

# Agenda

Guildford  
Local  
Committee

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

## Discussion

The Committee will be considering several public interest items such as:

- Surrey Fire and Rescue Annual Report
- Consultation material relating to the proposed Sustainable Movement Corridor in South West Guildford
- Outcomes of the parking review advertisements.



## Venue

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

**Date:** Tuesday, 19 September  
2017

**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.



## Attending the Local Committee meeting

Your Partnership Committee Officer is here to help.

*Email:* [joanna.long@surreycc.gov.uk](mailto:joanna.long@surreycc.gov.uk)

*Tel:* 01483 517336 (text or phone)

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



Follow @GuildfordLC on Twitter

This is a meeting in public.

Please contact Joanna Long using the above contact details:

- If you would like a copy of this agenda or the attached papers in another format, e.g. large print, Braille, or another language
- If you would like to attend and you have any **additional needs, e.g. access or hearing loop**
- If you would like to talk about something in today's meeting or have a local initiative or concern.

### 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. **To support this, Guildford Borough Council has wifi available for visitors – please ask for details.**

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.*



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### **Surrey County Council Appointed Members**

Mr Keith Taylor, Shere (Chairman)  
Mr Mark Brett-Warburton, Guildford South East  
Mr Graham Ellwood, Guildford East  
Mrs Julie Iles, Horsleys  
Mr Matt Furniss, Shalford  
Mrs Angela Goodwin, Guildford North  
Mr David Goodwin, Guildford South West  
Mrs Marsha Moseley, Ash  
Mrs Fiona White, Guildford West  
Mr Keith Witham, Worplesdon

### **Borough Council Appointed Members**

Cllr Paul Spooner, Ash South & Tongham (Vice-Chairman)  
Cllr David Bilbe, Normandy  
Cllr Nils Christiansen, Holy Trinity  
Cllr Nigel Kears, Ash South and Tongham  
Cllr Julia McShane, Westborough  
Cllr Tony Phillips, Onslow  
Cllr Mike Piper, Burpham  
Cllr David Reeve, Clandon & Horsley  
Cllr Matthew Sarti, Clandon & Horsley  
Cllr David Wright, Tillingbourne

Chief Executive  
**David McNulty**

### **Guildford Borough Council Substitutes:**

Cllr Gill Harwood, Stoughton  
Cllr Mike Hurdle, Send  
Cllr Susan Parker, Send  
Cllr Mike Parsons, Shalford  
Cllr Jo Randall, Ash Wharf  
Cllr Caroline Reeves  
Cllr Tony Rooth, Pilgrims  
Cllr Pauline Searle, Stoughton



## **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 - 6)

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

## **3 DECISION TRACKER (FOR INFORMATION)**

(Pages 7 - 12)

The report updates the committee on the progress on decisions that have been made at previous meetings.

## **4 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.

## **5 PETITIONS & LETTERS OF REPRESENTATION**

(Pages 13 - 14)

To receive any petitions in accordance with Standing Order 65 or letters of representation in accordance with the Local Protocol. An officer response will be provided to each petition / letter of representation.

One petition has been received - Finish off relaying the Stoughton Road surface in Guildford

## **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 PROPOSED PROHIBITION OF ALL VEHICLES ON PART OF BYWAYS OPEN TO ALL TRAFFIC NOS. 518 & 519 AMENDMENT ORDER (EXECUTIVE FUNCTION FOR DECISION)** (Pages 15 - 40)
- The report sets out information relating to the Notice of Intention published relating to a proposed Traffic Regulation Order on Surrey County Council (Ash Green Lane West (Right of Way No. 518, D80) and Spoil Lane (Right of Way No. 519, D74) in the Parishes of Ash, Normandy and Tongham) (Prohibition of Through Traffic) Amendment Order 2017.
- 9 SURREY FIRE AND RESCUE ANNUAL REPORT (FOR INFORMATION)** (Pages 41 - 52)
- This report outlines the major strands of activity undertaken within the Guildford area by the Surrey Fire and Rescue Service (SFRS) teams based at Guildford and Gomshall Fire Stations during 2016 – 17.
- 10 GUILDFORD ON-STREET PARKING REVIEW - CONSIDERATION OF REPRESENTATIONS AND AUTHORITY TO IMPLEMENT PROPOSALS (EXECUTIVE FUNCTION FOR DECISION)** (Pages 53 - 160)
- This report presents the representations resulting from the formal advertisement of proposals for new or changed parking restrictions in Guildford. The Committee is asked to consider the comments received and decide whether or not to make traffic regulation orders needed to introduce the proposals.
- 11 GUILDFORD SUSTAINABLE MOVEMENT CORRIDOR - PUBLIC CONSULTATION** (Pages 161 - 170)
- This report presents details of the public consultation for the Sustainable Movement Corridor: West (SMC1) transport project.
- This project has been developed by Guildford Borough Council over the last two years and represents the first project from a package of transport measures which Guildford Borough Council and Surrey County Council will be submitting for funding this financial year. These works will be primarily funded by the Enterprise M3 Local Enterprise Partnership (EM3 LEP) with match funding from Guildford Borough Council, the Environment Agency and other sources.
- This paper seeks to explain the process being followed and to make all Members of Local Committee aware of the proposed plans and the consultation; the consultation formally commenced on 18<sup>th</sup> September with two public meetings planned in October.
- 12 SHERE RURAL AREA HGV REVIEW** (Pages 171 - 192)
- This report summarises the feasibility work and further consultation carried out during the review of Heavy Goods Vehicle (HGV) movements through the study area (Annex A).
- The report also outlines the proposed measures for HGV management within the area that have been considered during this process and puts forward a recommended concept for Local Committee approval.

**13 CABINET MEMBER FOR HIGHWAYS - UPDATE**

The Cabinet Member for Highways will attend the meeting and provide an update on topics relating to his portfolio.

**14 PEDESTRIAN SAFETY ON BRIDGE STREET, GUILDFORD**

(Pages 193 - 204)

This report provides an update on the development of proposals to improve pedestrian safety on Bridge Street, Guildford, and recommendations for committee to consider and decide the way forward.

**15 HIGHWAYS UPDATE (EXECUTIVE FUNCTION FOR DECISION)**

(Pages 205 - 222)

This report provides an update on the 2017/18 programme of highway improvement and maintenance works funded by this committee. It also provides an update on other centrally funded projects being promoted in the local area.

**16 FORWARD PLAN**

The Guildford Local Committee is due to meet formally on the following dates:

- December 2017 (TBC)
- Wednesday 21 March 2018
- Wednesday 13 June 2018

Members are asked to consider what items they would like to see on the agenda for these meetings.

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**DRAFT**

Minutes of the meeting of the  
**Guildford LOCAL COMMITTEE**  
 held at 7.00 pm on 6 July 2017  
 at Council Chamber, Guildford Borough Council, Millmead House, Millmead,  
 Guildford, Surrey, GU2 4BB.

**Surrey County Council Members:**

- \* Mr Mark Brett-Warburton
- \* Mr Graham Ellwood
- \* Mrs Julie Iles
- \* Mr David Goodwin
- \* Mr Matt Furniss
- Mrs Marsha Moseley
- \* Mrs Angela Goodwin
- \* Mr Keith Taylor (Chairman)
- \* Mrs Fiona White
- Mr Keith Witham

**Borough / District Members:**

- \* Cllr Paul Spooner (Vice-Chairman)
- Cllr David Bilbe
- \* Cllr Nils Christiansen
- \* Cllr Nigel Kears
- \* Cllr Julia McShane
- \* Cllr Tony Phillips
- \* Cllr David Reeve
- Cllr Matthew Sarti
- \* Cllr Mike Piper
- \* Cllr David Wright

\* In attendance

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**12/16 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]**

The Committee received apologies for absence from County Councillors Marsha Moseley, Keith Witham, and Borough Councillor Matthew Sarti.

**13/16 MINUTES OF PREVIOUS MEETING [Item 2]**

The Guildford Local Committee agreed the draft minutes as a true reflection of the meeting with the inclusion of Councillors Graham Ellwood and Tony Phillips as having been in attendance.

**14/16 DECISION TRACKER [Item 3]**

The report set out an update on the progress on decisions that had been made at previous meetings.

## ITEM 2

The Guildford Local Committee agreed that the Chairman and Vice-Chairman would review the decision tracker following the first meeting of the municipal year and bring it back to the committee for discussion.

### **15/16 DECLARATIONS OF INTEREST [Item 4]**

There were no declarations of interest made at this item on the agenda.

### **16/16 CHAIRMAN'S ANNOUNCEMENTS [Item 5]**

The Chairman reminded members that the County Council was currently making significant savings against its budget and this had affected the budgets for decision by the committee.

### **17/16 PETITIONS & LETTERS OF REPRESENTATION [Item 6]**

No petitions had been received for consideration at this committee meeting.

### **18/16 PUBLIC QUESTION TIME [Item 7]**

No public questions had been submitted for consideration by the committee.

### **19/16 MEMBER QUESTION TIME [Item 8]**

No member questions had been submitted for consideration by the committee.

### **20/16 PROPOSED PROHIBITION OF ALL VEHICLES ON PART OF BYWAYS OPEN TO ALL TRAFFIC NOS. 518 & 519 AMENDMENT ORDER [Item 9]**

The Guildford Local Committee was asked to consider and approve the publication of a Notice of Intention to make a Traffic Regulation Order Amendment Order and to delegate the decision on whether to proceed with the making of an Order.

The Chairman reminded members that they had received training on the quasi-judicial function that was being carried out by considering this item. Councillor Nigel Kears stated that although he had been on a previous committee that had commented on this application, he had come to the meeting with an open mind ready to listen to all the information before him as part of his participation on this item.

Members asked whether this approval would mean that this would become an adopted road, the Countryside Access Team Manager stated that this would be the case and that there was funding from the developer to mitigate against the funding required to do this.

The Committee also discussed the current arrangements and whether they were temporary, it was confirmed that they were and had been introduced for public safety, but that on request from the committee, the Countryside Access Team Manager would discuss with the developer alternative routes for current users of the pathway whilst it was fenced off for construction.

Concerns about drainage were raised and the Countryside Access Team Manager reminded members that the Traffic Regulation Order had been in place since 1994 due to water logging of the area, this was a request to go for consultation on proposals to improve the conditions so that it would be possible for motorised vehicles to use this pathway.

The Committee requested that item (ii) of the recommendation include reference to consultation with the Chairman, Vice-Chairman and Divisional Member as well as (i) and (iii).

The Guildford Local Committee agreed

- (i) That a Notice of Intention to make a Traffic Regulation Amendment Order (TRO) be published as shown on Drawing. No. 3/1/54/H22. Where significant (and relevant) objections are received, **or no objections are received**, to delegate to the Countryside Access Manager the ability to agree whether an Order may be made, in consultation with the Divisional Member, and the Local Committee Chairman and Vice-Chairman. **The TRO would not be made until detailed highway improvement works plan for Ash Green Lane West has been approved.**
- (ii) To delegate to the Countryside Access Manager **in consultation with the Chairman, Vice-Chairman and Divisional Member** the ability to accede to any unresolved objections and decide whether the TRO may be made.
- (iii) Where substantial (and relevant) objections are received, or significant modifications proposed, the Countryside Access Manager in consultation with the Divisional Member and the Local Committee Chairman **and Vice-Chairman**, may refer the decision on whether the TRO be made back to the Committee.

Reasons for recommendations:

To progress the application as per the committee decision.

## **21/16 GUILDFORD ON-STREET PARKING REVIEW - CONSIDERATION OF REPRESENTATIONS AND AUTHORITY TO IMPLEMENT PROPOSALS [Item 10]**

This report presented the representations resulting from the formal advertisement of proposals for new or changed parking restrictions in Annandale Road, Duncan Drive, the Millmead area, The Oval and Vicarage Gate. The Committee was asked to consider the comments received and decide whether or not to make traffic regulation orders needed to introduce the proposals.

Members commented that they were in support of the proposals, and that their residents were supportive of the proposals as well and would like them introduced by the end of 2017. It was confirmed that the making of the Traffic Regulation Order and the lines on the ground would coincide.

The Guildford Local Committee agreed that having considered the comments made during the formal notice period, Traffic Regulation Orders (TROs) be

## ITEM 2

made under the relevant parts of the Road Traffic Regulation Act 1984 to implement new controls and changes to the existing as shown in the Annex 3 of the committee report, but that the proposals in Vicarage Gate would not be progressed at the present time.

Reasons for recommendations:

To enable new parking restrictions to be made in line with the public consultation.

### **22/16 HIGHWAYS UPDATE [Item 11]**

This report provided an update on the 2016/17 programmes of highway improvement and maintenance works funded by this committee. The report also detailed the 2017/18 highways budget devolved to this committee, which was confirmed by Cabinet on the 28 March 2018.

The Acting Area Highways Manager introduced the item stating that the 11 schemes that had been on the list to be carried out this financial year were on a schemes list for consideration when new funding was found to complete the schemes.

Members questioned how jetting work would now be carried out. The answer was that this would be funded from a central jetting funding carried out by a new contractor, Flowline. This would be monitored very carefully than with previous contractors with new software.

It was noted that the Hogback resurfacing had costed nearly £1million and that the funding for this works was likely to be reflected in the Project Horizon scheme list.

The Guildford Local Committee agreed

- (i) To allocate the reduced revenue devolved budget for this financial year 2017/18 as detailed in the report.
- (ii) To allocate the reduced capital devolved budget for this financial year 2017/18 as detailed in the report.

Reasons for recommendation:

To enable the highways team to progress schemes within the budget of the committee.

### **23/16 COMMUNITY SAFETY FUNDING [Item 12]**

The committee considered how to manage its delegated budget of £3,000 for community safety projects in 2017/18. The report set out the process by which this funding should be allocated to the Community Safety Partnership and/or other local community organisations that promote the safety and wellbeing of residents.

The Guildford Local Committee agreed that



- (i) The committee's delegated community safety budget of £3,000 for 2017/18 be retained by the Community Partnership Team, on behalf of the local committee, and that the Community Safety Partnership and/or other local organisations be invited to submit proposals for funding that meet the criteria and principles set out at paragraph 2.4 of the committee report.
- (ii) Authority be delegated to the Community Partnership Manager, in consultation with the Chairman and Vice-Chairman of the local committee, to authorise the expenditure of the community safety budget in accordance with the criteria and principles stated at paragraph 2.4 of the report.
- (iii) The committee receives updates on the project(s) that was funded, the outcomes and the impact it has achieved.

Reasons for recommendations:

To enable the delivery of the community safety funding within the Guildford area

#### **24/16 LOCAL COMMITTEE TASK GROUPS - NOMINATIONS [Item 13]**

The committee considered a report on the local committee task group members and the appointment of representatives to external bodies.

Members debated the membership of the Transportation Task Group, and the nominations for the outside bodies. It was agreed that the outside bodies appointments would be approved outside the meeting.

The Guildford Local Committee agreed that

- (i) Members be appointed to the Transportation Task Group and Early Help Advisory Board
- (ii) The nominated members and substitute members for the Transportation Task Group for the municipal year 2017-18 be **Keith Taylor (Chairman), Mark Brett-Warburton, David Goodwin, Paul Spooner (Vice-Chairman), Matt Furniss (Lead Member for Planning and Infrastructure) and Nigel Kears**, and the terms of reference be as set out in Annex A to the report;
- (iii) The nominated members for the Early Help Advisory Board for the municipal year 2017-18 be **David Wright (Borough Councillor) and Angela Goodwin (County Councillor)**.
- (iv) To appoint nominees from the Local Committee to the local partnerships as set out in the report.

Reasons for recommendations:

To enable working groups to carry out work for the committee.

#### **25/16 FORWARD PROGRAMME [Item 14]**

## ITEM 2

The Committee was presented with the date for future meetings, and were asked to provide details of any reports they would like to see for consideration at future meetings to the Committee Manager.

Meeting ended at: 8.30pm

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**Chairman**

## 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
6 July 2017		Chairman to discuss the roads raised by Saskia with the Street lighting team to see if the decision could be amended (if originally agreed they should not be turned off)	August 2017	G	Cllr Taylor	The decision to switch off roads that were on the original list to be kept on has been reversed, and lights have not been switched off.
6 July 2017		Chairman to continue to campaign for the inclusion of highways schemes previously identified by the committee to be carried out by other budgets including the St Josephs crossing improvements.	Ongoing	A	Cllr Taylor	This is an ongoing piece of work.
6 July 2017	3	To review the Decision Tracker and refer back to the committee in the Autumn	19 September 2017	G	Cllrs Taylor and Spooner	Reviewed tracker on the agenda.
6 July 2017	9	To publish a Notice of Intention to make a Traffic Regulation Amendment Order (TRO) be published as shown on Drawing. No. 3/1/54/H22, and consider the objections and whether the item needed referring back to committee.	19 September 2017	G	Steve Mitchell	Report to come to September 2017 Committee.
6 July 2017	10	To implement the Parking Proposals for Annandale Road, Duncan Drive, the Millmead	December 2017	A	Kevin McKee / Andy Harkin	On track for delivery

		area, The Oval and Vicarage Gate.				
6 July 2017	11	To deliver the schemes for Gole Road, Boxgrove Lane signings and other signing as set out in the report	August 2017	G	Frank Apicella	Both schemes have been delivered
6 July 2017	12	To work with the Community Safety Partnership to agree projects to be funded from the £3000.	October 2017	A	Michelle Collins	CSP team contacted and are preparing proposals
6 July 2017	13	To ensure that the relevant task group nominations are referred to the groups identified, and that the Outside Body nominations are agreed.	August 2017	G	Michelle Collins	Cllr Matt Furniss is the new CSP representative, Cllr Fiona White the new Health and Wellbeing representative. The CSP and H&WB teams have been advised of the new nominations.
22 March 2017	9	Parking Proposals - The Local Committee (Guildford) agreed: (i) to formally advertise Surrey County Council's intention to make an order to give effect to the proposals shown in ANNEXE 2, and also those included in the ADDENDUM, which propose to amend the provision of disabled parking places in Alresford Road (Guildford), Spiceall (Compton) and The Oval (Wood Street Village). If any representations are received they be reported to a future meeting of the Committee for consideration, or if no representations are received, the Traffic Regulation Order (TRO) will be made.	July 2017	A	Kevin McKee / Andy Harkin	Advertisement due to commence 7 July 2017, with representations reported back to either the September or December 2017 meeting
22 March 2017		Tunsgate Realm Scheme - (i) the following principles for the Tunsgate Public Realm Scheme : a. That Tunsgate becomes a gated pedestrianised road from the junction with Castle Street. Access restrictions for vehicles will be similar to those in the	December 2017 (revised from September 2017)	A		Scheme ongoing

		<p>High Street but extend later into the evening.</p> <p>b. That the existing pay &amp; display and disabled parking spaces in Tunsgate are removed, with alternative disabled spaces introduced in the near locality.</p> <p>(ii) That decisions regarding details of the scheme are delegated to Area Highways Manager in consultation with the Chairman and Vice Chairman of the Committee and local councillors.</p> <p>(iii) To delegate authority to the Area Highways Manager to take necessary steps to implement the scheme and advertise any formal orders needed to create the changes agreed. Should any objections be received to proposed orders delegate determination of those objections to the Area Highway Manager in consultation with the Chairman and Vice Chairman of the Committee.</p> <p>(iv) that Surrey County Council work in partnership with Guildford Borough Council on this project and in delivery of the scheme.</p>				
22 March 2017	7	Question – The trial for a one-way street along Walnut Tree Close to start in August 2017	August 2017	G	Rob Curtis	Follow up report on this agenda
22 March 2017	7	Question – It was agreed that the Area Highways Manager would report back to GBUG on the work linking in with the cycling officer	July 2017	A	Frank Apicella	
22 March 2017	5	Petition – It was agreed that the Area Highways Manager would ask the Project Horizon team to check whether Byrefield Road had been accurately assessed and also include the letter	July 2017	A	Frank Apicella	Project Horizon team have reviewed and agreed with the assessment. Any new defects will be repaired in

		from Aviva.				line with the Safety matrix.
13 Dec 2016	9	<p><b>The Local Committee (Guildford) agreed:</b></p> <p>(i) that reviews are combined and deal with issues both in the CPZ and non-CPZs areas,</p> <p>(ii) that reviews are limited in scope to deal with around 50 items/locations, and prioritisation is given to safety issues,</p> <p>(iii) that permit schemes or changes to them are considered if residents can demonstrate a groundswell of opinion clearly in support of such amendments,</p> <p>(iv) that disabled bay, vehicle crossover and less controversial is</p> <p>(v) to formally advertise Surrey County Council's intention to make an order to give effect to the proposals for Annandale Road, Duncan Drive, the Millmead Terrace area, The Oval and Vicarage Gate, shown in ANNEXE 5. If any representations are received they be reported to a future meeting of the Committee for consideration, or if no representations are received, the Traffic Regulation Order (TRO) will be made.</p> <p>(vi) to develop and formally advertise Surrey County Council's intention to make an order to give effect to the proposals for, Alresford Road, Maori Road, St Omer Road, Sycamore Road, Upperton Road, Warren Road and Woodbridge Road, listed in Paragraph 2.15, If any representations are received they be reported to</p>	March 2017	G	Kevin McKee / Andy Harkin	<p>In respect to (v) &amp; (vi), the representations resulting from the formal advertisement are being reported to the 7 July 2017 meeting, and if the officer recommendation is agreed, implementation is expect by the end of 2017.</p> <p>In respect to (vii), see Item 9, 22 March 2017</p>

		a future meeting of the Committee for consideration, or if no representations are received, the Traffic Regulation Order (TRO) will be made. (vii) That officers discuss further with local borough and county councillors the possibility of making changes in respect to the 40 or so 'Local' issues shown in ANNEXE 4, and develop proposals in a number of these locations, to be reported back to the Committee in March 2017, with sues are fast-tracked, and formally advertised as early in the review process as possible,				
13 Dec 2016	6	Cllr Ellwood to liaise with Mr White regarding raising issues with Aldi	July 2017	A	Cllr Ellwood	
8 Dec 2015	5	Jacobs Well resurfacing of pavements petition		G	John Hilder	Spending decisions made on 23 March 2016

**Items on the decision tracker for consideration by the Transportation Task Group:**

13 Dec 2016	5	Wodeland Avenue (petition) – Speed limit cushions to be considered by the TTG	Nov 2017	A	John Hilder	Scheme has been assessed against the priority matrix and will be considered by the Transportation TG in October 2017
8 Dec 2015	5	St Joseph's School to upgrade the crossing petition Previous note - 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		A	John Hilder	Scheme has been assessed against the priority matrix and will be considered by the Transportation TG in October 2017

		Safety Team. The TTG will look at this issue in the again in the future.				
30 Sept 2015	5	Newark Lane in Ripley, Petition.  Previous comment - 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.		A	John Hilder	Scheme has been assessed against the priority matrix and will be considered by the Transportation TG in October 2017

ITEM 3



**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (GUILDFORD)**

**DATE: 19 September 2017**

**SUBJECT: Petition – Stoughton Road**

**DIVISION: Guildford North**



**PETITION DETAILS:**

Petition request: To finish off relaying the Stoughton Road surface in Guildford

We, the undersigned, petition Surrey County Council to finish off relaying the Stoughton Road surface running from and including the bridge to and including the junction with Manor Road and Grange Road in Guildford. It makes no sense at all to have left off this part of the Road whilst the rest of it was fully resurfaced. The Road is appalling and the repair works carried out are of very poor standard resulting in further deterioration of the road surface. This presents major risks of damaging the cars, increase traffic and harmful emissions by drivers having had to decrease-increase speed to avoid potholes, which is also a major safety issue. Road and fuel taxes are high whilst the Council is not investing the full amount given by Government and is not examining the quality of the repair works completed.

