway. The current proposed list of identified higher cost needs based schemes is in **Annex 1**.
- 1.8 Divisional Members are invited to submit, to the Lead Officer, identified schemes that are in **Annex 1** that are: High priority and should remain on the 5 year programme; Lower priority and could be deferred to a future programme; or Currently not on the high priority list and should be considered for addition to the list.
- 1.9 The new proposed programme, following this local input, will be shared with the Local Committee, with the 17/18 programme being in October 2016.

2 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 2.1 The investment programme will be fully funded by Surrey Highways Medium Term Financial Plan and no financial contribution is required from the local committee budget.
- 2.2 The scale and scope of investment programme is such that best value is achieved if programme changes are limited. Consequently, there could be increased pressure on local committee allocation to respond to residents' petitions to re-surface pavements not already identified in **Annex 1**.

3 EQUALITIES AND DIVERSITY IMPLICATIONS:

- 3.1 It is an objective of Surrey Highways and Transport to treat all users of the public highway equally and with understanding. Improved pavement maintenance will support access for mobility impaired, wheel chair and push chair users, and other vulnerable residents. Promoting walking supports both physical and mental wellbeing.

4 LOCALISM:

- 4.1 Localism issues can be addressed through the Members' Community Enhancement Budget.

5 CONCLUSION :

- 5.1 The Committee is asked to note the contents of this report.

6 WHAT HAPPENS NEXT:

- 6.1 The first quarter of needs based schemes will continue to be progressed, along with the preventative schemes, for this 2016/17 year. The priority for this year is part of a separate consultation.

Contact Officer: Matthew Gallop, highways@surreycc.gov.uk, Tel: 0300 200 1003
Consulted:

Annexes:
Annex 1 Pavement Horizon Programme Guildford

This page is intentionally left blank

Pavement Horizon Programme – Guildford
 Identified needs based schemes from the FNS

Road No	Road name	Location	Limits	Length
A3100	HIGH STREET	GUILDFORD	FULL LENGTH	620
A281	QUARRY STREET	GUILDFORD	FULL LENGTH	700
D4012	ABBOTSWOOD	GUILDFORD	NO.1 - 22 THEN 22-39	1000
D4019	ASHENDEN ROAD	GUILDFORD	BEECH GROVE TO EGERTON ROAD	620
D4012	BURNET AVENUE	GUILDFORD	FULL LENGTH	1160
C20	THE STREET	PUTTENHAM	FULL LENGTH	800

This page is intentionally left blank



SURREY

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (GUILDFORD)

DATE: 22 JUNE 2016

LEAD OFFICER: JOANNA LONG
COMMUNITY PARTNERSHIPS AND COMMITTEE OFFICERSUBJECT: LOCAL COMMITTEE SUBSTITUTE MEMBERSHIP, TASK
GROUP MEMBERSHIP AND NOMINATIONS TO
PARTNERSHIPS

DIVISION: ALL

SUMMARY OF ISSUE:

This paper addresses 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. This paper asks the Committee to consider membership of these groups for the new municipal year.

RECOMMENDATIONS:**The Local Committee (Guildford) agrees:**

- (i) that there shall / shall not 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 for the Transportation Task Group for the municipal year 2015-16;
- (iv) the nominated members for the Youth Task Group for the municipal year 2015-16;
- (v) To appoint nominees from the Local Committee to the local partnerships as set out in the report.

REASONS FOR RECOMMENDATIONS:

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.

1. INTRODUCTION AND BACKGROUND:

CO-OPTEE SUBSTITUTE MEMBERSHIP OF THE LOCAL COMMITTEE

- 1.1 Surrey County Council's Local Committees are constituted as Local Area Committees. There are ten County Councillors in the borough of Guildford and all are members of the Committee. Guildford Borough Council is invited annually to nominate ten Borough Councillors to sit on the committee as co-optee members.
- 1.2 The Surrey County Council constitution requires that the Committee consider annually and at the first meeting of the municipal year if the Borough Council may also nominate substitute co-opted members to attend in the place of one of the nominated co-optees should they so wish.