We, the undersigned, therefore request the following:

1. Finish off relaying the said Stoughton Road surface;
2. Spend the funds provided by the government and collected in road and other taxes on roads;
3. Invest in and use better quality road materials that will see the roads last longer and are cost efficient long term;
4. Properly examine and sign off the completed repair works.

**OFFICER COMMENT:**

Surrey County Council is working against a backdrop of increased demand and reductions in funding.

To maximise funding from central government Surrey prioritises major maintenance schemes on the Horizon 2 programme in accordance with best practice guidance on asset management. All roads on the Horizon 2 programme have been prioritised in accordance with the cabinet approved prioritisation process. The process takes account of criteria including: condition; network priority; risk and network management.

Stoughton Road has been assessed for resurfacing works by officers and unfortunately did not prioritise when compared with other roads county wide which are on Horizon 2 programme of roads for future consideration.

## ITEM 5

Full list of schemes is published on our website  
<https://www.surreycc.gov.uk/roads-and-transport/highways-information-online/horizon-highway-maintenance-investment-programme>

We will continue to inspect Stoughton Road for individual Safety Defects, and arrange repairs as appropriate. I am sorry for this disappointing news.

### **RECOMMENDATION**

The Guildford Local Committee is asked to note the officer comment.

### **Contact Officer:**

Matthew Gallop, Asset Policy and Programme Team Leader  
Surrey County Council, Highways  
Tel: 01483 517597

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**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (GUILDFORD)**

**DATE: 19 September 2017**



**LEAD OFFICER: Steve Mitchell, Countryside Access Team Manager**

**SUBJECT: Proposed Prohibition of All Vehicles on park of Byways Open to All Traffic Nos. 518 & 519, Ash, Normandy and Tongham – Amendment Order**

**DIVISION: SHALFORD**

**SUMMARY OF ISSUE:**

The Committee resolved on 6 July 2017:

- (i) That a Notice of Intention to make a Traffic Regulation Amendment Order (TRO) be published as shown on Drawing No. 3/1/54/H22 (**Annex A**). Where significant (and relevant) objections are received, or no objections are received, to delegate to the Countryside Access Manager the ability to agree whether an Order may be made, in consultation with the Divisional Member, and the Local Committee Chairman and Vice-Chairman. The TRO would not be made until a detailed highway improvement works plan for Ash Green Lane West has been approved.
- (ii) To delegate to the Countryside Access Manager in consultation with the Chairman, Vice-Chairman and Divisional Member the ability to accede to any unresolved objections and decide whether the TRO may be made.
- (iii) Where substantial (and relevant) objections are received, or significant modifications proposed, the Countryside Access Manager in consultation with the Divisional Member and the Local Committee Chairman and Vice-Chairman, may refer the decision on whether the TRO be made back to the Committee.

The Notice, Draft Order, Statement of Reasons and details for making Objections to Traffic Regulation Orders were published on 14 July. Twenty-eight objections were received within the statutory period. In light of the public interest evidenced by the number of objections the Countryside Access Manager has referred this matter back to Committee. Members are asked to consider the objections and to decide whether the legal and policy criteria for making the TRO Amendment Order still apply. Members may then decide whether the Order should be made. Alternatively, Members may decide to hold a Public Inquiry to decide the matter. There is no legal requirement to hold a Public Inquiry. The recommendation to Members is that the TRO Amendment Order should be made as advertised.

**RECOMMENDATIONS:**

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

The Surrey County Council Ash Green Lane West (Right of Way No. 518, D80) and Spoil Lane (Right of Way No. 519, D74) in the Parishes of Ash, Normandy and Tongham) (Prohibition of Through Traffic) Amendment Order 2017 as shown on Drawing No. 3/1/54/H22 be made.

**REASONS FOR RECOMMENDATIONS:**

Officers support the application to make an Amendment Order to allow public vehicular access to the new housing development on the basis that the BOAT will be surfaced to withstand traffic. The Order would meet the legal and policy criteria for making such Orders.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 Byway Open to All Traffic (BOAT) 518 (Ash Green Lane West), also known as 'D' Road No. 80, is subject to a Traffic Regulation Order (TRO), made in 1994, under sections 1 and 2 of the Road Traffic Regulation Act 1984. The grounds on which the TRO were made were primarily public safety due to the poor condition of the lane at that time. A section of the BOAT was often water logged during the winter months and use by vehicles had damaged the surface to an unacceptable degree. The cost to the County Council of surfacing the BOAT to an acceptable standard for motorised vehicular use at that time was prohibitive. The 1994 Order and the committee reports dated 10 November 1993 and 16 February 1994 giving the background to the original Order are attached at **Annexes B, C and D**. A copy of the County Council's Policy for making TROs is attached at **Annex F**.
- 1.2 Members will recall resolving at their meeting on 6 July 2017 to advertise a Notice of Intention to make a TRO Amendment Order. The Order is attached at **Annex G**. The Amendment Order would only affect a section of BOAT 518. The effect would be to allow motorised vehicles to use the section of BOAT for a 430 metre section from a point past the boundary with Ash Manor School in an easterly direction to the entrance to a new housing development at Minley Nursery. Planning Permission was granted for 55 dwellings with permanent access via Ash Green lane West by an independent Planning Inspector following Guildford Borough Council's refusal of permission. At the Appeal Hearing the Inspector considered the impact of the development on the BOAT.
- 1.3 Motorised vehicles are currently prohibited from using that section due to the TRO described above. The remainder of the BOAT would remain restricted for motorised vehicles. The Order has been advertised in accordance with the regulations and during the statutory objection period 28 objections and 4 representations were received. A summary of these is attached at **Annex E**. The reasons for objecting include the surface of the BOAT, drainage, ownership of the land, the amenity of the area and the temporary closure that is in place.
- 1.4 Due to the amount of interest from Members and the public the Countryside Access Manager has decided that the matter be referred back to Committee for the decision on whether the TRO Amendment Order should be made.

**RESPONSE TO THE OBJECTIONS****Surface of the BOAT**

- 1.5 Concerns have been raised that the BOAT is narrow and un-made and there is no clear statement over the adoption of the finished road. In response, as well as being a BOAT the route also has 'D' road status and as such is already a publicly adopted highway. The Highway Authority when consulted on the planning application had no objections in terms of highway safety and

considered that the improvements to the BOAT would improve access for all users. The Inspector found it at least arguable that the proposed surfacing would improve accessibility. The current tarmac surface is temporary whilst any building works are in progress and the top course will be laid prior to occupation. The new access road will be constructed over the BOAT to full highway standards, including a separate footway and carriageway, approved by the County Council's Transportation Development Planning Team. Bewley Homes is required to surface the BOAT with block paving, as specified in the planning permission, which was requested by Guildford Borough Council to aid drainage. One of the planning permission conditions states that "the development hereby approved shall not be commenced until the proposed improvements to Ash Green Lane West, including raised tables and tactile paving, have been constructed in accordance with the approved plans....The above improvements will first require the alteration of the Traffic Regulation Order prior to commencement of the development." The housing development will clearly increase traffic along this section but Officers are satisfied that the proposed works will provide a safe route for all users including walkers, horse riders and cyclists. The BOAT has a legal width of 20 – 60 feet and is therefore wide enough to allow for the passage of all users.

#### Temporary closure

- 1.6 Representations have been received relating to the current temporary closure. The closure is essential to safeguard the public during the works and will be removed when safe to do so. The 1994 TRO allows Bewley Homes a private right of entry to those roads in connection with any of the following operations namely: building, industrial or demolition operations and the maintenance, improvement or reconstruction of the road.

#### Landownership

- 1.7 The land under the BOAT is unregistered at the Land Registry, so ownership of it is unclear. Under common law it may be that the adjoining landowners own up to the middle or historically it may have been in the ownership of the Lord of the Manor. The County Council as the highway authority is responsible for the surface and can authorise improvement works. There is no registered common land along the route.

#### Amenity

- 1.8 Ash Residents' Association are concerned that any changes will have a negative impact on the local environment and community and may facilitate future changes leading to the loss of a local motor-free bridleway. Ash Parish Council has stated that the right of way should remain for amenity use and horse riding. The Inspector accepted that "the character of that part of the BOAT that is proposed to be surfaced would significantly alter from that of a rural track to a conventional engineered road and that this would be an additional urbanising influence...If the BOAT was the only practical means of gaining access to the site a substantial change in its character was unavoidable." He considered that the BOAT's undeniable rural character was already diminished by the presence of other permitted built development. Whilst the access road will have a more 'urban' feel any future planning proposals and requests for access along the BOAT would have to be considered in accordance with the legislation.

## ITEM 8

### Drainage

- 1.9 Guildford Borough Council as the Drainage Authority has been consulted and has approved the drainage conditions relating to the works.

### **2. ANALYSIS:**

- 2.1 The reason for making the TRO in 1994 is no longer relevant due to the agreed surface improvements.

### **3. OPTIONS:**

- 3.1 It is the Officer's recommendation that a TRO Amendment Order be made. This Amendment Order would allow public vehicular use of the BOAT to the new housing development.
- 3.2 If the Committee decide not to agree with the recommendation then the TRO restricting vehicular use on the BOAT will remain.

### **4. CONSULTATIONS:**

- 4.1 The following have been consulted: Guildford Borough Council, Ash Parish Council, The Ramblers, Open Spaces Society, Cycling UK, British Horse Society, Mr Matt Furniss County Councillor, South Eastern Transport Assoc., Department of Transport, Road Haulage Assoc, Surrey Police, Guildford Fire Station, Tongham Ambulance Station, Ash Manor School, Trail Riders Fellowship, Surrey Byways User Group, British Driving Society, Range Rover Register, All Wheel Drive Club, Access Unlimited, CPRE, Guildford Access Group, LARA, Auto Cycle Union, Freight Transport Assoc, Byways and Bridleways Trust, GLASS, statutory utilities and SCC Legal Services.
- 4.2 A summary of the objections and representations received is attached at **Annex E.**

### **LEGAL SERVICES COMMENTS**

- 4.3 Where a Traffic Regulation Order is made pursuant to s1 of the Road Traffic Act 1984 to prevent danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising because of the poor surface of the way, as in this case, it is open to the Highway Authority to agree an amendment to the Order to allow vehicular use where planning permission has been granted subject to a condition requiring improvements to be made by a developer in receipt of the appropriate planning permission. Surrey Transport Development Planning Officers did not object to the Bewley Homes development because they considered that there would be no impact on highway safety and in fact the improved surface required by them as a pre-commencement condition would improve access for all users. The experienced Inspector at the Appeal Hearing considered the objections on character and appearance at length but held that while there would be an urbanising influence this was acceptable. A planning condition was imposed to ensure proper surfacing preceded commencement of any development. A s106 planning obligation approved by the Inspector provides for the payment of resurfacing costs. Current objections relating to surfacing and amenity were before the independent Inspector and were dealt with by him having

interrogated the evidence presented by the Borough Council. Bewley Homes, and a local resident. His decision to grant permission was unchallenged.

- 4.4 In the absence of new considerations not raised before him any decision to go against officer recommendation may be open to legal challenge.

#### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 The cost of making the TRO will be approximately £2,000 including administrative and advertising charges. These will be met by Bewley Homes Plc. They will also meet the costs of surfacing the route and re-locating the barrier and signs.
- 5.2 There will be no cost to the County Council.

#### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 The surface improvement will make it more suitable and safer for all users

#### **7. LOCALISM:**

- 7.1 The amendment of the TRO would allow vehicular access to the new housing development.

#### **8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
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

#### **9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 Officers support the decision to make an amendment to the TRO because the surfacing of the BOAT would improve the route for all users including walkers, horse riders and cyclists.

#### **10. WHAT HAPPENS NEXT:**

- 10.1 Power for the Council to make TROs is contained in section 1, and subsequent sections, of the Road Traffic Regulation Act 1984. Should Members decide to proceed with the TRO Amendment Order; the Order would be made and all interested parties and user groups notified in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

## ITEM 8

10.2 If Members decide that a Public Inquiry is held by an independent inspector to decide the matter the costs of this would be in the region of £4,000. There is no statutory obligation to hold a Public Inquiry.

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**Contact Officer:**

Steve Mitchell, Countryside Access Team Manager  
Tel. 020 85419343 email: [debbie.prismall@surreycc.gov.uk](mailto:debbie.prismall@surreycc.gov.uk)

**Consulted:**

Listed in section 4.1

**Annexes:**

- A – Drg. No. 3/1/54/H22
- B - 1994 TRO
- C – 1994 1<sup>st</sup> cttee report
- D - 1994 2<sup>nd</sup> cttee report
- E – Objection summary
- F - SCC policy on making TROs
- G - Draft 2017 TRO Amendment Order

**Sources/background papers:**

File for BOAT No. 518 – Proposed TRO Amendment Order

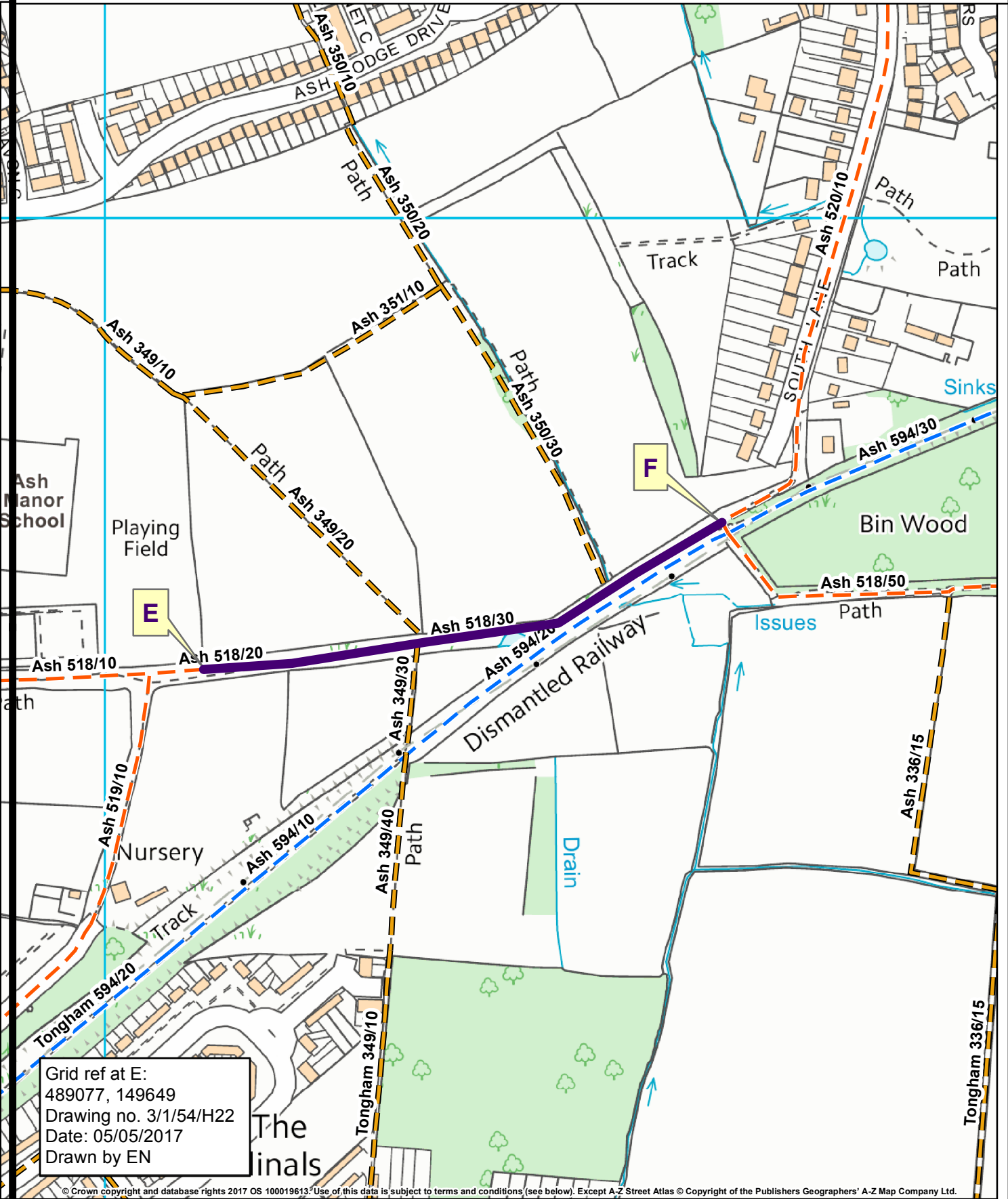
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# Byway Open to All Traffic 518 Ash

## Borough of Guildford

ITEM 8



Grid ref at E:  
489077, 149649  
Drawing no. 3/1/54/H22  
Date: 05/05/2017  
Drawn by EN

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1:4,000

**E - F:**  
**Distance 430m**  
**Motorised and horse drawn  
vehicular use prohibited**  
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RIGHTS OF WAY	
	Footpath
	Bridleway
	BOAT
	Restricted byway

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THE COUNTY COUNCIL OF SURREY

(ASH GREEN LANE WEST (RIGHT OF WAY 518) AND SPOIL LANE (RIGHT OF WAY 519)

IN THE PARISHES OF ASH NORMANDY AND TONGHAM)

(PROHIBITION OF THROUGH TRAFFIC) ORDER 1994

THE COUNTY COUNCIL OF SURREY (hereinafter referred to as "the Council") in exercise of their powers under Sections 1 and 2 of the Road Traffic Regulation Act 1984 and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act hereby make the following Order:-

1. THIS Order may be cited as "The County Council of Surrey (Ash Green Lane West (Right of Way 518) and Spoil Lane (Right of Way 519) in the Parishes of Ash Normandy and Tongham) (Prohibition of Through Traffic) Order 1994" and shall come into operation on Saturday 8 October 1994
  
2. SAVE as provided in Article 3 of this Order no person shall except with the permission of a police constable in uniform or a traffic warden cause or permit any motor vehicle or horse drawn vehicle to proceed along the following lengths of roads:-
  - (a) that section of Ash Green Lane West (Right of Way 518 in the Parishes of Ash and Normandy) between the points marked "C" and "D" on Drawing No. 3/1/54/H1A which is annexed for illustrative purposes to this Order
  - (b) that section of Spoil Lane (Right of Way 519 in the Parishes of Ash and Tongham) between the points marked "A" and "B" on Drawing No. 3/1/54/H1A
  
3. NOTHING in Article 2 of this Order shall render it unlawful to cause or permit any motor vehicle or horse drawn vehicle to proceed along the lengths of roads specified therein provided that the vehicle concerned is being used
  - (a) for police fire brigade or ambulance purposes



ITEM 8

(b) by persons with a statutory right of entry to those roads

(c) by persons with private rights of entry to those roads

(d) if it cannot be conveniently be used for such purposes in any other road to be used in connection with any of the following operations namely:

(i) building industrial or demolition operation

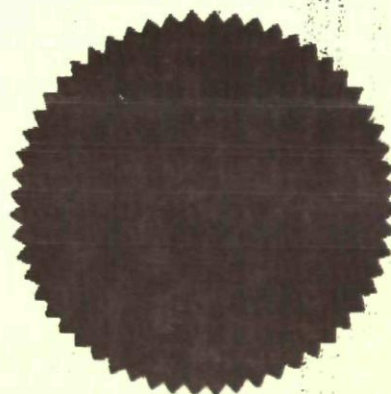
(ii) the removal of any obstruction to traffic

(iii) the maintenance improvement or reconstruction of the said lengths of roads

(iv) the laying erection alteration or repair in or in land adjacent to the said lengths of roads of any sewer or of any main pipe or apparatus for the supply of gas water or electricity or of any apparatus provided under the Telecommunication Act 1984

(v) the service of a local authority or of a water authority in pursuance of statutory powers or duties

THE COMMON SEAL of the COUNTY }  
COUNCIL OF SURREY was hereunto }  
affixed on 5 October 1994 }  
in the presence of:- }



Solicitor to the Council



Guildford Partnership Area  
Transportation Sub-Committee  
Minute Nos: 62/93 & 13/94

5 OCTOBER 1994

SURREY COUNTY COUNCIL

No. IN SEALING REGISTER ..... 72424-72425

ORDERED TO BE SEALED As above

ROAD TRAFFIC REGULATION

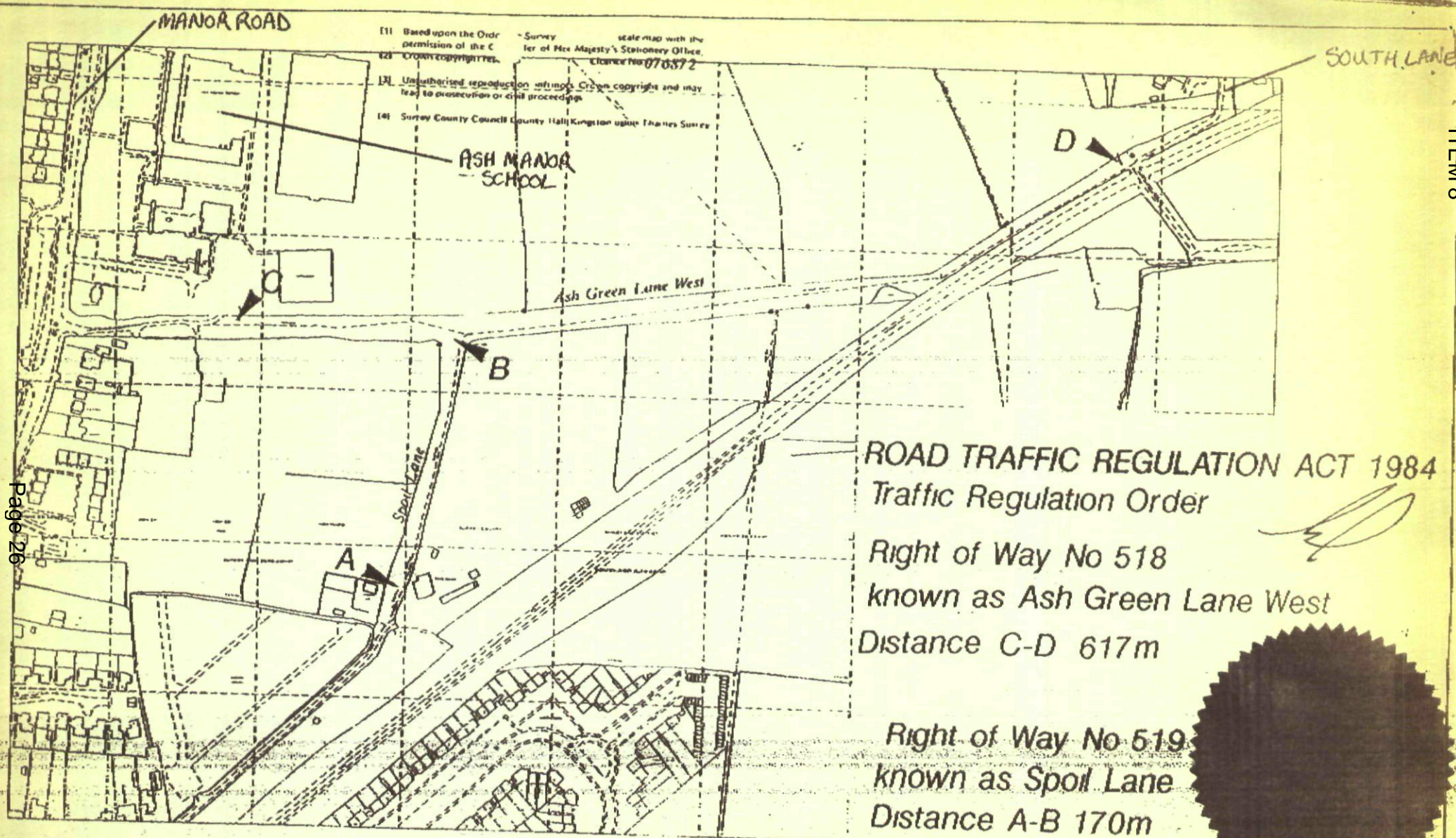
ACT 1984

SECTIONS 1 & 2

THE COUNTY COUNCIL OF SURREY  
(RIGHT OF WAY 518 AND RIGHT OF WAY 519  
IN THE PARISHES OF  
ASH NORMANDY AND TONGHAM)  
(PROHIBITION OF THROUGH TRAFFIC)  
ORDER 1994

Ref: JA/421/615





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**ROAD TRAFFIC REGULATION ACT 1984**  
 Traffic Regulation Order

Right of Way No 518  
 known as Ash Green Lane West  
 Distance C-D 617m

Right of Way No 519  
 known as Spoil Lane  
 Distance A-B 170m

O.S. Sheet No  
 SU88-8949

Scales  
 Scale 1:2500  
 N

**BOROUGH OF GUILDFORD**  
 Parishes of Ash Normandy and Tongham  
 Rights of Way Nos 518 and 519  
 Traffic Regulation Order



**SURREY**  
 COUNTY COUNCIL

Highways and Transportation Department  
 Director: G.M. Lamb, M.Sc., C.Eng., F.I.C.E.

211 151111 A



Guildford Partnership Area Transportation Sub-Committee  
10 November 1993

RIGHTS OF WAY 518 AND 519 (ASH)  
PROPOSED TRAFFIC REGULATION ORDER  
Report of the County Director of Highways and Transportation  
S/A Ref 97 F1  
PURPOSE: FOR DECISION

SUMMARY

Rights of Way Nos 518 (Ash and Normandy) and 519 (Ash and Tongham) are due to be reclassified as BOATS under the provisions contained in Section 54 of the Wildlife and Countryside Act 1981. Certain sections of both rights of way are water logged and use by vehicles has damaged the surface to an unacceptable degree. A temporary Traffic Regulation Order is in force over the affected area but that Order expires on 10 January 1994.

The Sub-Committee are recommended to approve the making of a permanent Traffic Regulation Order under provisions contained in Sections 1 and 2 of the Road Traffic Regulation Act 1984.

INTRODUCTION

1. Rights of Way Nos 518 (Ash and Normandy) and 519 (Ash and Tongham) currently classified as CRBs (Carriage Roads mainly used as Bridleways) are in the process of being reclassified as BOATS (Byways Open to all Traffic) under provisions contained in Section 54 of the Wildlife and Countryside Act 1981.
2. A section of Right of Way No 518 between points C and D and Right of Way No 519 between points A and B on the attached drawing no. 3/1/54/H1A are almost continually water logged and use by vehicles has damaged the surface to an unacceptable degree. The soil is heavy London clay and at times the complete width of 20-60 ft is virtually impassable.
3. A section of Right of Way No 518 is below the level of both the adjacent fields and parts of the route to the east and west, making provision for improved drainage impossible. It was originally thought that the water logging was added to by leaking water pipes running under the surface. Mid Southern Water have replaced the main pipe running along the route and analysed samples of water lying on the route. No mains water was found. The current condition of the route is entirely due to ground water.
4. A temporary Traffic Regulation Order reinforced by wooden posts, prohibiting vehicular use, both motorised and horse-drawn, was made in January 1993 for a period of 6 months. The temporary Order was renewed and now expires on 10 January 1994.

5. Although the worst affected parts became comparatively dry during the summer, it is unlikely that the surface of the affected parts of the two rights of way will be appreciably better following the recent heavy rain. It is anticipated that the rights of way would be used again by vehicles at the expiration of the temporary Traffic Regulation Order, again causing deep waterfilled ruts. In addition, the degree of danger that would be present to the riders of motor cycles trying to traverse the affected area would be unacceptable.
6. In view of the above, it is proposed that a Traffic Regulation Order under Section 1 of the Regulation Act 1984 be made prohibiting all motor and horse-drawn vehicles between points A and B along Right of Way 519 (Spoil Lane) and between points C and D along Right of Way 518 (Ash Green Lane West) as shown on drawing no. 3/1/54/H1A, the Order being reinforced by lockable barriers at points A, C and D with sufficient gap to allow equestrian and pedestrian use. Emergency vehicles, those with a statutory right of entry, and any that may have private rights, will be excluded from the Order.

#### CONSULTATIONS

7. Ash, Tongham and Normandy Parish Councils, Guildford Borough Council and all statutory agencies have been consulted without any objections being raised. The Trail Riders Fellowship, the All Wheel Drive Club, the Auto Cycle Union and two members of the public have indicated that they would object stating that efforts should be made to reinstate the surface. They have been informed of the nature of the soil and the practical and financial difficulties involved in reinstatement of the surface to a degree that would stand constant use. They have not responded.

#### FINANCIAL IMPLICATIONS

8. The cost of publicity and making of the Order would be in the region of £1,000. The making of the barriers and signs and subsequent placement on site would cost in the region of £1,600. This will be funded from the Rights of Way Maintenance budget.

#### RECOMMENDATION

9. That the intention of the County Council to make an Order under Sections 1 and 2 of the Road Traffic Regulation Act 1984 to prohibit all motor and horse-drawn vehicles from entering or proceeding in that length of Spoil Lane (Right of Way No 519) between points A and B on drawing no 3/1/54/H1A and that length of Ash Green Lane West (Right of Way 518) between points C and D on drawing no 3/1/54/H1A be advertised and that, if no objections are maintained, the Order be made.

CONTACT: MRS B BLATCHFORD, PRINCIPAL RIGHTS OF WAY OFFICER  
TEL NO: 081 541 9317

BACKGROUND PAPERS: NONE



Guildford Partnership Area Transportation Sub-Committee  
16 February 1994

RIGHTS OF WAY 518 AND 519 (ASH)  
PROPOSED TRAFFIC REGULATION ORDER  
County Director of Highways and Transportation  
PURPOSE: FOR DECISION

SUMMARY

On 10 November 1993, the Sub-Committee authorised the publication of a notice of intention to make an Order prohibiting all motor and horsedrawn vehicles from using parts of Spoil Lane (Right of Way 519) and Ash Green Lane West (Right of Way 518).

Notice was duly published on 19 November 1993 and five letters of objection were received. Despite the objections, the Sub-Committee are recommended to confirm their approval of the making of the Traffic Regulation Order.

INTRODUCTION

1. On 10 November 1993, the Sub-Committee authorised the publication of a notice of intention to make an Order, prohibiting all motor vehicles and horsedrawn vehicles from entering or proceeding along parts of Spoil Lane (Right to Way 519) and Ash Green Lane West (Right of Way 518) under Sections 1 and 2 of and Part III of Schedule 9 to the Road Traffic Regulation Act 1984.
2. The notice was duly published on 19 November 1993 and as a result, five letters of objection to the inclusion of motorcycles to the prohibition were received. One of the letters was from a Mr N T Gooderson, the Rights of Way Officer for the Auto Cycle Union. The remaining letters were from members of the public.
3. The detailed grounds for objection are as follows:-
  - (a) Motor cycles cause less damage than other means of transport

Motor cycles were included, not solely for the damage they may cause but because of danger to the rider attempting to traverse the affected part.

- (b) Any damage caused by motor cycles is caused by under age riders aided by irresponsible parents. TRO would not stop this.

An admission that motor cycles do cause damage. Maybe a TRO would not stop illegal use, but at least it would give the appropriate authority a specific offence with which to deal.

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- (c) The Council have a duty to provide an alternative route to Spoil Lane

As those with a private and statutory right of entry, emergency vehicles and pedestrians and equestrians would not be affected, there is no legal or practical requirement to provide an alternative route for through traffic affected by the prohibition on Spoil Lane (Right of Way 519).

- (d) Unless the Lane is resurfaced, it will always be muddy

Even if the Lane was resurfaced, the extremely wet nature of the soil and drainage difficulties is such that continued use after resurfacing would soon return it to the quagmire it currently is.

The cost of providing a surface capable of withstanding vehicular use would be extremely high (estimate £16-20,000) and even then drainage difficulties would remain.

FINANCIAL IMPLICATIONS

5. Cost of publicity and making of the Order would be in the region of £1,000 and will be met from the Highways Management Division Budget. The making of barriers, if necessary, and signs and subsequent placement on site would cost in the region of £1,600. This will be funded from the Rights of Way maintenance budget.
6. Most of the objectors specifically state that they would have no objection if the TRO applied only to motor cars and horsedrawn vehicles, their sole objection is the inclusion of motor cycles to the prohibition. However, the nature of the ground is such that it is felt that an unacceptable degree of danger would exist to the riders and possible pillion passengers of motor cycles attempting to traverse the affected part.

RECOMMENDATIONS

- (a) That approval to the prohibition on all motor vehicles and horsedrawn vehicles from entering or proceeding along the length of Spoil Lane (Right of Way 519) between points A and B on Drawing No 3/1/54/H1A and that length of Ash Green Lane West (Right of Way 518) between points C and D on Drawing No 3/1/54/H1A be re-affirmed and that the Order be made as advertised.
- b) That, if necessary, wooden posts or lockable barrier(s) be installed as an additional measure to prevent illegal access

G M Lamb  
County Director of Highways and Transportation  
Contact: Mrs B Blatchford (0-81-541-9317)

BACKGROUND PAPERS: NONE

## **Objections**

**Ash Residents' Association** – any changes will have a negative impact on the local environment and community and may facilitate future changes leading to the loss of a local motor-free bridleway. The BOAT is narrow and unmade. The surface runoff has already made the remaining BOAT waterlogged. The reasons are unsound, in that the council will be allowing access to land they do not appear to own and impractical as no clear statement has been made over the adoption of the finished road. The design is purely for vehicles access to the new estate and disregards the needs and views of local residents, which is contrary to prevailing guidelines.

**Ash Parish Council** - the right of way should remain for amenity use and horse riding.

**Mrs S Johnson** - it is imperative that what paths are free from traffic remain so for the use of walkers.

**Mr L and Mrs M Garthwaite** - it is essential that this bridleway remains available in its current status for the pedestrian public to fully enjoy without vehicular traffic hazards.

**Mrs J Long** - protests against the proposal to allow the road to be installed. It seems unfair to local residents to have issues with land which allows quiet enjoyment for many families to enjoy exercise and possibly restricts access.

**Ms S Wyeth-Price** - the ownership is unclear and contradictory. The BOAT is a valued local amenity for local residents. It is a very narrow and unmade lane. There has been damage to the remaining BOAT by surface water runoff. The rationale for the recommendation is invalid and impractical and contradicts the Manual for Streets. Nothing gives Bewley Homes the right to access the road when building is completed. The BOAT is well used by the local residents, of all ages, as a safe place to relax, exercise and enjoy. I believe SCC has not adopted Ash Green Lane West.

**Mr B Cohen** - states the byway would in effect become a private road and therefore cease to exist. This has the effect of closing the remaining length of byway. Concerns about the cost to the County Council of moving the barrier. Requests the developer pays the Countryside Access team a large sum of money for repairs and maintenance elsewhere.

**Mr S Pedley** - vehemently opposes any changes to this ancient right of way. He has concerns about drainage and wants assurance that the right of way will be returned to its present tranquil state after the development is complete.

**Mr P Finning** – this will change the usage of a public thoroughfare between Ash Green and Tongham and disrupt walkers, horse riders, cyclists etc bringing them closer to traffic. He doesn't see the need to remove the green space and tranquillity for the sake of another housing development.

**Mr A Whitworth** – The right of way is a popular and safe route for walkers and cyclists, vehicle free, between Ash and Ash Green. I fear it would be the first stage to turning the track into a road to suit local developers.

**Ms K Heane** – the ownership is unclear and contradictory. It has been a local amenity for many years and is very narrow and unmade. It is an ancient right of way and should be kept as such.

**Mr P Dawkins** – any changes will have a negative impact on the local environment and community and could facilitate future changes leading to the loss of a local, motor free route.

## ITEM 8

There is uncertainty around ownership and SCC would be granting land, which may be common land that they do not own. It is narrow and unmade. The remainder of the BOAT is under water and impassable.

**Mr H Watson** – there is no clear reasoning to justify the changes. It seems the only beneficiaries would be the developers. The proposed increase in traffic would be to the detriment of the local residents.

**Mr N Bristow** – Bewley Homes do not own the land under Ash Green Lane West. The BOAT has historically been an amenity for walkers and dog walkers and this would be lost. The paving at the western end would set a dangerous precedent. The proposed revision contradicts the Manual for Streets.

**Ms F Samuel-Holmes** – the ownership is unclear and contradictory, the BOAT is a direct pathway for residents from Ash Green to Tongham and a valued local amenity. It is very narrow and unmade. There has been damage to the remaining BOAT. The rationale for the recommendation is invalid and impractical and contradicts the Manual for Streets.

**Ms L Carter** - the ownership is unclear and contradictory, the BOAT is a direct pathway for residents from Ash Green to Tongham and a valued local amenity. It is very narrow and unmade. There has been damage to the remaining BOAT. The rationale for the recommendation is invalid and impractical and could open up the whole of the BOAT to developers in the future.

**Ms S Wilsden** – horse riders, cyclists and dog walkers have been using the track for many years and the loss will force them onto the roads. If this is allowed developers will want more of the track for roadway.

**Mr D and Mrs I Weller** – object to this intrusion of the public owned right of way. Making it a surfaced road takes away the country setting making the area more urban.

**Ms J Guess** – the ownership is unclear and contradictory. The BOAT is a valued local amenity and is very narrow and unmade. There has been damage to the remaining BOAT. The rationale for the recommendation is invalid and impractical and contradicts the Manual for Streets. This could strengthen the argument for future development.

**Ms J Bland** - the ownership is unclear and contradictory. The BOAT is a valued local amenity and is very narrow and unmade. There has been damage to the remaining BOAT. The rationale for the recommendation is invalid and impractical and contradicts the Manual for Streets. These rural lanes are of great significance to the local community in providing safe walking access.

**Ms C Nulty** – objects to the removal of the BOAT. Bewley Homes wants to remove the land agreement to give them greater access in the future to destroy further countryside. The ownership is unclear and contradictory. The BOAT is a narrow, unmade lane and a valued local resource. The rationale is invalid and impractical and contradicts the Manual for Streets.

**Mr G Tyerman** - the ownership is unclear and contradictory. The BOAT is a valued local amenity and is very narrow and unmade. Damage to the remaining BOAT is likely if the restrictions are eased. The rationale for the recommendation is invalid and impractical and contradicts the Manual for Streets.

**Mr A and Mrs P Lepine** - the ownership is unclear and contradictory and is not registered with the land registry. The BOAT is very narrow and unmade and further alterations will

cause further damage and potential flooding. There has been damage to the remaining BOAT. The rationale for the recommendation is invalid and impractical and contradicts the Manual for Streets. It is wrong for a developer to be stopping the public using a public right of way.

**Mr R Phillips** - the ownership is unclear and contradictory. The BOAT is a valued local amenity and is very narrow and unmade. There has been damage to the remaining BOAT. The rationale for the recommendation is invalid and impractical and contradicts the Manual for Streets.

**Ms E Boyes** – the BOAT is an unmade lane and very narrow and is totally unsuitable for larger vehicles. Tarmac is not going to solve the water logging. The BOAT is an important and highly valued amenity for the local residents. The reasons for the recommendation are invalid and impractical.

### **Representations**

**Mr J W Stevens** - states there is not much point objecting as the road has already been constructed up to the road base. He raised concerns about the block paved surface and the cleaning out of the drainage ditches.

**Ms G Brownrigg** - worried that a permanent increase of traffic on the byway may have an adverse effect on other users. It is an opportunity to lift the restriction of horse drawn vehicles and ask the developers to pay for some more surfacing on the rest of the BOAT to offset the effect of shared use on part of the route.

**Mr J Ferns** - queried why the BOAT was closed when works not ongoing. Would object if there were any plans to extend the tarmac surface eastwards from the proposed section.

**Mr P Prakasam** - complained about gate put in by developer whilst works taking place and that the junction with the newly built road is a blind spot for traffic. He has suggested installing speed barriers.

### **Out of time objection**

**Mr R Rogers** – Bewley Homes do not own the land. This historic amenity for walkers and dog walkers would be lost. The paving would ruin a country footpath used for many years by local residents. It sets a dangerous precedent. This rural amenity needs to be preserved. It contradicts the Manual for Streets.

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## **SURREY COUNTY COUNCIL'S POLICY ON MAKING TRAFFIC REGULATION ORDERS ON BYWAYS OPEN TO ALL TRAFFIC**

- 1 Traffic Regulation Orders can be made by the County Council under the Road Traffic Regulation Act 1984. The County Council considers making Traffic Regulation Orders only as a last resort in line with Government advice set out in "Making the Best of Byways".
- 2 The County Council has a countywide assessment of all Byways Open to All Traffic in Surrey. This considers their current condition, spending on maintenance repair work within the last 10 years and evidence of vehicle related unlawful activity on or adjacent to the byway. The assessment indicates the principal problem is erosion caused by vehicles, which then presents difficulties and dangers to non-motor users.
- 3 The County Council's policy is:
  - that Traffic Regulation Orders be used pro-actively where a countywide assessment indicates a Byway Open to All Traffic is in poor condition, in need of significant repair and it is considered necessary to restrict traffic, coupled with programmes of repair as resources permit.
  - that where a countywide assessment indicates a Byway Open to All Traffic is in reasonable condition a Traffic Regulation Order be only made on grounds of significant danger to users of the route, or to prevent significant damage to the route.

**Surrey County Council: Approved January 2009**

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**THE SURREY COUNTY COUNCIL**  
**(ASH GREEN LANE WEST (RIGHT OF WAY No. 518, D80) AND SPOIL LANE**  
**(RIGHT OF WAY No. 519, D74) IN THE PARISHES OF ASH, NORMANDY AND**  
**TONGHAM)**  
**(PROHIBITION OF THROUGH TRAFFIC) AMENDMENT ORDER 201-**

THE SURREY COUNTY COUNCIL (hereinafter referred to as “the Council”) in exercise of their powers under Sections 1 (1) 2 (1) and 2 (2) of the Road Traffic Regulation Act 1984 (“the 1984 Act”) and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Parts III and IV of Schedule 9 to the 1984 Act hereby make the following Order: \_\_\_\_\_

1 THIS Order may be cited as “The Surrey County Council (Ash Green Lane West (Right of Way 518, D80) and Spoil Lane (Right of Way 519, D74) in the Parishes of Ash, Normandy and Tongham) (Prohibition of Through Traffic) Amendment Order 201- and shall come into operation on ?? ?? 2017. —

2 WITHOUT prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order the County Council of Surrey (Ash Green Lane West (Right of Way 518 and Spoil Lane (Right of Way 519) in the Parishes of Ash, Normandy and Tongham) (Prohibition of Through Traffic) Order 1994 shall have effect as though:

a) For paragraph (a) of Article 2 to that Order there was substituted the following paragraph:

“a) that section of Ash Green Lane West (Right of Way 518 in the Parishes of Ash and Normandy) between the points marked “E” and “F” on Drawing No. 3/1/54/H22 which is annexed to this Order.”

b) Drawing No. 3/1/54/H1A annexed to that Order shall have effect as though that part between the points marked “E” to “F” on Drawing No. 3/1/54/H22 relating to Right of Way No. 518 known as Ash Green Lane West were omitted from that Drawing.

ITEM 8

Executed as a Deed by affixing the )  
common seal of SURREY COUNTY )  
COUNCIL on ?? ?? 2017 )  
in the presence of :- )

Director of Legal, Democratic & Cultural Services/Authorised Signatory

DATED ?? ?? 2017

ROAD TRAFFIC REGULATION ACT 1984  
SECTIONS 1 & 2  
AND PARTS III & IV OF SCHEDULE 9

SURREY COUNTY COUNCIL  
(ASH GREEN LANE WEST (RIGHT OF WAY No. 518, D80) AND SPOIL LANE  
(RIGHT OF WAY No. 519, D74) IN THE PARISHES OF ASH, NORMANDY AND  
TONGHAM) (PROHIBITION OF THROUGH TRAFFIC) AMENDMENT ORDER 201-

SM/DP/3/1/54

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**GUILDFORD BOROUGH COUNCIL AND  
SURREY COUNTY COUNCIL**

**GUILDFORD LOCAL COMMITTEE**

**DATE: 19 SEPTEMBER 2017**



**SURREY**

**LEAD OFFICER: JIM TIGWELL GROUP COMMANDER NORTH WEST SURREY,  
SURREY FIRE AND RESCUE SERVICE**

**SUBJECT: SURREY FIRE AND RESCUE SERVICE ANNUAL REPORT  
2016-17**

**AREA(S)  
AFFECTED: GUILDFORD AND GOMSHALL**

**SUMMARY OF ISSUE:**

This report outlines the major strands of activity undertaken within the Guildford area by the Surrey Fire and Rescue Service (SFRS) teams based at Guildford and Gomshall Fire Stations during 2016 – 17. It contains information on the various activities undertaken by the Borough team to reduce the risk from fire, water and road traffic incidents to the residents of Guildford Borough, including direct contact, public education programmes and campaigns. Relevant County wide activity is also included. Appendix 1 is provided to report on specific Key Performance Indicators for SFRS.