TRANSPORTATION TASK GROUP (TTG)

- 1.3 The Transportation Task Group comprises of members of the Committee who have been selected and nominated by the Committee. The TTG has no decision-making powers itself but provides advice and recommendations to the full Committee. The TTG has the flexibility to meet more regularly than the full Committee and to consider matters on a level of detail which is not always possible during the agendas of the formal meetings of the Local Committee. The recommendations and advice of the Task Group are reported to the full Local Committee for formal discussion and decision.
- 1.4 It is a requirement that the membership of the TTG is broadly representative of the Committee as a whole, both politically and in terms of balance between the urban and rural areas of the borough. Its members are required to act in the interests of the borough as a whole, rather than representing the interests of their divisions and wards.
- 1.5 Previously the Committee has resolved that the TTG membership should comprise of three members from each council. Additionally, membership will include the Local Committee Chairman and the Borough Lead Member for Infrastructure. In the light of this the TTG should comprise Cllr Keith Taylor as Chairman and Cllr Matt Furniss as Vice Chairman along with two other County Councillors and two Borough Councillors.
- 1.6 The Committee agreed to adopt an enhanced remit with items for consideration being brought by both Councils. The enhanced remit included parking, transportation and infrastructure. It is likely the work programme for the TTG will increase. Therefore, the Committee is asked to agree nominations for an additional substitute member of the TTG, one from each council.

- 1.7 The terms of reference reflecting the enhanced remit for the Local Committee can be found at **Annex 1** and the Committee is invited to confirm its approval of these for the year ahead.

YOUTH SERVICES TASK GROUP

- 1.8 The County Council has transformed the way that it commissions services for young people so that Local Committees play an important role in the process. The Local Prevention Framework is providing Local Committees with a resource to prevent young people from becoming NEET (not in education training or employment) or entering the youth justice system.
- 1.9 It was resolved at the meeting of the Committee on 22 June 2011 to create a task group to effectively monitor the process of identifying the needs of young people within the borough and advise the Local Committee on the appointment of a contractor to undertake prevention services. The Youth Services Task Group membership is formed of two County Councillors from the Local Committee and two Borough Councillors, as well as up to four young people co-opted either from the local youth council or nominated by the Youth Support Service or local youth centre.
- 1.10 The Local Committee is invited to confirm the continuation of the Youth Services Task Group for the coming year under the adopted terms of reference as attached at **Annex 2**.

MEMBERSHIP OF OUTSIDE BODIES

1.11 GUILDFORD HEALTH & WELL-BEING BOARD

The Board is a non-statutory partnership with a strategic membership and objective to focus public health and well-being priorities in the borough. Committee should nominate one representative to sit on the Board. This Group is convened by Guildford Borough Council.

1.12 SAFER GUILDFORD PARTNERSHIP

The Safer Guildford Partnership is a statutory partnership tasked with reducing crime and disorder in the community, as well as tackling negative perceptions of crime. The Committee should nominate one representative to sit on the Executive. This Group is convened by Guildford Borough Council.

2. ANALYSIS:

- 2.1 It is important for members to review the operating arrangements for the Committee and to be represented on local partnership groups and to ensure priorities and concerns are reflected.
- 2.2 Local Committee task groups are able to provide focus and additional consultation not possible within the formal committee framework.

3. OPTIONS:

- 3.1 The Committee may opt not to accept substitute members of the Borough Council to the Committee as is the current status or members may consider

that this decision will offer a degree of flexibility to co-opted members and may serve to broaden representation on the Committee.

3.2 The Committee may opt not to retain task groups and to instead process it's work programme as a full committee. However, retention of the task groups does provide more detailed processing and enables the number of Committee meetings to stay the same.

3.3 The Committee may opt not to nominate to other partnerships. However, there are strong crossovers between the work programmes of the partnerships and the Committee. In addition, representation can ensure that local priorities remain at the forefront of the partnerships agendas.

4. CONSULTATIONS:

4.1 All Local Committee members have been consulted.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 There are no financial or value for money implications.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 There are no direct equality and diversity implications arising from this report..

7. LOCALISM:

7.1 Through balanced membership the Local Committee task groups seek to represent all communities in the borough.

7.2 Membership of outside partnerships ensures local priorities are considered and shared between the committee and other key partners.

8. OTHER IMPLICATIONS:

8.1 Area assessed:	Direct Implications:
Crime and Disorder	Set out below.
Sustainability (including Climate Change and Carbon Emissions)	Set out below.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

8.2 Crime and Disorder implications

The Youth Task Group is involved in the commissioning process for the Local Prevention Framework which is aimed at preventing young people from

becoming NEETs (not in education or employment) or entering the Youth Justice system.

8.3 Crime and Disorder implications

By ensuring that the Local Committee is represented on the partnership, the Local Committee will contribute to the success of the Safer Guildford Community Safety Partnership in addressing the local priorities for the reduction of crime and disorder in the borough of Guildford during 2016/17.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The Local Committee is invited to select membership of the task groups and representatives to outside bodies as detailed in this report.

The Local Committee (Guildford) agrees:

- (i) that there shall / shall not be substitute Borough Council co-optee membership for the municipal year 2015-16;
- (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 for the Transportation Task Group for the municipal year 2015-16;
- (iv) the nominated members for the Youth Task Group for the municipal year 2015-16;
- (v) to appoint nominees from the Local Committee to the local partnerships as set out in the report.

10. WHAT HAPPENS NEXT:

10.1 Nominated Guildford Borough Council substitute members will be advised of the Committee's decision.

10.2 Partners will be advised of the Local Committee's decisions.

10.3 Task group meetings will be convened throughout the year as the business requires.

Contact Officer:

Joanna Long Community Partnerships & Committee Officer (Guildford)
01483 517336 joanna.long@surreycc.gov.uk

Consulted:

Members of Guildford Local Committee

Annexes:

Annexe 1 Transportation Task Group terms of reference
Annexe 2 Youth Task Group terms of reference

Sources/background papers:

None

Transportation Task Group Draft Terms of Reference 2016-17

General

1. The Transportation Task Group is a Task Group of the Guildford Local Committee. The Local Committee will:
 - (i) determine the role, appointees and lifespan of the Transportation Task Group
 - (ii) review the operation of the Transportation Task Group over the previous year
 - (iii) confirm the remit for the Task Group and make this remit available to all Members of the Committee.

2. The Task Group has no formal decision-making powers as a body, but exists to advise and to make recommendations to Guildford Local Committee. The areas of work that the Task Group may consider and provide advice to the Local Committee will include:
 - (i) On and off street parking and Park and Ride services and any surplus income arising from on-street parking available to the Local Committee.
 - (ii) The Community Infrastructure Levy (CIL) and the regulation 123 list along with other developer contributions.
 - (iii) Joint strategic and strategic highways and transportation matters including the development of a Local Transportation Strategy for the borough.
 - (iv) The Local Committee highways budget and Integrated Transport Schemes (ITS) and including monitoring progress as appropriate.
 - (v) As required by a Local Committee decision or advised by the Area Highways Manager the Task Group can consider and comment on the nature, extent and format of consultations on schemes.
 - (vi) The Task Group may consider and review in detail referrals made by the Local Committee e.g. matters related to local petitions, issues raised at local 'Cluster' meetings.
 - (vii) The Task Group may consider and advise the Local Committee on relevant matters referred to the Local Committee by the Guildford Surrey Board.

3. Recommendations to the Local Committee will be supported by a summary of the reasoning behind the Task Group's position and reflect any professional advice of the Area Highways Manager or appropriate officer(s).

4. Officers supporting the Task Group will consult that Group and will give due consideration to the Group's reasoning and recommendations prior to the officer writing their report to the Local Committee.

Operation

5. The Task Group will:
 - meet in private
 - develop an annual work programme

www.surreycc.gov.uk/guildford

- formally record its actions
- if appropriate respond to an officer report
- if appropriate submit its own report to the Local Committee or, alternatively, on a quarterly basis report to the Local Committee via the Area Highways Manager's update.

Membership & Governance

6. The Task Group will contain three county councillors and three borough councillors which will include the Chairman of Guildford Local Committee and the Borough Lead Member for Infrastructure.
7. The Task Group will be chaired by the Chairman of Guildford Local Committee.
8. Membership of the Transportation Task Group will be agreed by the full committee at the first meeting of the new municipal year. Other changes to the membership will either follow local elections or on the advice of the full committee.
9. Members of the Transportation Task Group may nominate another member of the Guildford Local Committee to attend the Task Group as a substitute in the event they are unable to attend a meeting. However, the balance of the representation as described in Item 6 and 11 will be retained. A list of substitutes will be agreed at the first municipal meeting.
10. All members sitting on the Task Group will be required to represent the interests of the borough as a whole rather than representing the interests of individual divisions or wards.
11. Members of the Task Group should broadly represent the Committee as a whole, both politically and in terms of balance between the urban and rural areas of the borough.
12. Meetings held in private will base an assumption that any Task Group documentation will be similarly confidential unless officers and members are instructed otherwise.