**RECOMMENDATIONS:**

**Guildford Local Committee is asked to:**

- (i) Recognise the achievements of SFRS teams both within Guildford and across the County this year, support their commitment in further identifying and improving initiatives to reduce risk and make the Borough of Guildford safer especially for those more vulnerable within the community.

**REASONS FOR RECOMMENDATIONS:**

SFRS dedicates a great deal of time in supporting the safety of members of Guildford's Communities. It is important to appreciate that the requirement for and themes of initiatives will change to meet identified needs within the community, for which continued support throughout the year and into the future is essential to allow maximum effect.

## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 Surrey Fire and Rescue Service report annually to the Guildford Local Committee. The annual report for 2016/17 is appended as **Appendix 1**.
- 1.2 SFRS as part of The Emergency Services Collaboration Programme with Surrey and Sussex Police, East and West Sussex Fire and Rescue and South East Coast Ambulance, has continued to work on a range of outcome focused projects with the joint aims of sustainably improving service to the public, reducing costs and increasing resilience, reducing overlap in service provision and responding to the changing patterns in demand:

The National Joint Council (NJC) Emergency Medical Response (EMR) Trials commenced on 23<sup>rd</sup> September 2015, under which SFRS respond to some types of medical emergency in support of South East Coast Ambulance, was extended to 21 March 2017 and has since been extended again to be reviewed in June 2017. The Service has been notified by the Fire Brigades Union (FBU) that they will be asking members to withdraw from the co-responding trial from 24 August 2017, this has been delayed for consultation until 13<sup>th</sup> September. We are currently working to understand the expected impact on our trial, South East Coast Ambulance Service's response and our residents. We are working, through the Emergency Services Collaboration Partnership, to support future arrangements and how/if we are able to support co-responding albeit with reduced capacity.

SFRS has taken on responsibility from Surrey Police to respond to calls from SECamb to **gain entry** to properties where there is a concern for the safety of the occupant. As a result, SFRS has freed up Police time and is able to respond within 10 minutes on average and generally can gain access with less damage to property.

Arrangements have been put in place for SFRS and SECamb to provide assistance to the Police in searching for certain types of high risk **missing people** (i.e. those where the person is deemed to be at significant risk of harm, often the very young, very old or those with a potential mental capacity issue).

- 1.3 SFRS continue to provide several Community initiatives which are available to all Boroughs with the aim to reduce road traffic collisions, fire setting and anti-social behaviour – and improve fire safety awareness. A brief report on activity in this area for Guildford Borough is included in the analysis below.

## **2. ANALYSIS:**

- 2.1. Appendix 1 reports on the Key Performance Indicators and targets for SFRS and Guildford Borough. The report shows that Guildford has seen an increase in domestic and primary fires in general in comparison to the 5 year average, there are no patterns or trends, the numbers are low therefore any change can put the results into the red. The target for Safe and Well Visits were missed marginally, this was due to the refocus of our work to undertake more Protection activities following recent significant fires in Surrey and Nationally. The refocus was on

increasing Fire Safety Audits, doubled, to improve firefighter safety and the safety of those at work.

- 2.2. It is positive to note that despite an increase in the number of accidental dwelling fires occurring in the Borough, 79% of these fires we attended were confined to room of origin. Direct and rapid intervention by SFRS fire-fighting teams have prevented the spread of these fires and further loss and damage to properties.
- 2.3. There is an increase in the number of false alarms attended caused by automatic fire alarms (AFA's) the majority occurred in the first 3 quarters of the reporting year.
- 2.4. Quarter 4 saw the introduction of new SFRS policy, changing how we respond to AFA's at shops, schools, workplaces, factories, warehouses, hostels, hotels, public buildings, licensed premises and other premises open to the public. We now call challenge night and day, to establish if there is a genuine emergency or in fact a false alarm. If a false alarm is confirmed, we will no longer automatically send a fire engine. However, if we are in any doubt at all, we will always attend. Subsequently there was a drop in calls of this nature in quarter 4. Further reductions are expected for 2017-18 ensuring SFRS appliances are available for genuine emergencies, and reduce unnecessary blue light journeys putting public and staff at increased risk.
- 2.5. A positive for the Borough we are continuing to see a decline in deliberate fires and Hoax calls.
- 2.6. We are also maintaining our response standard to all critical incidents being under the target of 1 fire appliance in 10 minutes 80% of the time.
- 2.7. Report on attendance to SFRS county wide initiatives available to Guildford Borough:

<b>Initiative</b>	<b>Guildford Borough participation 2016/17</b>
<b>Safe Drive Stay Alive</b> – Road safety awareness for young drivers or those approaching driving age	1469 attendees
<b>Fire wise</b> – referrals for intervention for young persons with fascination for fire.	6 case referrals 12 visits
<b>YES</b> – Youth engagement scheme – helping young persons at risk of exclusion in need of intervention	1 referrals made – 1 invited to taster
<b>Junior citizens programme</b>	1300 children June 12 <sup>th</sup> -24 <sup>th</sup> held at Guildford Fire Station run by Guildford Community Safety Officers
<b>Ride it Right</b>	The “Ready to Ride” event takes place in spring time before the main motorcycling season, and is aimed at any rider - whether novice or experienced - who wants to further develop their riding skills, learn about

## ITEM 9

	the maintenance of their bike and what to do in the unlikely event of an accident.
<b>Biker Down</b>	Biker Down is short training course on-scene management and personal safety for a biker happening upon a crash involving a fellow biker, Casualty care and the science of being seen.

2.8. There are no specific targets for Co-responding trial, Gaining Entry, Missing Persons, it should be noted that the commencement of the co-responding trial was upon completion of extensive arrangements providing Immediate Emergency Care Responder Training (IECR) and equipping each front line vehicle with a trauma bag and defibrillator. (Defibrillators are also at all fire stations in the county). This trial is still in development with discussion ongoing between NJC, FRS and FBU nationally.

2.9 During the year personnel at Guildford fire station have undertaken numerous visits with community groups of all ages – key fire safety awareness work is continually undertaken with school children, local activity groups such as cubs, Brownies, Sea-cadets and Youth Clubs in many parishes. Key fire safety work on a daily basis is ongoing to identify and assist those in the community more vulnerable to fire and deliver Safe and Well Visits.

### **3. OPTIONS:**

3.1 This report is for information.

### **4. CONSULTATIONS:**

4.1 The internal management team of Surrey Fire and Rescue are consulted on the Woking Station Plan

### **5. FINANCIAL IMPLICATIONS:**

5.1 Collaboration work funded via Fire and Rescue Authority Transformation Fund.

### **6. RISK MANAGEMENT:**

6.1 Surrey Fire and Rescue Service aim to minimise risk to the population within all areas of their role. This report is for information.



**7. LOCALISM:**

- 7.1 SFRS will continue to analyse historical data and work with partner agencies to identify areas of vulnerable people, carrying out Safe and Well Visits with the aim of reducing fires and increasing awareness of actions to take in the event of fire and providing information to assist in all areas of living well.
- 7.2 We will continue to work with community leaders and partners to improve our awareness of cultural needs, improving partnership working and increasing the use of the SFRS volunteer service.
- 7.3 We will continue to attend and contribute to the Guildford JAG terms of reference to address community safety issues within our remit.

**8. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 SFRS will always support the Equalities Act 2010

**9. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
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
Human Resource/Training and Development	No significant implications arising from this report

**10. CONCLUSION AND RECOMMENDATIONS:**

10.1 There has been continued positive work by the Surrey Fire and Rescue Service in Guildford. The Local Committee are asked to:

- (i) Recognise the achievements of SFRS both within the Guildford Borough and County wide for 2016-17. To support their commitment to further reduce risk going forward by making Guildford Borough safer through analysis of historical data and local knowledge, identifying areas, groups and individuals who may be more vulnerable to risk of fire or in need of intervention assistance. Working with partners to ensure members of the community are aware, and receive the assistance needed to live safely.
- (ii) Recognise the standard achieved in Borough KPI's (Appendix1)

**11. WHAT HAPPENS NEXT:**

- 11.1 Surrey Fire and Rescue Service will continue to keep Members regularly updated on future progress through the Community Safety Task Group and will attend/report on related matters at Joint Action Group (JAG) meetings.

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**Contact Officer:**

David Nicholson, Guildford Borough Commander: 07968834595

**Consulted:**

Surrey Fire and Rescue Senior Management Team

**Annexes:**

End of year report 2016-17 - Appendix 1

**Background papers: N/A**

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# Surrey Fire and Rescue Service

## Guildford performance

### End of Year 2016-17



Community risk reduction Keeping people safe			
1. Operational data gathering	Annual target	Performance to date	Status (Red/Green)
Safe and well visits	500	464	Red
Ips & Ops surveys	50	99	Green
<p>Commentary</p> <p>Safe And Well Visits (SAWV): Guildford end of year total was 464 with an average of 62% visits to the vulnerable</p> <p>Initial Premise Survey (IPS) &amp; Operational Survey (Ops) combined end of year total 99 which is double the required. This has been achieved by a refocus of off station activity to more prevention work. This decision was following several coroner court reports and high profile incidents advising Fire Services to revisit and increase their knowledge of premises other than domestic.</p> <p>There is currently 1701 Active Premises on the Community Risk Information System (CRIS) for Guildford.</p> <p>(CRIS) indicates Guildford has 400 Active Ops Surveys of which 357 are complete.</p> <p>CRIS system indicates Guildford has 61 Active IPS Surveys of which 48 are complete and audited.</p>			

<b>Community risk reduction</b> <b>Keeping people safe</b>																																							
<b>2. Reducing the number and severity of fires</b>	Performance measure	Performance to date	Status (Red/Green)																																				
142ii Number of calls to primary fires	164	202																																					
142iii Number of calls to accidental dwelling fires	59	66																																					
143i Number of deaths arising from accidental dwelling fires	1	1																																					
143ii Number of injuries arising from accidental dwelling fires	4	2																																					
144 Percentage of accidental dwelling fires confined to room of origin	91%	79%																																					
209iii The percentage of fires attended in dwellings where no smoke detector was fitted by borough	Under 29%	38%																																					
149i Number of false alarms caused by automatic fire detection by borough	203	321																																					
207 Number of fires in non-domestic premises	30	37																																					
<p>Commentary</p> <p>Guildford has seen a steady decline in all the Best Value Performance Indicators (BVPIs) over the previous five years. Unfortunately there has been an increase in virtually all BVPI's for the borough of Guildford 2016 - 2017.</p> <p><b>Guildford BVPI results for last five financial years</b></p> <table border="1"> <thead> <tr> <th>Incident type</th> <th>2012/13</th> <th>2013/14</th> <th>2014/15</th> <th>2015/16</th> <th>2016/17</th> </tr> </thead> <tbody> <tr> <td>BVPI 142ii: Number of calls to fires attended: Primary fires</td> <td>156</td> <td>187</td> <td>164</td> <td>149</td> <td>202</td> </tr> <tr> <td>BVPI 142iii: Number of calls to fires attended: Accidental fires in dwellings</td> <td>51</td> <td>69</td> <td>58</td> <td>53</td> <td>68</td> </tr> <tr> <td>BVPI 143i: Number of deaths arising from accidental fires in dwellings</td> <td>2</td> <td>0</td> <td>3</td> <td>0</td> <td>0</td> </tr> <tr> <td>BVPI 143ii: Number of injuries (excluding precautionary checks) arising from accidental fires in dwellings</td> <td>3</td> <td>6</td> <td>6</td> <td>3</td> <td>2</td> </tr> <tr> <td>BVPI 144: Percentage of accidental dwelling fires confined to room of origin</td> <td>90</td> <td>91</td> <td>88</td> <td>91</td> <td>79</td> </tr> </tbody> </table>				Incident type	2012/13	2013/14	2014/15	2015/16	2016/17	BVPI 142ii: Number of calls to fires attended: Primary fires	156	187	164	149	202	BVPI 142iii: Number of calls to fires attended: Accidental fires in dwellings	51	69	58	53	68	BVPI 143i: Number of deaths arising from accidental fires in dwellings	2	0	3	0	0	BVPI 143ii: Number of injuries (excluding precautionary checks) arising from accidental fires in dwellings	3	6	6	3	2	BVPI 144: Percentage of accidental dwelling fires confined to room of origin	90	91	88	91	79
Incident type	2012/13	2013/14	2014/15	2015/16	2016/17																																		
BVPI 142ii: Number of calls to fires attended: Primary fires	156	187	164	149	202																																		
BVPI 142iii: Number of calls to fires attended: Accidental fires in dwellings	51	69	58	53	68																																		
BVPI 143i: Number of deaths arising from accidental fires in dwellings	2	0	3	0	0																																		
BVPI 143ii: Number of injuries (excluding precautionary checks) arising from accidental fires in dwellings	3	6	6	3	2																																		
BVPI 144: Percentage of accidental dwelling fires confined to room of origin	90	91	88	91	79																																		

BVPI 146ii: Number of calls to malicious false alarms attended	17	7	13	6	8
BVPI 149i: Number of false alarms caused by automatic fire detection	348	348	271	286	321
BVPI 206i + 206iii: Number of deliberate fires (excluding deliberate fires in vehicles)	62	46	47	63	52
BVPI 206ii + 206iv: Number of deliberate fires in vehicles	14	14	9	10	12
BVPI 207 Number of fires in non-domestic properties	22	29	31	29	37
BVPI 209iii: The percentage of fires attended in dwellings where no smoke alarm was fitted	18%	23%	30%	28%	38%

144 Percentage of accidental dwelling fires confined to room of origin. There is no obvious relationship between this BVPIs and Guildford Response Standard. There are no Post Event Reviews or Incident Monitoring Officer reports indicating any operational performance issues. A high percentage of these fires are unattended cooking and small fires in the kitchen, this is a common trend across the county.

149i Number of false alarms caused by automatic fire detection by borough has seen an improvement but remains in the RED:

1. The majority of these are attributable to the first 3 quarters.
2. SAWV being undertaken when appropriate following Automatic Fire Detectors (AFD).

A new AFD call challenge system started January this year and it is envisaged this will reduce the amount of unwanted AFDs we attend.

209iii Hot strikes have been undertaken following all domestic premise fires.

207 Number of fires in non-domestic premises. IPS and OPS are being done as when appropriate following a fire and or AFD.

There is no evidence of any pattern or trends to indicate why we are seeing an overall increase in all the reported BVPIs in relation to this time last year. Population and vehicular increase?

<b>Community risk reduction</b> <b>Keeping people safe</b>			
<b>4 Arson and anti-social behaviour</b>	Performance measure	Performance to date	Status (Red/Green)
146ii Number of calls to malicious false alarms	13	7	
206i + iii Number of deliberate fires (excluding vehicles) by borough	69	43	
206ii +iv Number of deliberate fires in vehicles by borough	17	16	
<p>Commentary</p> <p>146ii Number of calls to malicious false alarms. Only 1 incident this quarter.</p> <p>206i + iii Number of deliberate fires (excluding vehicles) by borough. Guildford are housing an individual who has been released from detention following a prosecution for arson. Crews aware and monitoring derelict buildings. He's currently a JAG case and all local partners monitoring. No issues to date.</p> <p>206ii +iv Number of deliberate fires in vehicles by borough. There had been a sudden increase in deliberate vehicle fires around Guildford. Arrests were made (15/02/2017) in connection to deliberate car fires so this should be reduced. These did not exceed the annual target.</p>			

<b>Response standard</b>	Performance measure	Performance to date	Status (Red/Green)
Critical incidents	10 minutes	9.83 minutes	

Commentary

Surrey Standard 1 appliance in 10 minutes 80% time

Guildford's average response time to primary fires is 9.83

Guildford is the 6<sup>th</sup> busiest town in the UK for traffic.

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**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (GUILDFORD)**

**DATE: Tuesday 19 September 2017**



**LEAD OFFICER: Andrew Harkin, On-Street parking Co-ordinator**

**SUBJECT: Guildford On-Street Parking Review – Consideration of representations and authority to implement proposals**

**DIVISION(S): Guildford South-East, Guildford South-West, Shalford and Worplesdon**

<p><b><u>SUMMARY OF ISSUE:</u></b></p> <p>This report presents the representations resulting from the formal advertisement of proposals for new or changed parking restrictions listed in paragraph 1.2. The Committee is asked to consider the comments received and decide whether or not to make traffic regulation orders needed to introduce the proposals.</p>
<p><b><u>RECOMMENDATIONS:</u></b></p> <p><b>The Local Committee (Guildford) is asked to agree:</b></p> <p>(i) That, having considered the comments made during the formal notice period, 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 as shown in ANNEXE 3, but that the proposals in Pewley Hill (upper) and Tormead Road are not progressed at the present time.</p>
<p><b><u>REASONS FOR RECOMMENDATIONS:</u></b></p> <p>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.</p>

## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 At its meeting held on 13 December 2016 the Committee agreed to amend the way that Parking Services conducts its reviews and streamline the process. It also agreed the scope of the present review and that there should be two streams of work. The first includes proposals where there appeared to be strong support for change or necessary change. These areas are listed below and were reported to the July 2017 meeting of the Committee.
- Alresford Road, Annandale Road, Duncan Drive, Maori Road, Millmead area (including Bury Fields, Bury Street, Lawn Road and Millmead Terrace), St Omer Road, Sycamore Road, The Oval, Upperton Road, Vicarage Gate, Woodbridge Road.
- 1.2 The Committee also agreed to develop proposals in a number of other locations, in consultation with the local borough and county councillors. These proposals were subsequently developed, agreed at the Committee's 22 March 2017 meeting, and formally advertised between 7 July and 4 August 2017. These locations are listed below and are the subject of this report:
- Alresford Road, Artillery Terrace, Brodie Road, Chantry View Road, Chapel Street, Cline Road, Cross Lanes, Downside Road, Elmside, Epsom Road, Jenner Road, Josephs Road, Linden Road, Lower Edgeborough Road, Mountside, Old Farm Road, One Tree Hill Road, Pewley Hill (lower and upper), Quarry Street, Queens Road, St Luke's Square, South Hill, Spiceall (Compton), Stocton Close, Stoke Road, The Oval (Wood Street Village), Tormead Road and Warren Road.
- 1.3 This report presents the representations resulting from the advertisement of proposals in the locations highlighted in 1.2.

## **2. ANALYSIS:**

- 2.1 The formal advertisement of proposals for the areas listed in 1.2 took place between 7 July and 4 August 2017. The proposals encompassed 29 locations. A number of these locations are associated with accommodating disabled bays, vehicle crossovers and improving access arrangements for new and existing developments.
- 2.2 We wrote directly to over 1,200 addresses in and around the areas involved in the proposals. Public notices were also published in the Surrey Advertiser newspaper and online at the public-notices.co.uk website. Additionally, almost 200 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 (Millmead House, Guildford Library, Ash Library and Horsley Library). 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 around 275 'hits'. Overall, 97 representations were received. Over 93% of the representations were submitted online. The majority of the proposals received representations. Indeed, only those in Alresford Road, Old Farm Road, Stocton Close, Stoke Road and The Oval (Wood Street Village) did not.

- Alresford Road, Guildford (0 representations)
- Artillery Terrace, Guildford (1 representations)
- Brodie Road, Guildford (1 representations)
- Chantry View Road, Guildford (4 representations)
- Chapel Street, Guildford (2 representations)
- Cline Road, Guildford (1 representations)
- Cross Lanes, Guildford (4 representations)
- Downside Road / One Tree Hill Road / Warren Road, Guildford (13 representations)
- Elmside, Guildford (7 representations)
- Epsom Road, Guildford (3 representations)
- Jenner Road, Guildford (2 representations)
- Josephs Road, Guildford (2 representations)
- Linden Road, Guildford (1 representations)
- Lower Edgeborough Road, Guildford (15 representations)
- Mountside, Guildford (4 representations)
- Old Farm Road, Guildford (0 representations)
- Pewley Hill (lower), Guildford (4 representations)
- Pewley Hill (upper), Guildford (3 representations)
- Quarry Street, Guildford (8 representations)
- Queens Road, Guildford (1 representations)
- St Luke's Square, Guildford (16 representations)
- South Hill, Guildford (3 representations)
- Spiceall, Compton (1 representations),
- Stocton Close, Guildford (0 representations)
- Stoke Road, Guildford (0 representations)
- The Oval, Wood Street Village (0 representations)
- Tormead Road, Guildford (2 representations)

2.4 A table summarising the representations appears in Annex 1. To help gain an overall impression of the feedback we have analysed the comments. Therefore, Annex 1 also details our view of whether the comments were supportive or 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 In the case of the joint proposals encompassing Downside Road, One Tree Hill Road and Warren Road, some of the representations refer to specific elements of the proposals in particular roads. Therefore, both these and those

expressing opinions that are more general have been analysed in more detail. This is also presented in ANNEXE 1.

- 2.6 The full representations, with officer comments, are shown in ANNEXE 2. The representations were circulated to ward and divisional members for comments and suggests. Cllrs Adrian Chandler, Angela Goodwin, Caroline Reeves and David Goodwin responded in support of the recommendations for the proposals in their wards and divisions.

**Alresford Road (convert part of existing limited waiting shared-use parking place outside No.15 to a disabled only parking place)**

- 2.7 We wrote directly to 12 addresses in and around Alresford Road.
- 2.8 We received 0 representations.
- 2.9 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

**Artillery Terrace (convert part of existing single yellow line outside No.1 to a limited waiting shared-use parking place)**

- 2.10 We wrote directly to 71 addresses in and around Artillery Terrace.
- 2.11 We received 1 representation. This was from a resident that lives immediately adjacent to the proposal. They objected to the proposal.
- 2.12 The proposal involves converting a single yellow line, which was previously provided to allow access to two former garages, into a parking bay. The former parking facilities have been converted to living/office space, and as such, vehicular access to them is no longer required.
- 2.13 What the representee is suggesting is that we should maintain, in perpetuity, their ability to possibly convert the building(s) back into parking facilities, without the need to amend the parking controls. Of course, the same principle could be applied to any property with a frontage onto the public highway.
- 2.14 Clearly, if there was a desire by the property-owners to convert the buildings back into parking facilities, any changes necessary to the parking controls to accommodate this could be included within a s.278 agreement associated with the planning consent.
- 2.15 There is great demand for on-street parking in this particular locality. The opportunities to increase parking provision are extremely limited. The proposed area is one of the few areas that remain available to improve the on-street parking situation for fellow residents.
- 2.16 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

**Brodie Road (convert existing single yellow line outside Nos.20&21 to a double yellow line, no waiting at any time restriction)**

- 2.17 We wrote directly to 29 addresses in Brodie Road.
- 2.18 We received 1 representation. This was from a resident of Brodie Road.