Draft Terms of Reference for the Youth Services Task Group**Objective**

The Local Committee agreed on the 22nd of June 2011 that a Youth Task Group is established to assist and advise the Local Committee in relation to Youth Issues and the future delivery of Youth Provision locally.

Membership

The Task Group will contain four appointees from the Local Committee - two county and two borough councillors. In addition the Task Group can invite up to four young people from the borough, all with equal status. The Task Group may also consult with other relevant members of the Committee.

General

1. It is proposed to establish a Youth Task Group. The Task Group shall exist to advise the local committee. It has no formal decision making powers. The Task Group will:
 - A. Unless otherwise agreed, meet in private
 - B. Develop a work programme
 - C. Record actions
 - D. Report back to the Local Committee.
2. The Task Groups function is to assist and advise the Local Committee in relation to youth issues and the future delivery of youth provision locally.
3. Officers supporting the Task Group will consult the Group and will give due consideration to the group's reasoning and recommendations prior to the officer writing their report to the parent Local Committee.
4. The Task Group can, should it so wish, respond to an officer report and submit its own report to the Local Committee.
5. The Task Group terms of reference and Membership is to be reviewed and agreed by the Local Committee annually.

SURREY COUNTY COUNCIL
LOCAL COMMITTEE (GUILDFORD)



DATE: 22 JUNE 2016

LEAD OFFICER: JOHN HILDER
AREA HIGHWAYS MANAGER (SW)

SUBJECT: REPORT OF THE TRANSPORTATION TASK GROUP (TTG)

DIVISION: ALL

SUMMARY OF ISSUE:

The Local Committee for Guildford considers a broad range of highways and transportation matters. In order to progress the committee's transportation work programme a task group has been created. The purpose of the task group is to consider local transportation business on a more frequent and flexible basis than the schedule of the formal full committee may allow and thereafter to act in an informed and advisory capacity to the full committee. The Transportation Task Group (TTG) membership is made up of nominated members from the full committee. All formal decisions are undertaken by the full committee.

This report is for the information of the full committee. The intention is to provide an update of the TTG work and a work programme.

RECOMMENDATIONS:

The Local Committee (Guildford) is asked to:

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

REASONS FOR RECOMMENDATIONS:

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.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Transportation Task Group (TTG) comprises of members who have been selected and nominated by the full committee. The TTG has no decision-making powers in itself but provides advice and recommendations to the full committee.
- 1.2 The TTG has flexibility to meet more frequently than the full committee and to consider matters on a level of detail which is not always possible in the agendas of the formal meetings of the full committee. The recommendations and advice of the Task Group will be reported to the full committee for formal discussion and decision.
- 1.3 It is a requirement that the membership of the TTG is broadly representative of the full committee as a whole, both politically and in terms of balance between the urban and rural areas of the borough. Membership includes the Local Committee Chairman and the Borough Deputy Leader Member and Lead Councillor for Infrastructure and Governance along with two other County Councillors and two Borough Councillors and one reserve from each council.
- 1.4 The TTG met on 11 May 2016 and considered a briefing on the current proposal for experimental closure of Walnut Tree Close and a strategy for the consultation. The group was informed of the proposed consultation process, feedback from the consultation would be considered at Local Committee on 20 September 2016. Members of the group asked about consultation with the emergency services as they were included in the original consultation, officers said they would be going back to them as part of this consultation. The group were happy with the media being used for the consultation.
- 1.5 The group considered the draft Parking Strategy for Guildford which would be presented to the 22 June Committee. Members also discussed Project Horizon Carriageways and Pavement Horizon information on this is in the Highways Update report. Further information on schemes would come to the task group in the future. The TTG at the May meeting were also updated on the High Street Setts, which were progressing very well and on programme.

2. ANALYSIS:

- 2.1 The TTG has convened on one occasion this municipal year 2016/17. The work programme at **Annex 1** demonstrates the breadth and scope of the topics under review on behalf of the Local Committee.

3. OPTIONS:

- 3.1 The Local Committee customarily reviews the membership and terms of reference for the task groups at the first meeting of the municipal year. The arrangements for this year will be agreed at the 22 June 2016. The Committee may review these arrangements at its discretion.

4. CONSULTATIONS:

- 4.1 The members of the TTG have been consulted on the contents of this report and the work programme.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 There are no direct financial implications. The purpose of the arrangements for the Transportation Task Group is to improve informed and considered decision making by the full committee and seek to produce better value for money outcomes for residents.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 There are no direct implications. Both Surrey County Council (SCC) and Guildford Borough Council (GBC) are committed to supporting equal opportunities for all.
- 6.2 Individual schemes and projects will undertake Equalities Impact Assessments as appropriate.

7. LOCALISM:

- 7.1 The Local Committee seeks to bring decision making closer to local communities.
- 7.2 The Local Committee seeks to engage local communities in matters of interest, concern and priority.
- 7.3 Through balanced membership the Local Committee task groups seek to represent all communities in the borough.

8. OTHER IMPLICATIONS:

- 8.1 There are no additional implications.

9. CONCLUSION AND RECOMMENDATIONS:

The Local Committee (Guildford) is asked to:

- 9.1 Note and comment on the work and programme for the Transportation Task Group.

10. WHAT HAPPENS NEXT:

- 10.1 The Transportation Task Group will proceed to consider the work programme and to report to the full committee as appropriate. It is intended the work programme be reviewed by the full committee quarterly unless advised differently by the members.

Contact Officer:

Joanna Long, Community Partnerships & Committee Officer, SCC
01483 517336
joanna.long@surreycc.gov.uk

Consulted:

www.surreycc.gov.uk/guildford

ITEM 17

Guildford Local Committee's Transportation Task Group

Annexes:

1. TTG Work programme

Sources/background papers:

- None
-

Guildford Local Committee Transportation Task Group Work Plan for 2016/17

Actions	Officer	When next to TTG	When next to GLC	Lead Agency	Status / Note / Feedback
Guildford Town Centre Transport package	P Fishwick		22/06/16	SCC	As part of Highways Update report
Public Consultation on Pilot Closure of Walnut Tree Close	Robert Curtis, Jeff Wilson	11 May 2016	20/09/16	SCC	6 week (June- late July) Consultation on options for best location for pilot closure
Parking Strategy	K McKee	11/05/16	22/06/16	GBC/SCC	Joint, holistic approach to using parking as a tool to manage congestion and sustainable transport options. Initial approach within Parking Business Report annually to winter committee.
Local Transport Strategy for Guildford (LTS) (to be discussed once the Local Plan is confirmed)	L Mendes /Steve Howard	2016 TBC	As req.	SCC	Ongoing live document. Part A: Current schemes - for Local Committee member to comment and note. Part B: Future schemes – to be completed in accordance with final Local Plan draft. Then to committee for formal approval.
Community Infrastructure Levy	TM-F/PD	2016 TBC	As req.	GBC	As per the agreement of both councils during 2014 the local CIL proposals to be brought before the committee for noting and comment prior to acceptance by GBC.
Project Horizon Carriageways and Pavement Horizon	JH	17/10/16	Dec 16 (TBC)	SCC	Priority list for year 2 will come to TTG. New 5 year plan, may come to December Local Committee
PETITIONS					
Shere HGV	JH	TBA		SCC	TTG considered the effects of the recently installed village safety scheme/20mph speed limit should be assessed before further measures are considered.

SURREY COUNTY COUNCIL LOCAL COMMITTEE (GUILDFORD) Updated 06/06/2016 Annex 1

ITEM 17

Actions	Officer	When next to TTG	When next to GLC	Lead Agency	Status / Note / Feedback
Ash Hill crossing	JH	17 Oct 2016		SCC	Scheme was considered alongside other requests at the Transportation Task Group (TTG) on 19/10/15, however the feasibility work for other schemes already committed for 2015/16 (for implementation in 2016/17) will use up the available Highways budget. The TTG will look at this issue in the again in the future.
Crocknorth Road Speed limit	JH	17 Oct 2016	13/12/16	SCC	As above
Newark Lane in Ripley pedestrian crossing and reduce speed limit to 30mph	JH	17 Oct 2016	13/12/16	SCC	As above
Harpers Recreation Ground and the Curzon Restaurant zebra crossing	JH	17 Oct 2016	13/12/16	SCC	As above
A281 in Shalford island crossing point	JH	17 Oct 2016	13/12/16	SCC	As above
Jacobs well –resurfacing of pavements and roads	JH	17 Oct 2016	13/12/16	SCC	As above
St Joseph’s School –upgrade crossing	JH	17 Oct 2016	13/12/16	SCC	Voluntary crossing patrol being set up at the school.
Flexford Gap	JH	11 May 2016	TBC	SCC	Postponed from 23 March Local Committee for legal advice
HGVs West Clandon	JH	11 May 2016	22 June 2016	SCC	
PUBLIC QUESTIONS OUTSTANDING					
MEMBER QUESTIONS OUTSTANDING					