- 2.19 The proposal intends to improve access and traffic movement in Brodie Road.
- 2.20 The representation did not refer to the proposal but instead raised concerns about the traffic and parking situation in neighbouring Sydenham Road. We have developed the proposals in response to unsolicited concerns about access and traffic movement raised prior to the start of the review. The situation in Sydenham Road had not been raised as an issue previously. Therefore, it was not considered within the review's scope.
- 2.21 Considering additional issues it at this stage would require the development, approval and advertisement of further proposals. This would undoubtedly extend the duration of the review. Nevertheless, it may be possible for the issues in Sydenham Road to be given further consideration during a future review.
- 2.22 Nevertheless, the wider highway concerns raised about Sydenham Road have been forwarded on to my colleagues and Surrey County Council Highways.
- 2.23 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

**Chantry View Road (convert existing limited waiting shared-use parking place on the west side of road near Chantry Quarry to a double yellow line, no waiting at any time restriction)**

- 2.24 We wrote directly to 29 addresses in and around Chantry View Road.
- 2.25 We received 4 representations. All were from residents of Chantry View Road and the surrounding roads. There were 2 comments stating support for the proposals. These were from residents of Chantry View Road. The 1 representation offering general support and 1 generally opposed were from residents of Chantry Quarry.
- 2.26 We have developed the proposals in response to unsolicited safety concerns raised prior to the start of the review.
- 2.27 The representations from Chantry Quarry were concerned about the provision of parking for themselves and their visitors and the loss of facility associated with the proposal. Chantry Quarry is a private road / gated development. As such, it does not qualify for the permit scheme. The area between the rear of the footway and the gate is also private. Therefore, the control of parking and prevention of u-turns in this area would be an issue for those responsible for its management to address.
- 2.28 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

**Chapel Street (TECHNICAL CHANGE – change TRO to match controls in-situ, and also remove the need to mark the double yellow lines within the pedestrian zone)**

- 2.29 We wrote directly to 72 addresses in and around Chapel Street.
- 2.30 We received 2 representations. Both were from residents that have access onto Chapel Street.

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- 2.31 The proposal is effectively a technical change to the traffic regulation order, so that it matches the parking restriction markings present.
- 2.32 Although both representations were generally supportive of the proposals, they would prefer to see more restrictive controls to help prevent access issues caused by the very short-stay / transient parking activity associated with the nearby fast food restaurants.
- 2.33 In any location, quick stops are harder to deter by enforcement as drivers tend to be close to their vehicles and can drive away if they see an enforcement officer nearby. Given the nature of the parking activity, more restrictive controls are unlikely to deter motorists from stopping to allow passengers to board and alight, and load or unload, any more than the existing double yellow lines. Nevertheless, we will increase enforcement and look at other ways to try to improve the situation.
- 2.34 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

**Cline Road (convert part of existing permit only parking place outside No.78 to a disabled only parking place)**

- 2.35 We wrote directly to 25 addresses in Cline Road.
- 2.36 We received 1 representation. This was from a resident of Cline Road. They stated support for the proposal.
- 2.37 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

**Cross Lanes (convert existing single yellow line outside Mathon Lodge and Mathon Court to double yellow line, no waiting at any time restriction)**

- 2.38 We wrote directly to 64 addresses in Cross Lanes.
- 2.39 We received 4 representations. All came from residents of Mathon Court. There were 2 comments stating support for the proposals. 1 representation was general opposed and 1 stated opposition.
- 2.40 We have developed the proposals in response to unsolicited safety concerns raised prior to the start of the review. These were about the parking situation adjacent to the access to Mathon Court. The proposals are intended to improve visibility for those wishing to access and egress Mathon Court at times when the present single yellow line controls do not operate.
- 2.41 Other parking bays and lengths of single yellow line in the area may not be situated as conveniently as those that currently protect the access to Mathon Court. Nevertheless, significant opportunities to park are available, which do not impact access and egress to Mathon Court.
- 2.42 The representation generally opposed to the proposal wanted greater prioritisation of the parking bays for permit-holders. The availability of parking in Cross Lanes, and need for greater prioritisation, has not previously been raised as an issue. There is currently 1 permit-holder in Cross Lanes.

- 2.43 Considering additional issues it at this stage would require the development, approval and advertisement of further proposals. This would undoubtedly extend the duration of the review. Nevertheless, if the number of permit-holders were to increase, it may be possible to consider need for greater prioritisation during a future parking review.
- 2.44 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

**Downside Road / One Tree Hill Road / Warren Road (introduce double yellow line, no waiting at any time restrictions around junction and bend)**

- 2.45 We wrote directly to 31 addresses in Downside Road, One Tree Hill Road and Warren Road.
- 2.46 We received 13 representations. These were primarily from residents of Downside Road and Warren Road. 4 representations stated support, whilst 5 were generally supportive. 4 were opposed to the proposals. Of those that were generally supportive, all 5 wanted more restrictive controls unrelated to the proposals.
- 2.47 However, opinions about the specific elements of the proposals differed. In respect to Warren Road and One Tree Hill Road, there is support for the proposed measures. Indeed, no objections were received. However, a number of the comments about Warren Road referred to wanting more restrictive controls. These were focused on the desire for the existing unrestricted parking bays to be subject to greater restriction and for the bays to be situated further away from driveways and other points of access.
- 2.48 In respect to Downside Road, 5 representations were supportive of the proposals. 2 of these were from residents of Downside Road. They highlighted existing parking issues close to the junction with Warren Road. Conversely, 4 representations from residents of Downside Road objected to the proposals. A number suggested that there were not any issues to address.
- 2.49 We have developed the proposals in response to unsolicited safety concerns raised prior to the start of the review. These were primarily about the parking situation in Warren Road close to the junction and bend. The proposals are intended to improve safety near these features and militate against the potential for the parking that takes place there to displace to other undesirable locations. One such location is within Downside Road, close to its junction with Warren Road.
- 2.50 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

**Elmside (convert various existing parking bays and parts of parking bays to single yellow line, no waiting Mon-Sat 8.30am-6pm restriction)**

- 2.51 We wrote directly to all 57 addresses within Elmside.
- 2.52 We received 7 representations. All were from residents of Elmside. There was 1 comment stating support for the proposals, 3 offering general support, 2 offering general opposition and 1 stating opposition. Of those offering general support 2 wanted more restrictive controls, whilst one wanted less restrictive

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controls. Of those generally opposed, 1 wanted more restrictive controls and 1 wanted less restrictive measures.

- 2.53 We have developed the proposals in response to unsolicited concerns about safety, access and traffic movement raised prior to the start of the review.
- 2.54 Some of those responding want more restrictive controls through the removal of further parking spaces. Others suggest the proposed measures to remove parking are already excessive and will lead to rat-running and increased traffic speeds.
- 2.55 The 55 properties in Elmside currently hold 5 permits. There are currently around 16 spaces in Elmside and around 12 spaces will remain if the proposals are implemented.
- 2.56 A balance has to be struck on the use of the highway in respect to parking space, safety, access and traffic flow. The modest changes aim to improve safety, access and traffic flow, whilst not unduly restricting the amount of parking space available.
- 2.57 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

### **Epsom Road (convert two sections of existing single yellow line to double yellow line, no waiting at any time restrictions)**

- 2.58 We wrote directly to 175 addresses in and around Epsom Road.
- 2.59 We received 3 representations. All were either residents of Epsom Road or the surrounding area. There were 2 comments offering general support, and 1 general opposition.
- 2.60 The 2 offering general support preferred the introduction of more restrictive controls unrelated to the proposals. Both related to Wodehouse Place, a private access road that is not public highway. Therefore, the access road is not within the remit of on-street parking review. Instead, the access is privately-owned by Guildford Borough Council, and managed by the Neighbourhood and Housing team. Therefore, the request has been forwarded onto them, for their consideration.
- 2.61 The comment generally opposed to the proposal wanted wholesale changes to the nature of the road, to allow additional parking to be introduced. Suggestions included making the road one-way, lowering the speed limit and traffic calming. Therefore, the request has been forwarded onto Surrey County Council Highways, for its consideration.

- 2.62 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

### **Jenner Road (convert existing single yellow line outside Turret House to double yellow line, no waiting at any time restriction)**

- 2.63 We wrote directly to 29 addresses in and around Jenner Road.
- 2.64 We received 2 representations. Both were from residents of Jenner Road. These stated support for the proposals.

[www.surreycc.gov.uk/guildford](http://www.surreycc.gov.uk/guildford)



- 2.65 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

**Josephs Road (convert existing limited waiting shared-use parking place outside Springside Court to permit only and introduce double yellow line, no waiting at any time restriction at junction with Springside Court)**

- 2.66 We wrote directly to 50 addresses in and around and around Josephs Road.
- 2.67 We received 2 representations. There was 1 comment stating support for the proposals, and 1 generally opposed. The supportive comment came from a resident of Springside Court, off Josephs Road. The representation that was generally opposed came from a resident of Stocton Road upset that their road was not also being considered as part of the review.
- 2.68 We have developed the proposals in Josephs Road in response to unsolicited safety and availability of space concerns raised prior to the start of the review. We have received very little correspondence about there being similar issues in Stocton Road, since the parking review we conducted in 2006-7. That review increased both the number of spaces available in Stocton Road and the proportion prioritised for permit-holders only.
- 2.69 Considering additional issues it at this stage would require the development, approval and advertisement of further proposals. This would undoubtedly extend the duration of the review. Nevertheless, if residents of Stocton Road were subsequently to submit clear evidence of support for similar changes in their road, then a future review may be able to revisit the issue.
- 2.70 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

**Linden Road (convert existing single yellow line adjacent to the rear of No.5 Recreation Road to double yellow line, no waiting at any time restriction)**

- 2.71 We wrote directly to 19 addresses in and around Linden Road.
- 2.72 We received 1 representation. This was from the resident directly affected by the proposal. They stated support for the proposal.
- 2.73 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

**Lower Edgeborough Road (convert two existing unrestricted parking places adjacent to Sheldon Court and outside Danesrood to limited waiting shared-use parking places)**

- 2.74 We wrote directly to 139 addresses in and around Lower Edgeborough Road.
- 2.75 We received 15 representation. All were either residents of Lower Edgeborough Road or the surrounding area. There were 4 comments stating support for the proposals, 5 offering general support, 1 suggesting general opposition and 5 stating opposition.
- 2.76 All 5 of the representations offering general support suggested the need for even greater prioritisation for permit-holders both within Lower Edgeborough Road (Area I) and nearby Clandon Road (Area C).

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- 2.77 There are around 31 spaces in Lower Edgeborough Road and Sheldon Court (Area I). Currently, around 7 of these are prioritised for permit-holders. There is currently 1 permit-holder in Lower Edgeborough Road and 11 in Sheldon Court. The proposals will increase the number of prioritised spaces to 15.
- 2.78 There are around 34 spaces in Clandon Road (Area C). 20 of these spaces are currently prioritised for permit-holders. There is currently 1 permit-holder in Clandon Road.
- 2.79 The prioritised spaces are located predominantly where there is the demand for such spaces from permit-holders. Future reviews may allow us to revisit the situation if demand for permits increases.
- 2.80 Of those objecting, 1 was from Sheldon Court. The other 4 were from Telford Court, Clandon Road. The loss of flexibility, greater reliance on permits, and the increased pressure on the remaining unrestricted spaces were highlighted as reason for objection by 4 of those that commented. The lack of financial information provided was cited as the reason for objection by 1 of those commenting. The committee reports held on deposit and accessible from the Borough Council's website via links to the County Council's website outlined the financial implications associated with the review and the implementation of any changes.
- 2.81 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

**Mountside (convert the two existing permit only parking places in 'upper' section of the road to limited waiting shared-use parking places)**

- 2.82 We wrote directly to 26 addresses in Mountside.
- 2.83 We received 4 representations. All were from residents of Mountside. There were 2 comments stating support for the proposals, 1 offering general support, and 1 stating opposition.
- 2.84 The proposal involves converting the permit only spaces on the south side of the road in the 'upper' section of the road to limited waiting shared-use. The intention is to improve the flexibility of the scheme for residents and their visitors.
- 2.85 The resident that offered general support would prefer it if the spaces at the cul-de-sac end were made permit-only, to increase their availability for permit-holders. However, the representee objecting to the change suggested that the present free availability of space meant that the proposed changes were unnecessary. Making all the spaces in the 'upper' section of Mountside limited waiting shared-use will increase flexibility and is unlikely to unduly influence the existing availability of space for permit-holders.
- 2.86 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

**Old Farm Road (formalised existing advisory disabled only parking place outside No.6 The Stables)**

- 2.87 We wrote directly to 20 addresses in and around Old Farm Road.

2.88 We received 0 representations.

2.89 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

**Pewley Hill (lower) (convert existing single yellow lines outside Nos.7,9&9a to double yellow lines, no waiting at any time restrictions)**

2.90 We wrote directly to 23 addresses in and around the 'lower' section of Pewley Hill.

2.91 We received 4 representations. All were from residents of Pewley Hill. All 4 comments stated support for the proposals.

2.92 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

**Pewley Hill (upper) (convert section of existing single yellow line outside Nos.46&50 to a limited waiting shared-use parking place)**

2.93 We wrote directly to 15 addresses in the 'upper' section of Pewley Hill.

2.94 We received 3 representation. All were from residents of Pewley Hill. All 3 comments opposed the proposals on the basis that it will conflict with a proposed housing development.

2.95 The intention of the proposed parking bay was to compensate for the loss of parking associated with other recent residential developments within the road. This would assist those wishing to access the Downs for leisure purposes. It would also help those involved in the school run at the nearby Pewley Down School. However, with the prospect of developments conflicting directly with the proposal in the near future, it is recommended that the proposal is not progressed.

2.96 Therefore, it is recommended that the Committee agrees **NOT TO IMPLEMENT** the proposal.

**Quarry Street (convert existing pay and display only parking place outside Nos.9-13 to a pay and display dual-use parking place)**

2.97 We wrote directly to 88 addresses in and around Quarry Street.

2.98 We received 8 representation. All were residents of Quarry Street and the surrounding area. All stated support for the proposals.

2.99 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

**Queens Road (extend existing parking bays outside Nos.19 & 29 and [TECHNICALITY] formalised length of existing single yellow line)**

2.100 We wrote directly to 54 addresses in and around Queens Road.

2.101 We received 1 representation. This was from a resident of Queens Road. They were generally supportive of the proposal to increase the availability of

space. However, they felt that additional waiting restrictions should be introduced outside Hillcrest Court to improve accessibility there.

2.102 Prior to the review, we received some correspondence about the area outside Hillcrest Court. Residents suggested that the area should become subject to controls / part of the adjacent controlled parking zone. However, having met with them on site, the residents concluded that they did not want to progress the matter. Whilst they wanted measures to prevent parking wholly within the carriageway on the bend, they wished to retain the ability to park their vehicles partially on the footway in this location. Nevertheless, if residents were subsequently to submit clear evidence in support of such measures, then a future review may be able to revisit the issue.

2.103 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

**St Luke's Square (introduce double yellow line, no waiting at any time restriction in uncontrolled section on west side between Warren Road and Cadogan House)**

2.104 We wrote directly to 129 addresses in and around St Luke's Square.

2.105 We received 16 representations. All were from residents of St Luke's Square or the surrounding area. There were 7 comments stating support for the proposals and 9 offering general support. There were no representations objecting to the proposal. Of those generally supportive, all wanted more restrictive controls to be considered. This included further lengths of waiting restriction and the possibility of a residents' parking scheme.

2.106 We have developed the proposals in response to unsolicited concerns about safety and access and traffic movement raised prior to the start of the review. Furthermore, during a previous review in 2012-14, residents expressed a preference for limited measures. They discounted their road's inclusion within the neighbouring residents' parking scheme / controlled parking zone. The latter would control all kerb space and lay-bys, using a combination of yellow lines and formalised parking bays. These might help resolve some of the additional concerns raised.

2.107 However, considering additional issues it at this stage would require the development, approval and advertisement of further proposals. This would undoubtedly extend the duration of the review. Nevertheless, if residents were subsequently to submit clear evidence of support for such measures, then a future review may be able to revisit the issue.

2.108 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

**South Hill (convert existing single yellow lines outside Nos.6,8&8a to double yellow line, no waiting at any time restrictions)**

2.109 We wrote directly to 21 addresses in South Hill.

2.110 We received 3 representations. All were from residents of South Hill. There were 2 comments stating support for the proposals and 1 offering general support. There were no representations objecting to the proposal.

- 2.111 In respect to the representation generally supportive of the proposals, they request that all single yellow lines in South Hill and neighbouring roads should be converted to double yellow lines. They suggest that parking in these locations cause safety and traffic flow issues.
- 2.112 We have previously introduced additional lengths of double yellow line in South Hill and Castle Street. When we introduced them in South Hill, some residents raised concerns about the loss of facility that this would cause for residents and their visitors. Clearly, introducing double yellow lines throughout the area might exacerbate these concerns. The removal of parked vehicles at less busy times, might also increase existing concerns about the speed of traffic using the road.
- 2.113 Considering additional issues it at this stage would require the development, approval and advertisement of further proposals. This would undoubtedly extend the duration of the review. Nevertheless, we will continue to monitor the suitability of the existing controls.
- 2.114 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

**Spiceall, Compton (remove existing formalised disabled only parking place outside No.36)**

- 2.115 We wrote directly to 25 addresses in Spiceall.
- 2.116 We received 1 representation. This was from a resident of Spiceall. They were supportive of the proposal.
- 2.117 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

**Stocton Close (convert section of existing single yellow line outside Jubilee Social Club to a limited waiting shared-use parking place)**

- 2.118 We wrote directly to 29 addresses in and around Stocton Close.
- 2.119 We received 0 representations.
- 2.120 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

**Stoke Road (convert short section of existing limited waiting shared-use parking place opposite No.133 to a double yellow line, no waiting at any time restriction)**

- 2.121 We wrote directly to 13 addresses in and around Stoke Road.
- 2.122 We received 0 representations.
- 2.123 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

**The Oval, Wood Street Village (remove existing formalised disabled parking place outside Nos.17&19)**

- 2.124 We wrote directly to 15 addresses in The Oval.
- 2.125 We received 0 representations.
- 2.126 Therefore, it is recommended that the Committee agrees to implement the proposal as advertised.

**Tormead Road (convert two existing unrestricted parking places outside Nos.7&9 and adjacent to No.19 to limited waiting shared-use parking places)**

- 2.127 We wrote directly to 69 addresses in Tormead Road.
- 2.128 We received 2 representations. Both were from residents of Tormead Road. 1 comment stated support for the proposals, whilst 1 stated opposition.
- 2.129 We have developed the proposals in response to unsolicited concerns raised about the availability of space prior to the start of the review. These suggested that certain non-permit-holding residents and residents from nearby private roads were monopolising the use of the unrestricted spaces, to the detriment of other residents and their visitors. The impending introduction of controls in nearby Duncan Drive, to resolve issues there, may exacerbate some of these issues.
- 2.130 Cllr Nelson-Smith indicated that she would prefer it if the proposals were not progressed, and the bays remained unrestricted.
- 2.131 Therefore, it is recommended that the Committee agrees **NOT TO IMPLEMENT** the proposal.

**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 representations and controls recommended for implementation have been distributed to local borough and county councillors.
- 3.2 If the Committee agrees the recommendation, it is likely that the implementation will take place in early to mid-2018.
- 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 An advertisement has appeared in the Surrey Advertiser and on the public-notices.co.uk website, letters associated with the formal consultations have been distributed to over 1,200 addresses and notices put up in the roads affected. There have been around 275 'hits' on the associated pages on

Guildford Borough Council's website. Statutory consultees have also been notified.

- 4.2 The feedback and proposals detailed in Annexes 2 and 3 have been circulated to relevant local borough and county councillors.

#### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 To undertake an appropriate level of consultation, create orders and implement changes to the signs and lines required to give affect to the proposals recommended for approval we estimate will cost no more than £12,500. This is in addition to the £11,000 the Committee has already committed to spend associated with the implementation of the proposals previously agreed at its 7 July 2017 meeting. Nevertheless, the overall cost of the review is within the £50,000 estimate that was identified at the outset of the review. If the Committee agrees to implement the proposals, the money will come from the Guildford on-street parking account.
- 5.2 Existing resources will be used to conduct the consultations and the only additional expenditure will be printing and postage. Public exhibitions were not considered necessary, but in circumstances where the need for them arises, where possible they will be held at Council facilities.

#### **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, local residents and businesses written to directly and any comments received given careful consideration.

#### **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

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- 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 It is recommended the Committee agrees that having considered the comments made during the formal period:
  - (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 as shown in Annex 3, but that the proposals in Pewley Hill (upper) and Tormead Road are not progressed at the present time.

### **10. WHAT HAPPENS NEXT:**

- 10.1 If the Committee agrees to implement the proposals set out in recommendation (i), it is likely that this will take place in early to mid-2018.
- 10.2 The proposals agreed to be implemented at the Committee's July 2017 meeting are due to be introduced towards the end of 2017.
- 10.3 These timescales will ensure that the review is completed within the 18-month duration proposed at its beginning.

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#### **Contact Officer:**

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

**Consulted:** Local Ward and Divisional Councillors

#### **Annexes:**

- 1 - Summary of Representations
- 2 - Representations in detail with officer comments
- 3 - Proposals to be implemented in Alresford Road, Artillery Terrace, Brodie Road, Chantry View Road, Chapel Street, Cline Road, Cross Lanes, Downside Road, Elmside, Epsom Road, Jenner Road, Josephs Road, Linden Road, Lower Edgeborough Road, Mountside, Old Farm Road, One Tree Hill Road, Pewley Hill (lower), Quarry Street, Queens Road, St Luke's Square, South Hill, Spiceall (Compton), Stocton Close, Stoke Road, The Oval (Wood Street Village), and Warren Road, but not in Pewley Hill (upper) and Tormead Road.