Page 290

Meetings

17 Oct 2016

This page is intentionally left blank

Local Committee Guildford Decision Tracker

This Tracker monitors progress against the decisions that the local committee has made. It is updated after each committee using the 'RAG' (red, amber, green) ratings below.

Green: Actions are on track and progressing as expected towards the agreed deadline.

Amber: Action is off track but corrective measures are in place to meet the original or updated deadline.

Red: Action has not been progressed and is off track. Deadline will not be met.

NB. Once actions have been reported to the committee as complete, they are removed from the tracker.

Meeting Date	Item	Decision	Due By	RAG	Officer	Comment or Update
23 March 2016	10	<p>GUILDFORD ON-STREET PARKING REVIEW - PROPOSALS FOR GEOGRAPHIC AREAS AND 'AD-HOC' LOCATIONS</p> <p>The Local Committee agreed:</p> <p>(i) that a Traffic Regulation Order (TROs) is made to implement new controls and changes to the existing, covering Avondale area around the Ash Vale and North Camp railway stations,</p>		G	Andy Harkin	Proposals will be implemented in phases in the summer and autumn.

		<p>shown in ANNEXE 3,</p> <p>(ii) that a Traffic Regulation Order (TROs) is made to implement new controls and changes to the existing, covering Effingham Junction, shown in ANNEXE 5,</p> <p>(iii) that a Traffic Regulation Order (TROs) is made to implement new controls, covering Fairlands, shown in ANNEXE 7b,</p> <p>(iv) that a Traffic Regulation Order (TROs) is made to implement new controls and changes to the existing, covering the Merrow shopping parade area, shown in ANNEXE 9. In Merrow Street retain 10 metres of 'no waiting at anytime' restrictions around the junction with</p>				
--	--	---	--	--	--	--

		<p>Epsom Road but do not implement the remaining 'no waiting at anytime' restrictions proposed for the rest of Merrow Street.</p> <p>(v) that a Traffic Regulation Order (TROs) is made to implement new controls and changes to the existing, covering Shalford, shown in ANNEXE 11,</p> <p>(vi) that Traffic Regulation Orders (TROs) are made to implement new controls and changes to the existing, covering the 'ah-hoc' locations, shown in ANNEXE 13.</p>				
23 March 2016	11	<p>Adoption of Additional Hackney Carriage Stands (Taxi Rank Space) in Guildford</p> <p>The Local Committee agreed to adopt the</p>	2016	G	Mike Smith ,GBC	Public consultation was held from the 1 to 29 April 2016. Locations adopted as taxi ranks.

		<p>following locations as taxi ranks, subject to public consultation as required by law.</p> <p>1. Bedford Road – 7 spaces (18.00 to 08.30 daily) Parking bays adjacent to Bedford Road Surface Car Park for a distance of 36 meters</p> <p>2. North Street – 11 spaces (24 hour operation) Length of single yellow line outside Vinyl Night Club and TGI Friday for a distance of 50 meters</p> <p>3. North Street – 6 spaces (24 hour operation) Outside Marks and Spencer and Paperchase for a distance of 30 meters</p> <p>4. High Street (Lower end) – 4 spaces (18.00 to 08.30 daily) Parking Bays, outside Vision Express Opticians for a distance of 19 meters</p>				
--	--	--	--	--	--	--

		<p>5. Upper High Street – 5 spaces (18.00 to 08.30 daily) Parking bays outside Pizza Express and Oxfam for a distance of 26 meters</p> <p>6. Millbrook (A281) – 4 spaces (22:30 to 04:30 daily) Bus Stop on north-bound carriageway outside the Legion nightclub for a distance of 19 meters</p>				
23 March 2016	12	<p>GUILDFORD LOCAL CYCLING PLAN - MINOR IMPROVEMENTS</p> <p>The Local Committee agreed that :</p> <p>(i) The minor improvements identified in annex A of the report are approved</p> <p>(ii) The existing footway on the eastern side of The Chase between the entrance to Guildford Cathedral to the</p>		G	Marc Woodall	Marc meeting with Guildford BC to progress.