#### **Sources/background papers:**

- Item 9, Guildford Local Committee, 13 December 2016
- Item 9, Guildford Local Committee, 22 March 2017
- Item 10, Guildford Local Committee, 6 July 2017



SUMMARY OF REPRESENTATIONS

ANNEXE 1

Proposal	No. of representations	Theme of representation						Total	
		Fully Support	Generally Supportive		Neither / Nor	Generally Opposed			Fully Oppose
			Would prefer More restrictive	Would prefer Less restrictive		Would prefer More restrictive	Would prefer Less restrictive		
Alresford Road	0							0	
Artillery Terrace	1						1	1	
Brodie Road	1				1			1	
Chantry View Road	4	2	1			1		4	
Chapel Street	2		2					2	
Cline Road	1	1						1	
Cross Lanes	4	2				1		4	
Downside Road / One Tree Hill Road / Warren Road	13	4	5					13	
Elmside	7	1	2	1		1	1	7	
Epsom Road	3		2				1	3	
Jenner Road	2	2						2	
Josephs Road	2	1				1		2	
Linden Road	1	1						1	
Lower Edgeborough Road	15	4	5			1		15	
Mountside	4	2	1					4	
Old Farm Road	0							0	
Pewley Hill (lower)	4	4						4	
Pewley Hill (upper)	3						3	3	
Quarry Street	8	8						8	
Queens Road	1		1					1	
St Luke's Square	16	7	9					16	
South Hill	3	2	1					3	
Spiceall, Compton	1	1						1	
Stocton Close	0							0	
Stoke Road	0							0	
The Oval, Wood Street Village	0							0	
Tornead Road	2	1						2	
<b>Total</b>	<b>98</b>	<b>43</b>	<b>29</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>17</b>	

Total
0
1
1
4
2
1
4
13
7
3
2
2
1
15
4
0
4
3
8
1
16
3
1
0
0
0
2
<b>98</b>

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Downside Road / One Tree Hill Road / Warren Road in more detail

Proposal	No. of representations referring to a specific element of the proposals	Support			Do not support / Oppose
		Fully support proposal	Want greater restrictions within the existing parking bays	Want increased setback distances between vehicle crossovers and parking bays elsewhere within Warren Road	No problem requiring resolution
Downside Road	9	5			4
One Tree Hill Road	3	3			
Warren Road	8	3	3	2	
<b>Total</b>	<b>20</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>4</b>

ITEM 10

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**ANNEX 2: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER**

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
	<b>Alresford Road, Guildford (convert part of existing limited waiting shared-use parking place outside No.15 to a disabled only parking place) 0 Representations</b>	
	Implement as advertised.	

**ANNEX 2: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER**

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p>19</p>	<p><b>Artillery Terrace, Guildford (convert part of existing single yellow line outside No.1 to a limited waiting shared-use parking place) 1 Representation</b></p> <p>I have only just been informed (by a local group) about the planned changes to the parking in Artillery Terrace as outlined at <a href="https://www.guildford.gov.uk/parkingformaladvertisment">https://www.guildford.gov.uk/parkingformaladvertisment</a></p> <p>Firstly, I am extremely concerned and distraught that I have not been personally notified or consulted about this plan as it directly and primarily affects my property, its value and its accessibility. The proposed plan is to put parking spaces directly in front of my garage blocking the option to use that building for the purpose it was originally intended for.</p> <p>Whilst it is not currently in use as a garage, I do not believe it's right to block the right of way to use it as such in the future. The same applies to the garage adjacent to it. Both garages had been divided some years ago together with the two off street parking spaces further towards Church Road.</p> <p>I would propose that there is a greater reward in reviewing the huge, often empty, range of parking spaces available just round the corner on Artillery Terrace where the council has a series of garages that aren't used much for cars and a large space that could be used by residents for 10+ cars. Has that been considered as an alternative?</p>	<p>Concerns about the proposals are noted.</p> <p>We have developed the proposals in response to unsolicited concerns raised about the availability of parking prior to the start of the review.</p> <p>Various planning consents allowed the property-owners at 1 Artillery Terrace and 28 Church Road to convert the premises adjacent to the proposed parking bay from parking facilities to living space / offices. These removed the need to maintain vehicular access, albeit that the Highway Authority did not insist that the kerbs adjacent to them were amended to reflect this change.</p> <p>What the representee is suggesting is that we should maintain, in perpetuity, their ability to possibly convert the building back into parking facilities, without the need to amend the parking controls. Of course, the same principle could be applied to any property with a frontage onto the public highway. Should this therefore prevent the introduction of parking bays in all circumstances?</p> <p>Clearly, if there was a desire by the property-owners to convert the buildings back into parking facilities, any changes necessary to the parking controls to accommodate this could be included within a s.278 agreement associated with the planning consent.</p> <p>There is a great demand for on-street parking in this particular locality. The opportunity to increase parking provision is extremely limited. The proposed area is one of the few areas that remain available to improve the on-street parking situation for fellow residents.</p> <p>The off-street area referred to is a contract parking / garage area owned and managed by Guildford Borough Council. The spaces</p>

		<p>and garages are well utilised and indeed, there is a waiting list for those wishing to acquire a garage/space. It is also the site of a Car Club space. Although it does not fall within the remit within the on-street parking review, the comments and suggestions have been forwarded on to my colleagues.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
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**ANNEX 2: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER**

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p><b>Brodie Road, Guildford (convert existing single yellow line outside Nos.20&amp;21 to a double yellow line, no waiting at any time restriction) 1 Representation</b></p>		
<p>57</p>	<p>I note your proposed parking changes and wanted to send feedback about Sydenham Road.</p> <p>I am a resident of Brodie Road and therefore I know the parking situation very well.</p> <p>On a Sunday when there are no restrictions, Sydenham Rd becomes dangerously congested. In front of numbers 54 and 64, cars park on both sides of the road and on the pavement. Often they leave the narrowest gap for traffic. On a occasions, vans and lorries can't get through.</p> <p>You don't need me to tell you it's on the town centre one way system and very important.</p> <p>While I'm here, have you considered how to improve the situation around Castle Car Park when cars queue to enter often blocking Sydenham Road back to Bright Hill in one direction and Tunsgate in the other. Surely that needs looked at??</p>	<p>Comments about other parking and highway issues in the area noted.</p> <p>The proposal intends to improve access and traffic movement in Brodie Road.</p> <p>We have developed the proposals in response to unsolicited concerns about access and traffic movement raised prior to the start of the review. The situation in Sydenham Road had not been raised as an issue. Therefore, it was not included within the review's scope.</p> <p>Considering additional issues it at this stage would require the development, approval and advertisement of further proposals. This would undoubtedly extend the duration of the review, which we still plan to complete within 18 months. Depending on the number of additional items considered, I estimate that it would extend the review by 9-12 months. It would also probably delay the implementation of the measures aimed at resolving the issues already being considered.</p> <p>Nevertheless, it may be possible to consider the representee's concerns during a future review. The next one is due to commence in early to mid-2018.</p> <p>Although it does not fall within the remit within the on-street parking review, the concerns about the impact of queuing to access Guildford Borough Council's Castle Car Park have been forwarded on to colleagues and Surrey County Council Highways.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>

**ANNEX 2: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER**

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p><b>Chantry View Road, Guildford</b>  <b>(convert existing limited waiting shared-use parking place on the west side of road near Chantry Quarry to a double yellow line, no waiting at any time restriction)</b>  <b>4 representations</b></p>		
<p>15</p>	<p>I am writing to share my view that these parking bays pose a serious risk of a traffic incident as they are located on a blind corner and requires traffic coming down the hill to move into the opposite lane. The complication of the site is the proximity of the A281 junction which means that traffic peels off the main road and do not expect cars in the opposite direction to be in their lane. Cars coming down the road wait for a gap to pass the parking bays but they cannot know if there are cars about to come off the A281. The exit of Chantry Quarry only complicates quick judgement of the traffic situation.</p> <p>These parking bays should be replaced with yellow lines</p> <p>There are plenty of other parking places in the street</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
<p>26</p>	<p>We write to advise that we are <b>FOR</b> the proposed removal of the parking bay on the vicinity of Chantry Quarry.</p> <p>As an CQ resident, it is very hard to see if cars are coming down CVR as one exits CQ (turning left) and vice versa as one comes down the road, basically the parked cars in the bay, make this into a blind corner. It's incredibly dangerous and we fear that it just an "accident waiting to happen".</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
<p>64</p>	<p>I am writing in reference to the proposed parking alterations on Chantry View Road. The proposal is to remove the parking bays.</p> <p>I live at at the corner of Chantry View Road and Chantry Quarry.</p> <p>In theory I agree that removing the bays is a good idea as there are sitting on a bend too close to Shalford Road.</p> <p>My concern is that removing them will encourage cars to park on Chantry Quarry. Chantry Quarry is a private road but there have</p>	<p>General support for the proposals noted.</p> <p>We have developed the proposals in response to unsolicited safety concerns raised prior to the start of the review.</p> <p>Chantry Quarry is a private road / gated development. The area between the rear of the footway and the gate is also private. Therefore, the control of parking and prevention of u-turns in this area would be an issue for those responsible for its management to address.</p>

	<p>been issues with people parking there in the past. The area of concern is circled on the attached map. People parking in the circled area block my legal right of way. If the parking bay removal goes ahead I would like some sort of action taken to ensure that cars will be prevented from parking on Chantry Quarry.</p> <p>My other area of concern is with people doing U-turns in Chantry Quarry. The route to Millmead Car Park is not well signposted on the one-way system so people do not realise they need to turn left by Debenhams and go over the hill. Instead they go straight, realise they can't turn right into the car park, keep going and find that Chantry Quarry is the first safe place to turn around (the less safety conscious people do U-turns at Great Quarry). I do not exaggerate when I say that on weekends cars quite literally queue up to do U-turns at the end of Chantry Quarry, making it difficult for me to get in and out of my driveway and also causing a nuisance. Putting up big signs along the one-way system that direct people to the Millmead Car Park would do wonders for the overall flow of traffic on Shalford Road.</p>	<p>Although it does not fall within the remit within the on-street parking review, the concerns about the signing for Millbrook Car Park have been forwarded on to colleagues and Surrey County Council Highways.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
<p>Page 76</p> <p>80</p>	<p>We recognise that the current arrangement of 3 limited-waiting bays on the immediate uphill side of the entrance to Chantry Quarry does impact on the visibility and general safety at the bend and we support the removal of the same.</p> <p>Our Observations:</p> <ol style="list-style-type: none"> <li>1 Parking is extremely limited in Chantry Quarry and much to our concern, our previous applications for Residents' Parking in Chantry View Road were denied.</li> <li>2 The subject 3 bays have since served for us as the most accessible overflow parking locations and their removal would have a significant negative impact. We are loath to lose this facility.</li> <li>3 We have watched the usage of the Residents' Parking Spaces at our end of Chantry View Road and it is noticeable that very few cars display permits. Users appear to be mainly casual visitors seeking access to local facilities such as Shalford Park, the Rowing Club, the Weyside Pub and the Town Centre.</li> <li>4 We deduce that most residents of Chantry View Road have sufficient space on their property not to need the Permits to</li> </ol>	<p>Comments both in support and opposed to the removal of the bay are noted.</p> <p>We have developed the proposals in response to unsolicited safety concerns raised prior to the start of the review.</p> <p>Although the permit eligibility of those living within Chantry Quarry, a private, gated development was also raised as an issue at around the same time as the ones about the parking bay earmarked for removal, local borough and county councillors chose not to include it within the review.</p> <p>The inclusion of Chantry Quarry and numerous other private developments situated within the controlled parking zone could have significant implications on the permit scheme. It would also require fundamental changes to the way the scheme and its catchment areas operate. Instead, the Local Committee expressed a preference to undertake a review of more limited scope in order to resolve more localised issues. The exception to this were situations where residents within an area had expressed significant support for major changes.</p>



	<p>5 which they are entitled and we have been denied. We are particularly concerned that a consequence of the closure of the 3 places will be that these casual visitors will park in the space immediately outside the gates to Chantry Quarry. This will be detrimental to general safety on the bend in much the same ways as the 3 subject spaces are now.</p> <p>6 A further safety issue is that of the numerous vehicles, southbound on the A281, who use the entrance to Chantry Quarry to accomplish a reversal back towards Millbrook Car Park. This problem also exists at the entrance to Great Quarry, where it also obstructs the flow of traffic along the A281.</p> <p>Our Proposals:</p> <p>1 The Residents ask that they may be provided with appropriate Residents Parking Permits in Chantry View Road to provide much needed additional parking, as enjoyed but apparently seldom used, by our neighbours.</p> <p>2 Secondly, that a minimum of three additional parking spots are provided further up Chantry View Road to replace the 3 that will be removed.</p>	<p>One of the reasons given for why Chantry Quarry residents should perhaps be eligible for residents' permits was that demand for on-street parking nearby was low. This would suggest that there is not a need to provide compensatory parking elsewhere within Chantry View Road.</p> <p>Chantry Quarry is a private road / gated development. The area between the rear of the footway and the gate is also private. Therefore, the control of parking and prevention of u-turns in this area would be an issue for those responsible for its management to address.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
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**ANNEX 2: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER**

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p><b>Chapel Street, Guildford</b>  <b>(TECHNICAL CHANGE – change TRO to more match controls in-situ, and also remove the need to mark the double yellow lines within the pedestrian zone)</b>  <b>2 representations</b></p>	<p>We are 'new' residents of Quarry Street, we have lived here for sixteen months. Our house fronts on to Quarry Street and has gated vehicular access from Chapel Street. Two properties currently share this access and a third is on the market.</p> <p>The problem we have is that our Chapel Street vehicular access is constantly blocked; usually by delivery vehicles serving businesses in the street. We have put a notice on the gates requesting drivers not to block access and there are already double yellow lines. The proposals will add 'no waiting' signs which is welcome but we are concerned that this will not be enforced and therefore ignored. If access is blocked when we return home we are forced to block traffic coming up Castle Street while we look for drivers and ask them to move. My husband is disabled and is not able to leave the car and I find it very difficult and embarrassing having to search for drivers and cause a traffic jam.</p> <p>I know that our neighbours at number 55 are also concerned about this matter and when the additional property is sold, things can only get worse.</p> <p>We are happy living in Quarry Street but we do feel it is reasonable to expect to be able to leave and return to our home without constant worry and inconvenience.</p> <p>I would be so grateful for any help you can offer.</p>	<p>The redevelopment of the premises where the representee now lives was considered in planning and highway terms at the time the application was determined. It was concluded that the development would not generate significant additional traffic and that the present arrangements upon the highway were appropriate.</p> <p>The TECHNICAL amendment merely alters the traffic regulation order (TRO) so that it matches the restrictions on the ground. It involves the double yellow lines, which have been introduced to highlight the presence of the access. Even so, the existing markings are already enforceable.</p> <p>In any location, quick stops are harder to deter by enforcement as drivers tend to be close to their vehicles and can drive away if they see an enforcement officer nearby. Given the nature of the parking activity, more restrictive controls are unlikely to deter motorists from stopping to allow passengers to board and alight, and load or unload, any more than the existing double yellow lines. Nevertheless, we will increase enforcement and look at other ways to try to improve the situation.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>

45

I fully concur with the views of my neighbours, if there is anything you can do to help enforce something it would be great appreciated as its extremely frustrating and causing traffic issues in Castle Street/Chapel Street area.

The main culprits are delivery drivers for the restaurants in Chapel Street who leave their cars blocking our driveway on a continuous basis after being informed on a daily basis that this is unacceptable.

The redevelopment of the premises where the representee now lives was considered in planning and highway terms at the time the application was determined. It was concluded that the development would not generate significant additional traffic and that the present arrangements upon the highway were appropriate.

The TECHNICAL amendment merely alters the traffic regulation order (TRO) so that it matches the restrictions on the ground. It involves the double yellow lines, which have been introduced to highlight the presence of the access. Even so, the existing markings are already enforceable.

In any location, quick stops are harder to deter by enforcement as drivers tend to be close to their vehicles and can drive away if they see an enforcement officer nearby. Given the nature of the parking activity, more restrictive controls are unlikely to deter motorists from stopping to allow passengers to board and alight, and load or unload, any more than the existing double yellow lines. Nevertheless, we will increase enforcement and look at other ways to try to improve the situation.

Therefore, it is recommended that the proposal is implemented as advertised.

**ANNEX 2: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER**

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p><b>Cline Road, Guildford (convert part of existing permit only parking place outside No.78 to a disabled only parking place) 1 Representation</b></p>		
56	<p>I am happy with the proposal of a new disabled bay outside number 73 Cline Road.</p>	<p>Support for the proposals noted.  Therefore, it is recommended that the proposal is implemented as advertised.</p>

**ANNEX 2: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER**

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p><b>Cross Lanes, Guildford</b>  <b>(convert existing single yellow line outside Mathon Lodge and Mathon Court to double yellow line, no waiting at any time restriction)</b>  <b>4 representations</b></p>		
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 91</p> <p>27</p>	<p>Concerning the proposed changes to parking controls in Cross Lanes.</p> <p>I wholeheartedly support the proposal to convert the existing single yellow line that protects access to Mathon Lodge and Mathon Court into a double yellow line. I wrote to you on the 7th January 2015 raising concerns about the safety and access to these properties for the reasons outlined below, all of which are still relevant.</p> <p>1) On a regular basis cars and vans are parked immediately adjacent to the entrance way of Mathon Lodge/Mathon Court on the single yellow lines. Parking immediately adjacent to the entrance of Mathon Lodge/Court results in almost zero visibility for drivers exiting the housing complex and turning either left or right. The dangers of this are compounded by the fact that the stretch of Cross Lanes encompassing the marked parking bays is only sufficiently wide enough for traffic travelling in one direction. There are often cars queuing and waiting for traffic travelling in the oncoming direction to pass before they can proceed. This results in incoming drivers tending to drive with increased speed so as to avoid inconveniencing waiting drivers. This increased speed coupled with the decreased visibility of drivers exiting Mathon Court/Lodge increases the likelihood of collisions between drivers. I have witnessed more than one near accident for this very reason.</p> <p>2) Immediately opposite the access to Mathon Lodge/Court is a pedestrian alleyway running alongside the London Square business complex. This is a very frequently used cut through for Mathon Lodge/Court residents and other pedestrians heading towards the London Road train station and the town centre. Pedestrians cross the road in between</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>

	<p>the parked cars on the single yellow line. The reduced visibility that occurs as a result of cars parking right alongside the entrance way, in conjunction with the traffic speed could result in a vehicle collision with a pedestrian.</p> <p>3) Parents dropping their children off at the Busy Bees nursery, immediately opposite the access to Mathon Lodge/Court, will often park on the single yellow lines in the mornings at busy times when the nursery car park is full. This increases the pedestrian traffic crossing the road between parked cars and there is the added danger of parents opening car doors onto the road side, both to exit the car themselves and to assist their children to exit the car.</p> <p>4) Cross Lanes is a very busy road in the mornings, particularly between 8am and 9am. There are a large number of schools in the immediate vicinity and there is a high volume of traffic due to parents using the road to reach Tormead School, Lanesborough School, Guildford High and the Busy Bees nursery. In addition to this, the increased occupancy of the London Square business complex has made a marked difference to the number of cars using the road, compounding the dangers caused by the reduced visibility with cars parking adjacent to the access of Mathon Lodge/Court.</p> <p>I believe that the proposed changes are sensible, required and will not significantly reduce the amount of parking available to local residents given there are two long parking bays further up and down the road. I hope that these changes will go ahead as they will greatly improve safety and accessibility for all Mathon Lodge/Court residents.</p>	
<p>32</p>	<p>I write with reference to the proposed parking changes in Cross Lanes.</p> <p>A number of residents use the single yellow outside Mathon Court as overflow parking as the resident parking in the area is insufficient. By changing this to double yellow cars will just be moved to surrounding roads displacing residents on those roads.</p> <p>As such I do not think the current road markings should change.</p>	<p>Concerns about the proposal noted.</p> <p>We have developed the proposals in response to unsolicited safety concerns raised prior to the start of the review. These were about the parking situation adjacent to the access to Mathon Court. The proposals are intended to improve visibility for those wishing to access and egress Mathon Court at times when the present single yellow line controls do not operate.</p>

		<p>Other parking bays and lengths of single yellow line in the area may not be situated as conveniently as those that currently protect the access to Mathon Court. Nevertheless, significant opportunities to park are available, which do not impact access and egress to Mathon Court.</p> <p>The availability of parking in Cross Lanes, and need for greater prioritisation, has not previously been raised as an issue. Indeed, we have issued very few permits to residents of Cross Lanes, and there is currently only 1 permit-holder.</p> <p>Considering additional issues it at this stage would require the development, approval and advertisement of further proposals. This would undoubtedly extend the duration of the review. Nevertheless, if the number of permit-holders were to increase, it may be possible to consider the representee's concerns during a future review.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
47	<p>I received your letter about the proposed changes to parking controls in Cross Lanes (your ref. APH/8501). I've looked at the proposals online and I agree with them. I live in Mathon Court and anything that can improve visibility for cars exiting Mathon Court would be very helpful and would improve safety. At present when you come out of Mathon Court the visibility is very poor. Many times I've got half way out to be surprised by a car travelling way too fast down Cross Lanes. Increasing visibility by having fewer cars parked near to the entrance to Mathon Court would certainly help. A parabolic mirror opposite the entrance to Mathon Court would also make it much safer to exit Mathon Court - but I don't know if this would be a possibility?</p> <p>As mentioned above, part of the problem is the speed with which some vehicles travel down Cross Lanes, particularly during the rush hour. It's often concerned me how fast they come past the nursery on Cross Lanes, as there are often small children around. Vehicles on Cross Lanes can't really see the entrance to Mathon Court very well, partly because of the parked cars, and they tend to pick up speed because it is a long straight road. I don't know if there's anything you can do to encourage vehicles to reduce their speed</p>	<p>Support for the proposals noted.</p> <p>Whilst there are still examples where parabolic mirrors have been used on the public highway, I understand that new installations are not permitted. Nevertheless, I have forwarded the matter onto Surrey County Council Highways, along with the concerns about traffic speed.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>

	along Cross Lanes?	
	<p>I would like to object to the proposed changes to the parking controls in Cross Lanes. This is because parking is already limited in the area and the single yellow lines currently allow residents some extra space after 6.30pm. From my experience any cars parked on these lines overnight are removed before regulations come back in to play in the morning and therefore are not a problem. In addition to this, any deliveries and/or contractors are currently able to park on the road when working in the local area.</p> <p>In my opinion a change which would make a more significant improvement would be to switch the free on street parking bays to permit bays for resident use only. This is because the use of these bays by office personnel, rail commuters from London Road station and shoppers at the weekends, limits resident use of the bays. It is this which forces locals to park on the single yellow lines, not the lack of double yellows.</p>	<p>Concerns about the proposal noted.</p> <p>We have developed the proposals in response to unsolicited safety concerns raised prior to the start of the review. These were about the parking situation adjacent to the access to Mathon Court. The proposals are intended to improve visibility for those wishing to access and egress Mathon Court at times when the present single yellow line controls do not operate.</p> <p>Other parking bays and lengths of single yellow line in the area may not be situated as conveniently as those that currently protect the access to Mathon Court. Nevertheless, significant opportunities to park are available, which do not impact access and egress to Mathon Court.</p> <p>The availability of parking in Cross Lanes, and need for greater prioritisation, has not previously been raised as an issue. Indeed, we have issued very few permits to residents of Cross Lanes, and there is currently only 1 permit-holder.</p> <p>Considering additional issues it at this stage would require the development, approval and advertisement of further proposals. This would undoubtedly extend the duration of the review. Nevertheless, if the number of permit-holders were to increase, it may be possible to consider the representee's concerns during a future review.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>