		<p>alleyway link to Arlesford Road be converted to a shared use cycle/footway.</p> <p>(iii) The closed road between Cumberland Avenue and Johnston Walk be converted to a shared use cycle/footway</p> <p>(iv) The footway and traffic island linking Woodbridge Road and Leapale Lane be converted to a shared use cycle/footway</p> <p>(v) The minor improvements that require funding in annex B of the report are considered for inclusion in the Local Committee Highways forward programme.</p>				
--	--	---	--	--	--	--

23 March 2016	13	<p>Highways Update The Local Committee agreed to:</p> <ul style="list-style-type: none"> (i) Note progress and forecast outturn costs for the 2015/16 programme of highway works funded by this committee and described at Annex 1 of the report. (ii) Authorise the Area Highway Manager (AHM) to progress the schemes included in the programme in consultation with local elected members and associated task groups. (iii) Subject to approval of recommendations (i) and (ii) authorise the Area Highway Manager to consider and determine any objections submitted following the statutory advertisement of the traffic orders and notices associated with the programme 		G	John Hilder	
---------------	----	--	--	---	-------------	--

		<p>of schemes, in consultation with the Chairman and/or Vice-Chairman of the Local Committee and relevant local councillors.</p> <p>(iv) Delegate authority to the Area Highway Manager in consultation with the Chairman and Vice-Chairman and locally affected Members to amend budgets throughout the year if required to ensure the budget is allocated in a timely manner.</p> <p>(v) Agree that Community Enhancement Fund is devolved to each County Councillor based on an equal allocation of £5,000 per division</p>				
23 March 2016	8	A31 HOG'S BACK GAP AT EAST FLEXFORD LANE Petition	23 March 2016	R	John Hilder	Based on the advice of the Surrey County Council legal team this decision was deferred to a later meeting.
8 Dec 2015	9	Agreed the schedule of schemes as part of the	On-going	G	Paul Fishwick	Detailed designs on certain schemes started in April.

		Guildford Town centre Transport Package that will be developed to form a package of benefits for the business case for submission to the Enterprise M3 Local Enterprise Partnership (LEP) on 31 January 2016.				An update report to come to 22 June committee as part of the Highways report and then regular updates. A web site is being set up to update on progress.
8 Dec 2015	12	To formally advertise the proposals for the Burpham shopping parade area including Burpham Lane, Dorking Road (Chilworth), Lower Road (Effingham) and School Lane (Pirbright), if no representations are received, the Traffic Regulation Order (TRO) will be made.	Sept 2016	G	Andy Harkin	The intention is to report any representations back to the June 2016 meeting of the Committee.
8 Dec 2015	5	Parking in the Oval Petition	To be considered as part of the next parking review in the 2 nd half of 2016.	G	Kevin McKee	A scoping report on the Parking review to Sep/ Dec 2016 committee. We are continuing to review the situation in respect to the availability of space, compliance with the existing controls and enforcement levels.
8 Dec 2015	5	Jacobs Well resurfacing of pavements petition	Further spending decisions will happen at 23 March 2016	A	John Hilder	

			Committee which may include funding to maintenance works.			
8 Dec 2015	5	St Joseph's School to upgrade the crossing petition		A	John Hilder	Following investigation by the Highways team parents at the school have set up a voluntary crossing patrol. 3 volunteers have already been trained by the County Road Safety Team. The TTG will look at this issue in the again in the future.
30 Sept 2015	15	<p>Endorse the approach for identifying and addressing rural HGV issues in the rural area of Shere.</p> <p>Coordinate this project with the work of the Surrey Hills AONB Quiet Lanes and De-Cluttering Working Group including trialling the de-cluttering approach developed by Norfolk County Council.</p>	Sept 2016 Report to committee	G	Peter Hitchings	<p>Study has started with Parish Council's engaged through the Surrey Hills Quiet Lanes and de-cluttering group and Surrey Association of Local Councils</p> <p>The outline programme is:</p> <ul style="list-style-type: none"> • Nov/Dec 2015: reviewing key routes • Jan to March 2016: Training on approach, working with PC's and auditing of sign along key routes and locations • April - June 2016: Trial approach in pilot area, monitoring and review, reconsider SCC signing

						policy
						<ul style="list-style-type: none"> June & Sept 2016 Report to committee
30 Sept 2015	17	Orders under the relevant parts of the Road Traffic Regulation Act 1984 to amend the on street parking restrictions in Guildford to facilitate the expansion of the car club service; providing highly visible parking locations for car club vehicles.	changes likely to be implemented by the end of the financial year 2015/16	G	Richard Peplow	<p>Orders to come into place from 14 March for 8 new on-street car club bays. New car club cars to be in bays from 17 March onwards.</p> <p>Electric Vehicle Charging Points to be installed by end March at Walnut Tree Close, Dapdune Road and Poltimore Road.</p> <p>Letter distributed to all residents in Friary and St Nicolas ward and to streets in close vicinity of Eagle Road to inform them about the new bays and car club service. Item published in Surrey Matters newsletter/ website Jan 2016 to raise awareness about the new car club provider.</p>
30 Sept 2015	5	Newark Lane in Ripley, Petition.	Scheme was considered alongside other requests at the Transportation Task Group (TTG) on 19/10/15; however the feasibility work for	R	John Hilder	

			other schemes already committed for 2015/16 (for implementation in 2016/17) will use up the available Highways budget. The TTG will look at this issue in the again in the future.			
30 Sept 2015	5	Harpers Recreation Ground, Petition.	As above	R	John Hilder	
30 Sept 2015	5	A281 (The Street) through Shalford Petition.	This scheme will be looked at 23 March 2016 Committee	G	John Hilder	



SURREY COUNTY COUNCIL

LOCAL COMMITTEE (GUILDFORD)

DATE: 22 JUNE 2016
LEAD OFFICER: JOANNA LONG
COMMUNITY PARTNERSHIPS & COMMITTEE OFFICER

SUBJECT: LOCAL COMMITTEE FORWARD PROGRAMME

DIVISION: ALL

SUMMARY OF ISSUE:

The Forward Programme of reports for the Local Committee for 2016/17.

RECOMMENDATIONS:

The Local Committee (Guildford) is asked to

- a) Agree the Forward Programme 2016/17, as outlined in **Annexe 1**, indicating any further preferences for inclusion.
- b) Consider any further themes for Member briefings during 2016/17.

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:

Joanna Long 01483 517336
joanna.long@surreycc.gov.uk

Consulted:

Guildford Local Committee members

Annexes:

Annexe 1 Forward Programme

Sources/background papers:

- None
-

Surrey County Council Local Committee (Guildford) Forward Programme 2016/17

Details of future meetings			
Formal public	20 Sept 2016	7pm	Guildford Borough Council Chamber *
Formal public	13 Dec 2016	7pm	Guildford Borough Council Chamber *
Formal public	22 March 2017	7pm	Guildford Borough Council Chamber *

Topic	Purpose	Contact Officers	Proposed date
20 Sept 2016			
Parking	Parking geographical Areas	Andy Harkin	20 Sept 2016
Environment and Infrastructure	Feedback on Consultation on Pilot Closure of Walnut Tree Road	Jeff Wilson, Rob Curtis	20 Sept 2016
Highways	HGV report (TBC)	Peter Hitchings	20 Sept 2016
Highways	Highways Update	John Hilder	20 Sept 2016
Fire & Rescue Service	Surrey Fire & Rescue Service – Local Update and Performance Report (TBC)	Andrew Treasure	TBC
13 December 2016			

Please note the Forward Programme may be subject to change.

Topic	Purpose	Contact Officers	Proposed date
Safer Guildford Partnership	Safer Guildford Partnership Annual Report 2015	CPCO, Marie Clarke & Surrey Police	13 Dec 2016
Highways	Highways Update	John Hilder	13 Dec 2016
Highways	Highways Budget 2016/17	John Hilder	13 Dec 2016
Transportation Task group	TTG Update report	John Hilder/Jo Long	13 Dec 2016
Cluster Funding	Cluster Funding Update report	CPCO/Michelle Collins	13 Dec 2016

* Guildford Local Committee 'Plus' refers to the agreement undertaken in 2014 by both councils to extend joint working arrangements through this committee.

** Meetings will be webcast.

Future items to be programmed:

CCG Presentation – CCG and Julie George (TBC)

Please note the Forward Programme may be subject to change.