**ANNEX 2: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER**

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p><b>Downside Road / One Tree Hill Road / Warren Road, Guildford (introduce double yellow line, no waiting at any time restrictions around junction and bend) 13 representations</b></p>		
2	Support warren/Downside/One Tree Hill proposal.	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
11	<p>I live in Warren Road. The allowed parking spaces are too near to my drive and other driveways and make it very dangerous to come out of my drive as I cannot see what is coming down the hill. Some times there are big lorries, vans or 4 by 4s parked there. I think there should also be a 24 hour restriction on these spaces. All houses in the road have plenty of off street parking available.</p>	<p>Concerns about various other aspects of the present parking arrangements noted.</p> <p>We have developed the proposals in response to unsolicited safety concerns raised prior to the start of the review. These were primarily about the parking situation in Warren Road close to the junction and bend. The proposals are intended to improve safety near of these features and militate against the potential for the parking that takes place there to displace to other undesirable locations.</p> <p>Having been raised and considered previously, the continuing concerns about the setback distances of various existing parking bays, and the desire for the bays to be subject to greater restriction elsewhere within Warren Road, are noted.</p> <p>The setback distances in Warren Road are in keeping with those used elsewhere. They reflect the number of properties each access serves, the residential nature, width and geometry of the road and the fact that it has a 30mph speed limit.</p> <p>The present combination of 4-hour limited waiting shared-use bays and unrestricted bays offer residents, their visitors and other users flexibility. Presently, there is very little demand for permits and for space to be prioritised for particular user-groups. Indeed, there are currently only 2 permit-holders in the section of Warren Road within</p>

		<p>Area I. Furthermore, it is seldom the case that these spaces are fully occupied, suggesting that the availability of space for short and medium stay visitors is not an issue. Additionally, the present 5-tonnes restriction on the bays and their restricted width prohibit larger vehicles from using them.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
<p>Page 86 12</p>	<p>Proposed changes Downside, Road, One Tree Hill Road, Warren Road".</p> <p>We note that no change is proposed to the bays marked on the drawing. We ask that a time limit of Four Hours is introduced for these bays. The reason for this request is that there have been periods over the last few months when large horse lorries or vans have parked for many days in these bays. They do not fit within the white lines parallel with the kerb and obstruct views from driveways. Neither GBC or the police have been able or willing to take any action. The main users of these bays are dog walkers who visit Merrow Common, and a four hour limit will not inconvenience them. The houses adjacent or opposite the bays, such a mine, have ample driveway parking.</p> <p>I have no objection to the proposed changes in markings at the junction of Downside, Road, One Tree Hill Road and Warren Road</p>	<p>Concerns about various other aspects of the present parking arrangements noted.</p> <p>We have developed the proposals in response to unsolicited safety concerns raised prior to the start of the review. These were primarily about the parking situation in Warren Road close to the junction and bend. The proposals are intended to improve safety near of these features and militate against the potential for the parking that takes place there to displace to other undesirable locations.</p> <p>Having been raised and considered previously, the continuing concerns about the setback distances of various existing parking bays, and the desire for the bays to be subject to greater restriction elsewhere within Warren Road, are noted.</p> <p>The setback distances in Warren Road are in keeping with those used elsewhere. They reflect the number of properties each access serves, the residential nature, width and geometry of the road and the fact that it has a 30mph speed limit.</p> <p>The present combination of 4-hour limited waiting shared-use bays and unrestricted bays offer residents, their visitors and other users flexibility. Presently, there is very little demand for permits and for space to be prioritised for particular user-groups. Indeed, there are currently only 2 permit-holders in the section of Warren Road within Area I. Furthermore, it is seldom the case that these spaces are fully occupied, suggesting that the availability of space for short and medium stay visitors is not an issue. Additionally, the present 5-tonnes restriction on the bays and their restricted width prohibit larger vehicles from using them.</p> <p>Concerns about vehicles unable to fit within the bays being parked</p>

		<p>for extended periods without enforcement action being taken have been forwarded onto the Parking – Operations team.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
	<p>It is disappointing to note that Free Parking Without Time Limit will continue to be allowed in the blue dotted areas on your plan.</p> <p>This concession is very freely taken advantage of by very large commercial vehicles parking for several days and I would suggest commercial vehicles without permits are excluded from parking in Warren Road.</p> <p>The section of Warren Road between Tangier Road and One Tree Hill Road intersection is frequently extraordinarily busy and traffic is forced by the parking to negotiate what is effectively a single lane road, particularly difficult for drivers turning left when they enter Warren Road from Tangier Road. At this point parking should be more restricted close to this intersection.</p> <p>A further point is that due to the relatively slow bend vehicles travelling from One Tree Hill Road into Warren Road are often moving at relatively high speed presenting a danger, particularly to dog walking pedestrians and approaching traffic, not helped by the not infrequent vehicles entering Warren Road from the unmarked gravel drive (that leads onto the Downs and serves a number of properties). A GO SLOW sign in One Tree Hill Road might help.</p>	<p>Concerns about various other aspects of the present parking arrangements noted.</p> <p>We have developed the proposals in response to unsolicited safety concerns raised prior to the start of the review. These were primarily about the parking situation in Warren Road close to the junction and bend. The proposals are intended to improve safety near of these features and militate against the potential for the parking that takes place there to displace to other undesirable locations.</p> <p>Having been raised and considered previously, the continuing desire for various existing parking bays to be subject to greater restriction elsewhere within Warren Road, are noted.</p> <p>The present combination of 4-hour limited waiting shared-use bays and unrestricted bays offer residents, their visitors and other users flexibility. Presently, there is very little demand for permits and for space to be prioritised for particular user-groups. . Indeed, there are currently only 2 permit-holders in the section of Warren Road within Area I. Furthermore, it is seldom the case that these spaces are fully-occupied, suggesting that the availability of space for short and medium stay visitors is not an issue. Additionally, the present 5-tonnes restriction on the bays and their restricted width prohibit larger vehicles from using them.</p> <p>Concerns about vehicles unable to fit within the bays being parked for extended periods without enforcement action being taken have been forwarded onto the Parking – Operations team.</p> <p>Although it does not fall within the remit within the on-street parking review, the concerns about traffic speed and a desire for additional highway signing have been forwarded onto Surrey County Council Highways.</p>

		Therefore, it is recommended that the proposal is implemented as advertised.
46 Page 88	<p>I live in Warren Road. There are parking bays outside my house on both sides of my drive which is the only exit I have onto Warren Road. These bays are marked to be extremely close to my drive and viewing traffic up and down the road past parked cars in the bays is almost impossible. My neighbours and I have had several near accidents as it is almost impossible for traffic coming up and down Warren Road and that turning onto the road from Tangier, to see us trying to exit our drives onto the road. This is particularly unsafe at busy rat-run times when school traffic is at its worse and fastest!</p> <p>I make a plea to make this busy part of Warren Road safer for all users by reducing the length of these bays, making the driveways serving various properties in Warren Road much wider to allow a view of the road and its traffic.</p> <p>In these times when Councils need to listen to their residents on issues of safety, I do hope you will pay attention to my concern over these bays and particularly their closeness to our drives onto Warren Road and reduce their size, giving us all a better view.</p>	<p>Concerns about various other aspects of the present parking arrangements noted.</p> <p>We have developed the proposals in response to unsolicited safety concerns raised prior to the start of the review. These were primarily about the parking situation in Warren Road close to the junction and bend. The proposals are intended to improve safety near of these features and militate against the potential for the parking that takes place there to displace to other undesirable locations.</p> <p>Having been raised and considered previously, the continuing concerns about the setback distances of various existing parking bays are noted.</p> <p>The setback distances in Warren Road are in keeping with those used elsewhere. They reflect the number of properties each access serves, the residential nature, width and geometry of the road and the fact that it has a 30mph speed limit.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
65	<p>I am very pleased to hear that you intend to put double lines at the end of Downside Road.</p> <p>We have complained to the police in the past about the obstruction caused to large vehicles but to no avail.</p> <p>The sooner they are in place the better.</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>

<p>66</p>	<p>We were delighted to see the notice giving details of the proposed yellow lines in Downside Road because we feel that they are long overdue.</p> <p>The proposal is a very sensible solution to a real and long-standing problem - namely that inconsiderate parking close to the island at the junction of Downside Road with Warren Road &amp; One Tree Hill Road makes it awkward to drive into Downside Road in a normal size car and extremely difficult and often impossible for delivery lorries, refuse lorries, coaches, and emergency service vehicles to get into the road at all. We have seen them going the wrong way round the island on occasions because they had no alternative.</p> <p>A far less acceptable solution would be to remove the island and 'One Tree' - a step that I'm sure none of the local residents would want to see taken.</p> <p>We cannot see that yellow lines would detract in any way from the appearance of the road as a whole. We are very lucky to live in such a pleasant area and we would have no problem with dog walkers (the main 'culprits') parking outside our house while they enjoy all that the Downs have to offer.</p> <p>The provision of yellow lines will not lead to any increase in the number of dog walkers but those who do park in the road will be forced to do so more considerately than the majority do at present.</p> <p>The proposal therefore has our unqualified support.</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
<p>67</p>	<p>I live close to the entrance of Downside Road. A house which is impacted directly by your proposal.</p> <p>I am not sure why yellow lines are intended as I do not see a problem at present. There are dog-walkers who park their cars outside my house every day but they park considerately and I fear that adding yellow lines only serves to move these cars further up the road where there aren't such long stretches of available parking and they will interfere with peoples' driveways. Secondly, I remember very well when Tangier road had its yellow lines painted and I noticed straight away ( I was not local at the time but used to drive down Tangier daily) as it detracted so completely from the 'un-urban' look that Tangier had before. In my personal opinion, they</p>	<p>Concerns about the proposals noted.</p> <p>We have developed the proposals in response to unsolicited safety concerns raised prior to the start of the review. These were primarily about the parking situation in Warren Road close to the junction and bend. The proposals are intended to improve safety near these features and militate against the potential for the parking that takes place there to displace to other undesirable locations.</p> <p>Indeed, others have suggested that parking within Downside Road close to its junction with Warren Road is already a problem and has been for some time. These issues are likely to be exacerbated by the introduction of additional restrictions within Warren Road and</p>

	<p>have spoiled the look of Tangier.</p> <p>So, despite the fact that I would 'benefit' as such from not having cars outside my house, I would vote against having yellow lines for aesthetic and practical reasons. They are simply not needed in my view. We do not have commuters parking outside our houses, they really are just for people who use the common and I would hate to see their quick access removed or made more difficult.</p>	<p>One Tree Hill Road, if militating measures are not also introduced within Downside Road.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
69 Page 99	<p>I am horrified, that as a resident of Downside Road in Guildford, we are now to have double yellow lines marked on the first 30m of our road. Why? There is absolutely no need for the council to waste money either painting these lines on the road, and or paying for wardens to patrol in case of parking infringements. <b>This is a total and utter waste of money</b> and it is something that the residents of our road <b>do not need and or want</b>.</p> <p>I am officially objecting to the lines coming to our road. Which mad council person or persons has made this suggestion?!</p>	<p>Concerns about the proposals noted.</p> <p>We have developed the proposals in response to unsolicited safety concerns raised prior to the start of the review. These were primarily about the parking situation in Warren Road close to the junction and bend. The proposals are intended to improve safety near these features and militate against the potential for the parking that takes place there to displace to other undesirable locations.</p> <p>Indeed, others have suggested that parking within Downside Road close to its junction with Warren Road is already a problem and has been for some time. These issues are likely to be exacerbated by the introduction of additional restrictions within Warren Road and One Tree Hill Road, if militating measures are not also introduced within Downside Road.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
70	<p>We would welcome the new yellow lines as per the proposal. It is sometimes difficult and potentially dangerous to enter Downside Road from Warren Road when dog walkers park their cars so close to the end of the road and the 'One Tree' landmark in the middle of the road. Delivery vans and lorries on occasion have to go round the landmark on the wrong side of the road to get past. The painting of the short length of double yellow lines is an imaginative and sensible safety precaution which should neither inconvenience dog walkers or Downside Road residents to any significant degree.</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>

76	<p>Having looked at the proposed parking restrictions for the corner of Downside Road/One Tree Hill/Warren Road, we do not regard them as being necessary. It is rare that anyone stops temporarily on the corner and we have never seen anyone park on the corner. Double yellow lines would very much detract from the semi urban nature of the area as the entrance to the Area of Outstanding Natural Beauty.</p> <p>We would therefore be against the proposed parking restrictions.</p>	<p>Concerns about the proposals noted.</p> <p>We have developed the proposals in response to unsolicited safety concerns raised prior to the start of the review. These were primarily about the parking situation in Warren Road close to the junction and bend. The proposals are intended to improve safety near these features and militate against the potential for the parking that takes place there to displace to other undesirable locations.</p> <p>Indeed, others have suggested that parking within Downside Road close to its junction with Warren Road is already a problem and has been for some time. These issues are likely to be exacerbated by the introduction of additional restrictions within Warren Road and One Tree Hill Road, if militating measures are not also introduced within Downside Road.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
88	<p>I have lived in Downside Road for nearly 25 years and there has never really been a serious parking problem in our road. Once or twice a year we may get a lot of cars parked if the sports ground is used for a school sports day, but to be honest the school normally warns us and asks the parents to park with care.</p> <p>The area at the entrance to Downside Road, where the parking restrictions are being proposed, is often used by dog walkers on the Downs, who park their cars there (especially on the south side where there are no driveways, so they don't interfere), for maybe half an hour or so at a time. If double yellow lines were put there, these dog walkers' cars would have to park further along Downside Road and in front of other peoples' driveways etc. This could well cause more difficulties with less space for delivery vans, builders' and tradesmen's vehicles, visitors' cars etc.</p> <p>I do agree that the corner from Warren Road to One Tree Hill Road is a sharp bend which should, in any case, be navigated with care. However, the visibility (in both directions) when exiting from Downside Road is excellent (unlike the situation at Little Warren Court nearby), and I have never had a problem with poorly parked vehicles getting in the way. I therefore strongly believe that such measures as the proposed parking restrictions, which I presume</p>	<p>Concerns about the proposals noted.</p> <p>We have developed the proposals in response to unsolicited safety concerns raised prior to the start of the review. These were primarily about the parking situation in Warren Road close to the junction and bend. The proposals are intended to improve safety near these features and militate against the potential for the parking that takes place there to displace to other undesirable locations.</p> <p>Indeed, others have suggested that parking within Downside Road close to its junction with Warren Road is already a problem and has been for some time. These issues are likely to be exacerbated by the introduction of additional restrictions within Warren Road and One Tree Hill Road, if militating measures are not also introduced within Downside Road.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>

	<p>mean double yellow lines, would increase the urbanisation of this part of Guildford, and should be avoided.</p> <p>I am therefore strongly objecting to the plans.</p>	
95 Page 92	<p>We live in Downside Road and are commenting on the proposed double yellow lines up to 30m from the junction with Warren Road.</p> <p>We can understand the concerns about people parking near the junction of Warren Road and Downside Road (and frequently outside our house), which they do to go to the common area land usually to walk. However, we have not seen this as a problem or causing a risk for motorists or pedestrians.</p> <p>We believe the addition of double yellow lines up to 30m from the junction would cause a bottleneck in the street as the road narrows. People are likely to park further up the road and walk back to the common. It could be more inconvenient for road users and pedestrians and possibly be more dangerous.</p> <p>We would propose that either (1) the yellow lines are not put on Downside Road at all and the current situation continues or (2) the yellow lines continue considerably further up the street so people are discouraged from parking there.</p>	<p>Concerns about the proposals noted.</p> <p>We have developed the proposals in response to unsolicited safety concerns raised prior to the start of the review. These were primarily about the parking situation in Warren Road close to the junction and bend. The proposals are intended to improve safety near these features and militate against the potential for the parking that takes place there to displace to other undesirable locations.</p> <p>Indeed, others have suggested that parking within Downside Road close to its junction with Warren Road is already a problem and has been for some time. These issues are likely to be exacerbated by the introduction of additional restrictions within Warren Road and One Tree Hill Road, if militating measures are not also introduced within Downside Road.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>



**ANNEX 2: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER**

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p><b>Elmside, Guildford</b>  <b>(convert various existing parking bays and parts of parking bays to single yellow line, no waiting Mon-Sat 8.30am-6pm restriction)</b>  <b>7 representations</b></p>		
22	<p>I am writing concerning parking bays in Elmside, Guildford.</p> <p>I certainly support the removal of the parking bay outside No. 4 Elmside. The existing position of this bay is dangerous because it is on a blind bend and really should never have been placed there. I have no objection to any of the other proposals.</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
37	<p>With reference to the changes to the parking bays in Elmside we would like to request that the parking bays opposite the joint driveway to numbers 19 and 21 be replaced with a single yellow line. Not only is it very difficult to get in and out of our driveway when cars and other vehicles are parked at the top of the driveway but it is also extremely dangerous as many vehicles use Elmside as a "run through". This is especially so at peak times and school run times. We are very close to Queen Eleanor's School.</p> <p>We do support the proposed changes and hope our application can also be included.</p>	<p>General support for the proposals noted.</p> <p>We have developed the proposals in response to unsolicited concerns about safety, access and traffic movement raised prior to the start of the review.</p> <p>Considering additional, more restrictive controls at this stage would require the development, approval and advertisement of further proposals. This would undoubtedly extend the duration of the review, which we still plan to complete within 18 months. Depending on the number of additional items considered, I estimate that it would extend the review by 9-12 months. It would also probably delay the implementation of the measures aimed at resolving the issues already being considered.</p> <p>It is also the case that some of those residents opposed to the existing proposals cite the loss of parking, and a possible increase in traffic speeds as reasons for their objection. Clearly, any further removal of parking spaces could exacerbate these concerns.</p> <p>Nevertheless, it may be possible to consider the representee's concerns during a future review.</p> <p>A balance has to be struck on the use of the highway in respect to parking space, safety, access and traffic flow. The modest changes aim to improve safety, access and traffic flow, whilst not</p>

		<p>unduly restricting the amount of parking space available.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
<p>Page 94</p> <p>75</p>	<p>I would like to write in support of the proposal to reduce the size of the 4-hour parking bay opposite 32 Elmside to (presumably) 3 spaces rather than the current 4 spaces. This seems reasonable due to the restricted exit and entry from 32 Elmside caused by the current arrangement. Also, the proposal to remove the parking bay opposite 4 Elmside, to improve driving visibility and safety seems reasonable. However, I feel strongly that efforts should be made to find other locations along Elmside to compensate for these reductions.</p> <p>More broadly, I am sure that all Elmside residents (as well as those in Queen Eleanor's road) feel that the cumulative impact of three developments need to be considered. These are:</p> <ul style="list-style-type: none"> <li>• the impact of the increasing admission numbers to Queen Eleanor's School (bringing increased traffic causing congestion and danger to pedestrians)</li> <li>• the huge and increasing impact of the poorly devised, and indeed lacking, road infrastructure associated with the ever-growing Surrey Research Park.</li> <li>• the fact that Elmside (and Queen Eleanor's road) have become 'rat runs' with drivers taking a shortcut through Onslow Village to get from the A31 to the A3.</li> </ul> <p>During term time, we now experience a daily stationary traffic jam along the length of Elmside, and a large part of Queen Eleanor's Road. There is a further jam along the length of the Chase, leading all the way to the Research Park from 8am to 9.30am. This is frustrating and a new phenomenon, which needs to be addressed by something on a more holistic scale than removing a couple of parking spaces.</p> <p>A thorough traffic management review is needed for the area, which starts with the acknowledgement that the previous travel plan linked</p>	<p>General support for the proposals noted.</p> <p>We have developed the proposals in response to unsolicited concerns about safety, access and traffic movement raised prior to the start of the review.</p> <p>Considering additional changes at this stage would require the development, approval and advertisement of further proposals. This would undoubtedly extend the duration of the review, which we still plan to complete within 18 months. Depending on the number of additional items considered, I estimate that it would extend the review by 9-12 months. It would also probably delay the implementation of the measures aimed at resolving the issues already being considered.</p> <p>It is also the case that some of those residents commenting want to improve accessibility to their properties. This would involve further reductions in the availability of parking space. The position of the various driveways within the road, combined with its width and geometry make the provision of compensatory parking impractical, without it greatly impacting accessibility to other properties.</p> <p>Although it does not fall within the remit within the on-street parking review, the wider concerns about issues associated with school run and various other developments within the area have been forwarded onto Surrey County Council.</p> <p>A balance has to be struck on the use of the highway in respect to parking space, safety, access and traffic flow. The modest changes aim to improve safety, access and traffic flow, whilst not unduly restricting the amount of parking space available.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>

	<p>to the expansion of Queen Eleanor's School was 'nodded through' without any real scrutiny (and this is just year one of a three-year expansion plan), and responds to the ongoing impact of inadequate transport access to the Research Park which was predictable, and is getting worse as time goes on - and now requires remedial action.</p>	
	<p>I live in Elmside and have a great deal of difficulty getting my vehicle in and out of my drive due to one parking space directly opposite, outside No.18. I have complained in the past to no avail.</p> <p>The road is a cut-through from A31 to A3 and drivers exceed the speed limit, adding to this problem.</p> <p>I would also like to point out, children walk down Elmside to go to Queen Eleanors school.</p> <p>Hoping something will be done about this problem before an accident occurs.</p>	<p>Concerns about the parking situation noted.</p> <p>We have developed the proposals in response to unsolicited concerns about safety, access and traffic movement raised prior to the start of the review.</p> <p>Considering additional, more restrictive controls at this stage would require the development, approval and advertisement of further proposals. This would undoubtedly extend the duration of the review, which we still plan to complete within 18 months. Depending on the number of additional items considered, I estimate that it would extend the review by 9-12 months. It would also probably delay the implementation of the measures aimed at resolving the issues already being considered.</p> <p>It is also the case that some of those residents opposed to the existing proposals cite the loss of parking, and a possible increase in traffic speeds as reasons for their objection. Clearly, any further removal of parking spaces could exacerbate these concerns.</p> <p>Nevertheless, it may be possible to consider the representee's concerns during a future review.</p> <p>Although it does not fall within the remit within the on-street parking review, concerns about the use of the road as a rat run and traffic speeds have been forwarded onto Surrey County Council and Surrey Police.</p> <p>A balance has to be struck on the use of the highway in respect to parking space, safety, access and traffic flow. The modest changes aim to improve safety, access and traffic flow, whilst not unduly restricting the amount of parking space available.</p> <p>Therefore, it is recommended that the proposal is implemented as</p>

		advertised.
83	<p>We have discussed the proposals with our neighbours and wish to make the following representation.</p> <p>We are opposed to the wholesale removal of the parking spaces as we feel that the removal would encourage the increased use of Elmside as a "rat run" and have the effect of increasing the speed at which drivers travel along the road. The narrow pavement is used by both young and elderly people who may need to step into the road to gain passage. At the end of the road where we live the visibility is poor and limited by the bend in the road and the fact that we are on a hill. It is also a useful facility to have parking there for 4 hours.</p> <p>However, parking in the space opposite numbers 3 and 5 can make it very hard to access our drives.</p> <p>Our compromise suggestion is that the present space which is sufficient for three cars be reduced in length to be adequate for two cars by shortening it ON THE UP SIDE OF THE SLOPE so that the end nearest the junction is retained to slow cars entering Elmside at that end and discourage speeding.</p>	<p>Concerns about the proposals noted.</p> <p>We have developed the proposals in response to unsolicited concerns about access and traffic movement raised prior to the start of the review.</p> <p>Some of those residents commenting on the proposals want further spaces removed to improve accessibility to their properties. This would involve further reductions in the availability of parking space.</p> <p>Considering additional changes at this stage would require the development, approval and advertisement of further proposals. This would undoubtedly extend the duration of the review, which we still plan to complete within 18 months. Depending on the number of additional items considered, I estimate that it would extend the review by 9-12 months. It would also probably delay the implementation of the measures aimed at resolving the issues already being considered.</p> <p>A balance has to be struck on the use of the highway in respect to parking space, safety, access and traffic flow. The modest changes aim to improve safety, access and traffic flow, whilst not unduly restricting the amount of parking space available.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
84	<p>I am broadly in agreement with the alterations to parking bays in Onslow Village, but would like to suggest that 'Residents Only' bays are introduced, particularly along Elmside. A number of houses are terraced and have no driveway, so residents have no choice but to park on the road.</p> <p>Many cars are parked in this area, staying over time regularly, with drivers then going to work, probably at the university, knowing the</p>	<p>General support for the proposals noted.</p> <p>We have developed the proposals in response to unsolicited concerns about safety, access and traffic movement raised prior to the start of the review.</p> <p>The present combination of 4-hour limited waiting shared-use bays offer residents, their visitors and other users flexibility. Most</p>

	<p>traffic warden rarely visits. It is highly frustrating to return home and not be able to park as 'incomers' are occupying the spaces.</p> <p>Also, parents collecting children from Queen Eleanor's School show little or no regard for any parking restrictions and frequently park in front of driveways, despite notices in the school newsletter asking them to be considerate of the school's neighbours.</p>	<p>properties within the road have off-street parking facilities, and presently, there is limited demand for residents' permits.</p> <p>Nevertheless, if the number of permit-holders were to increase, it may be possible to consider the representee's concerns during a future review.</p> <p>Even so, a balance has to be struck on the use of the highway in respect to parking space, safety, access and traffic flow. The modest changes intended to improve safety, access and traffic flow, whilst not unduly restricting the amount of parking space.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
	<p>As residents on Elmside we would like to strongly oppose the plans to remove the parking bay outside no.4 Elmside for the following reasons.</p> <p>Safety is of the upmost concern, particularly for parents and the elderly on this road. Elmside is used as a 'rat-run' shortcut during rush hour periods and cars parked in the designated bays act as a prevention to excessive speeding.</p> <p>Vehicles accessing Elmside from the Old Palace Road tend to increase speed accelerating up the hill and enter the road without slowing down, apart from when cars are parked in the bay outside no.4 and to wait to manoeuvre round oncoming traffic. To remove this first bay on the road would increase cars speeding along Elmside.</p> <p>Traffic flow is mainly affected during school pick up and drop off times on refuse collection days. The parking bays have limited impact as parents stop at any point on the road to drop off children as close to the school as they can. The removal of parking bays would realistically make little difference.</p> <p>Visibility of cars using the roads in Onslow Village is impacted most by the hedges which are protected by the covenant. Slower moving traffic as a consequence of parked cars improves the safety of drivers exiting their driveways.</p>	<p>Concerns about the proposals noted.</p> <p>We have developed the proposals in response to unsolicited concerns about safety, access and traffic movement raised prior to the start of the review.</p> <p>Ongoing concerns have been raised by residents about the position of the parking bay outside No.4 and its proximity to the brow of the hill and bend.</p> <p>Additionally, some of those residents commenting on the present proposals would like to see further spaces removed to improve accessibility to their properties. This would involve further reductions in the availability of parking space.</p> <p>A balance has to be struck on the use of the highway in respect to parking space, safety, access and traffic flow. The modest changes aim to improve safety, access and traffic flow, whilst not unduly restricting the amount of parking space available.</p> <p>For those without off-street parking facilities, the County Council consider the need to provide on-street parking facilities near the homes of blue badge-holding residents.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>

	<p>In addition, without access to a nearby parking space a registered disabled family member would find it near possible to access our house.</p>	
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**ANNEX 2: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER**

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p><b>Epsom Road, Guildford (convert two sections of existing single yellow line to double yellow line, no waiting at any time restrictions) 3 representations</b></p>		
	<p>Thank you for letter dated 7 July 2017 with ref. APH/8501 re. proposed changes to the parking controls in Epsom Road. You have said you are keen to hear whether we support the proposals and as one of the residents of Wodehouse Place, 41 Epsom Road I have an acute interest in the contents of the letter and the proposals generally.</p> <p>Broadly speaking, the proposals are welcome and I am pleased the council has acknowledged that there is a problem with the yellow lines, particularly at the town-centre end of Epsom Road at the intersection with Jenner Road. However, I was very surprised and dismayed to see that Wodehouse Place is excluded from the measures. I am not sure if you are aware but there have been serious on-going problems with parking along the approach road for Wodehouse Place for many years now. Given its town centre location, it is an absolute magnet for workers to park even though it is supposed to be a private road with no parking. The problem is that there is zero enforcement from the council which suggests the council do not actually care about the problem. I do not say this lightly but the problem has been going on for years now with no resolution so that is impression I have.</p> <p>I look forward to your thoughts about including Wodehouse Place in the proposed changes. Thank you.</p>	<p>General support for the proposals noted.</p> <p>In respect to the comments specifically about Wodehouse Place, the access road is not public highway. Therefore, the access road is not within the remit of on-street parking review. Instead, the access is privately-owned by Guildford Borough Council, and managed by the Neighbourhood and Housing team. Therefore, the request has been forwarded onto them, for their consideration.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
24	<p>I would like to comment specifically on the proposed changes to single yellow lines on Epsom Road.</p> <p>Although I agree that cars parked on the stretch of Epsom Road between Hunter Road and Jenner Road can obstruct the flow of traffic, the proposed changes do not address the increasingly difficult situation along Wodehouse Place just opposite.</p> <p>Cars park along the entire stretch of pavement on a daily basis</p>	<p>General support for the proposals noted.</p> <p>In respect to the comments specifically about Wodehouse Place, the access road is not public highway. Therefore, the access road is not within the remit of on-street parking review. Instead, the access is privately-owned by Guildford Borough Council, and managed by the Neighbourhood and Housing team. Therefore, the request has been forwarded onto them, for their consideration.</p>

	<p>which means children cannot keep safe as they have to walk in the middle of the road. Cars parked along Wodehouse Place closer to the block of flats also make access for emergency services extremely difficult if they were required.</p> <p>Any further restrictions to "free" parking in other areas in the vicinity will exacerbate the problem of parked cars along Wodehouse Place. I therefore request that the parking issue at Wodehouse Place needs to be addressed at the same time, otherwise the cars that currently make use of free parking opportunities in the surrounding roads will simply park at Wodehouse Place once the changes take effect, adding to the existing problems here.</p>	<p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
<p>Page 100</p> <p>79</p>	<p>1 There is clearly a shortage of parking provision in Epsom Road compared with the demand.</p> <p>2 Deliveries and local repairs require that vehicles sometimes have to park on yellow lines (and pavements) to carry out their functions.</p> <p>3 At times there are <b>high concentrations of toxic engine fumes</b>, especially when traffic is queueing at traffic lights, or queueing to pass parked vehicles or obstructions.</p> <p>4 Mostly, vehicles drive within speed limits, but on occasions (say 3 or 4 times a day, or night), a small number of drivers want to race (seriously) on the road (Epsom Road).</p> <p>5 The <b>pavements on both sides of Epsom Road feel narrow to pedestrians</b> (especially the south side), the curbs are low, and on the south side feel as if they slope into the road, making walking uncomfortable by feeling unsafe. And when refuse bins are left on the pavements, negotiating a route, whilst avoiding traffic, is precarious.</p> <p>There is a danger area when coming out of properties on foot (particularly nos. 50, 52 and 54) on to the narrow, lowered pavement can result in people facing cars, buses and lorries travelling at some speed, bearing down on them only a few centimetres away from them, especially if the vehicles have not been forced to reduce speed by stopping at the traffic lights. This is a potentially dangerous situation. There are small children living in and visiting these properties. And there are frequently small children</p>	<p>Concerns about the proposals noted.</p> <p>We have developed the proposals in response to unsolicited concerns about safety, access and traffic movement raised prior to the start of the review.</p> <p>The nature and use of the road, its geometry, width, the presence of junctions and accesses mean that it is not possible to introduce parking bays along much of its length.</p> <p>Parking is permitted on the single yellow lines when they do not operate. However, despite the previous introduction of additional lengths of double yellow line, ongoing concerns have been raised about the impact that parking still has in the evening and on Sundays.</p> <p>Although it does not fall within the remit within the on-street parking review, the concerns about speeding, and suggestions about rearranging traffic flow, lowering the speed limit and traffic calming have been forwarded onto Surrey County Council and Surrey Police.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>



and prams, as well as people with dogs, on the narrow pavement, some probably due to the Nursery School on the corner next to the traffic lights. This 100 – 200 metre stretch of the pavement on the south side of Epsom Road approaching the traffic lights is particularly narrow and slopes into the road, feeling unsafe for pedestrians, due to the speed and proximity of vehicles of all sizes coming into the town from the direction of Merrow. This is exacerbated at times by refuse bins awaiting emptying, or retrieving.

6 On average the volume of traffic generally on Epsom road does not seem exceptionally high, except at peak periods, and there is a steady flow of pedestrians, but not large volumes.

7 In order to satisfy the demand for local parking, to reduce the effects of toxic engine emissions, to enable pedestrians to feel safer, it would be worth considering a one-way traffic system, and possibly a lower speed restriction in parts, or speed humps for traffic calming, rather than just reducing parking facilities by tightening existing restrictions. Roads such as Epsom Road, Harvey Road and Hunter Road might form a nucleus for a one-way system, with others further afield possibly being included.

The area close to the traffic lights really does need to be made safer, both in terms of the very narrow pavement on the south side, speed of traffic coming downhill and into town and in terms of high levels of harmful traffic fumes from idling traffic, intense at peak times.

If this were considered constructively there may be benefits to all of the issues raised, providing more parking, less toxicity, safer pavements, and slightly slower vehicles, rather than just imposing even more parking restrictions and penalties to the existing regime.

**ANNEX 2: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER**

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p><b>Jenner Road Road, Guildford (convert existing single yellow line outside Turret House to double yellow line, no waiting at any time restriction) 2 representations</b></p>		
<p>21</p>	<p>As one of the residents of Turret House, 1 Jenner Road, Guildford, I write to inform you that I fully support the proposed changes to parking restrictions - specifically the conversion of single yellow lines to double yellow lines.</p> <p>The current situation on exiting Turret House underground car park is very hazardous, and any vehicles parked on the road outside Turret House create an additional obstruction of view of traffic driving up Jenner Road.</p> <p>It is only a matter of time before there is a collision, as traffic driving up Jenner Road often does so at speed.</p> <p>As well as converting this part of Jenner Road to double yellow lines, I believe there is a case for speed bumps to force traffic to slow down as vehicles approach Turret House from the bottom of Jenner Road.</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
<p>61</p>	<p>Wholeheartedly support the proposed yellow line changes which will greatly improve the road safety situation.</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>

**ANNEXE 2 : COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER**

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p><b>Josephs Road, Guildford</b>  <b>(convert existing limited waiting shared-use parking place outside Springside Court to permit only and introduce double yellow line, no waiting at any time restriction at junction with Springside Court)</b>  <b>2 representations</b></p>		
<p>54</p>	<p>I reside at Springside Court.</p> <p>We, along with many residents of Josephs Road have had enough of irresponsible parking, specifically from Enterprise at the Springside Court end of Josephs Road.</p> <p>Enterprise are not only a nuisance, but at times when they park their vans on opposite sides of the road, they have posed a safety problem in that emergency services are not able to get down the road. In fact, the refuse collectors have even had to turn back on more than one occasion due to their irresponsible parking so - yes, I do agree with your proposals for permit parking.</p> <p>I will be more than happy to put my point across at any council meeting to approve this plan.</p> <p>I wholly support the idea of permit parking. I do however worry that Enterprise employees will then start to park their vehicles AND work vehicles in Springside Court which is a private parking residential area.</p> <p>I have advised the housing association of your proposed plan.</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
<p>68</p>	<p>Regards the proposal above I am writing my objection. The reason for my objection is that there is no proposal for tightening of controls on Stocton Road as per neighboring Josephs road. Please can you let me know why this is? We are the road most impacted by spillover parking from the lido and college and frequently we can't park near our house.</p>	<p>Concerns about the proposals noted.</p> <p>The objection to the proposal in Josephs Road is based on the fact that similar proposals are not being considered in Stocton Road.</p> <p>We have developed the proposals in Josephs Road in response to unsolicited safety and availability of space concerns raised prior to the start of the review. We have received very little correspondence about there being similar issues in Stocton Road, since the parking review we conducted in 2006-7. This review</p>

		<p>increased both the number of spaces available and the proportion prioritised for permit-holders only.</p> <p>Nevertheless, if there are such issues in Stocton Road, a future parking review may provide us with an opportunity to revisit the situation.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
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**ANNEX 2: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER**

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p><b>Linden Road, Guildford (convert existing single yellow line adjacent to the rear of No.5 Recreation Road to double yellow line, no waiting at any time restriction) 1 representation</b></p>		
43	<p>I support the proposal for double yellow lines across our private driveway in Linden Road at the rear of 5 Recreation Road. It will help to stop vehicles parking there and blocking our access/egress to our parking spaces which we own.</p>	<p>Support for the proposals noted.  Therefore, it is recommended that the proposal is implemented as advertised.</p>

**ANNEX 2: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER**

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p><b>Lower Edgeborough Road, Guildford</b>  <b>(convert two existing unrestricted parking places adjacent to Sheldon Court and outside Danesrood to limited waiting shared-use parking places)</b>  <b>15 representations</b></p>		
<p>5</p>	<p>I live in Elmhurst Court and I have my own parking space outside my garage. I therefore feel that parking in Lower Edgeborough Road is not of too much concern but I think if more spaces were created in this road it might make driving down to, say, the A3, a little more hazardous as there is a constant flow of traffic in proportion to the nature of the road itself. I realise I am very fortunate, as are the rest of the residents in this Court, but on the whole I am in favour of the status quo!</p>	<p>Concerns about the proposals noted.</p> <p>We have developed the proposals in response to unsolicited concerns raised about the availability of space prior to the start of the review.</p> <p>The proposals do not increase the number of bays / spaces. Instead, they amend the proportion that are limited waiting shared-use and unrestricted. A greater number are being prioritised for permit holders, to more closely reflect demand.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
<p>6</p>	<p>Thank you for the opportunity to comment on the proposed parking regulation changes throughout the area in which I live. I believe I am missing a fairly important piece of information w.r.t these changes, namely the financial impact to the Borough or Country through their implementation.</p> <p>While I have no vested interest in the changes as proposed I feel it is disingenuous to avoid all mention of financial matters in the documentation made public for scrutiny (<a href="https://guildford.gov.uk/parkingformaladvertisement">https://guildford.gov.uk/parkingformaladvertisement</a>) .</p> <p>I am bound therefore to <u>object</u> to the changes until such information is made available.</p>	<p>Concerns about the proposals noted.</p> <p>We have developed the proposals in response to unsolicited concerns raised about the availability of space prior to the start of the review.</p> <p>The committee reports held on deposit and accessible from the Borough Council's website via links to the County Council's website outline the financial implications associated with the review and the implementation of any changes.</p> <p>In general, the objective of formalised parking controls is to deal with safety, access and traffic flow issues and manage parking space equitably for the various user-groups. Ideally, parking operations should be self-financing. In Guildford, the operation makes a surplus. This helps fund other transportation initiatives, such as park and ride.</p> <p>The relatively modest changes proposed in Lower Edgeborough</p>

		<p>Road, and more generally, are unlikely to have a significant impact on this.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
7	<p>I support the proposals referred to in the above reference relating to proposed changes to the parking controls in Lower Edgeborough Road.</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
	<p>I agree and support your proposals for parking changes. In my opinion your proposed changes need to include all the free parking bays in the area.</p>	<p>General support for the proposals noted.</p> <p>We have developed the proposals in response to unsolicited concerns raised about the availability of space prior to the start of the review.</p> <p>The proposals increase the number of spaces that are being prioritised for permit holders, to more closely reflect demand. Making all the spaces limited waiting shared-use would reduce flexibility for residents and their visitors. Increasing the level of restriction at this stage would also require the proposals to be re-advertised and thereby delay their implementation.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
23	<p>As one of the residents of Telford Court GU12EA the property is adjacent to the junction of Lower Edgeborough Road and Clandon Road which has unrestricted parking on both adjacent roads. Commuters park in these bays from 7.00am to 6.00 pm which often makes it impossible to park near our property.</p> <p>We have two cars, like many residents of Telford Court, and only one parking space within the complex.</p> <p>Could consideration be given to extending the proposed parking controls, in Lower Edgeborough Road adjacent to Clandon Road and/or in Clandon Road between Lower Edgeborough Road and Cross Lanes, convert the existing unrestricted bays into limited</p>	<p>General support for the proposals noted.</p> <p>We have developed the proposals in response to unsolicited concerns raised about the availability of space prior to the start of the review. No such correspondence was received from residents of Clandon Road.</p> <p>There are around 34 spaces in Clandon Road (Area C). 20 of these spaces are currently prioritised for permit-holders. There is currently 1 permit-holder in Clandon Road.</p> <p>Making changes elsewhere, at this stage, which would involve increasing the level of restriction, would also require the proposals</p>

	waiting shared bays.	to be re-advertised and thereby delay their implementation.  Nevertheless, future reviews may allow us to revisit the situation if demand for permits increases.  Therefore, it is recommended that the proposal is implemented as advertised.
25	<p>We fully support the proposed parking controls in Lower Edgeborough Road.</p> <p>This is on the grounds of:</p> <ul style="list-style-type: none"> <li>• Permit I spaces at Sheldon Court cannot support the amount of Permit I users in the surrounding areas</li> <li>• There seems to be an increasing number of abandoned cars in the free parking bays around Lower Edgeborough road, as this is not a controlled bay these cars remain here for weeks / months at a time taking up valuable spaces</li> <li>• Commuters from the nearby railway station (London Road) and offices use the free parking spaces to park, all day. Surely these free spaces are not intended for this purpose and it is severely impacting the amount of spaces for residents who actually live in this area.</li> </ul>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
41	I am delighted to see that the proposal is for permit only parking in Lower Edgeborough Road but wonder why it has not been extended to the Epsom Road end of Lower Edgeborough. This has several dwellings of multiple occupancy and the few parking places are generally taken up by people who do not live in Lower Edgeborough Road but use it as convenient free parking for London Road Railway Station, thus leaving little or no spaces for residents.	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
42	<p>I was pleased to see your proposals for Lower Edgeborough Road, however, I am unsure if this extends to the parking opposite 18 Lower Edgeborough Road. There are 7 apartments here residents often find they cannot park due to people using London Road station during the week and also as a result of people living in areas such as Waterden and York road leaving cars there over the weekend as free parking.</p> <p>The residents at 18 Lower Edgeborough often return from shopping to find no parking in the road.</p>	<p>General support for the proposals noted.</p> <p>We have developed the proposals in response to unsolicited concerns raised about the availability of space prior to the start of the review. The availability of space at the Epsom Road end of Lower Edgeborough Road has not been raised as an issue, nor are there any permit holders in this section of the road.</p> <p>There are around 31 spaces in Lower Edgeborough Road and Sheldon Court (Area I). Currently, around 7 of these are prioritised</p>



	<p>Please would you confirm that your proposals do extend to the upper end of Lower Edgeborough Road too.</p>	<p>for permit-holders. There is currently 1 permit-holder in Lower Edgeborough Road and 11 in Sheldon Court. The proposals will increase the number of prioritised spaces to 15.</p> <p>The prioritised spaces are located predominantly where there is the demand for such spaces from permit-holders. Future reviews may allow us to revisit the situation if demand for permits increases.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
	<p>As one of the residents in Telford Court, I just want to express my opinion about the changes to the parking controls in my living area. In general, the parking spaces are good at this moment, and usually, there are no problems for parking at any time in any of the parking areas where is not necessary to pay and display. The movement of the cars parked are daily and, from my point of view, nobody is taking advantage of this situation and everybody is using correctly this parking area.</p> <p>In general, there is no need to modify this parking status by now, because there are no problems by now. Probably in the future, if this is changed, the situation will be worse, and living in this nice area in Guildford will be worse for all the neighbours.</p>	<p>Concerns about the proposals noted.</p> <p>We have developed the proposals in response to unsolicited concerns raised about the availability of space prior to the start of the review.</p> <p>The proposals in Lower Edgeborough Road will increase the number of prioritised spaces in that road so that it more closely matches demand from permit-holders in that area.</p> <p>Nevertheless, it will slightly reduce the availability of unrestricted spaces for those residents that prefer the flexibility of them and their visitors being able to park without the need for a permit.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
<p>63</p>	<p>I am writing to advise you that I strongly disagree.</p> <p>I have lived in Sheldon Court for 13 years. When I first moved here many of the owners were elderly and never had cars. Over the years, younger people have move in many with two cars. A high percentage do not use their garages. Also, the garages are very small and larger cars just do not fit in. We have seven bays in Sheldon Court with two hour restrictions until 6.00pm. During the day it means visitors and trades people 74 per cent of the time can park their vehicles. Once the restrictions are removed, there is a huge problem, there is no visitor parking here. This means visitors often have to park in Clandon Road and lone women have to walk down Lower Edgeborough Road in the dark. Lower Edgeborough Road is extremely dark and the house right next door often has some dodgy residents. I have in the past suggested an extra lamp</p>	<p>Concerns about the proposals noted.</p> <p>We have developed the proposals in response to unsolicited concerns raised about the availability of space prior to the start of the review.</p> <p>The proposals in Lower Edgeborough Road will increase the number of prioritised spaces in that road so that it more closely matches demand from permit-holders in that area. The creation of more time-limited spaces is also likely to increase the availability of space for short-stay visitors.</p> <p>Nevertheless, it will slightly reduce the availability of unrestricted spaces for those residents that prefer the flexibility of them and their visitors being able to park without the need for a permit.</p>

	<p>post but with no success.</p> <p>By having unrestricted parking outside Sheldon Court it means that after about 5.30pm-6.30pm during the week there is visitor parking. If I have a weekend visitors, they can park there from a Friday evening until Sunday evening with no problem.</p> <p>What do you think you will gain from issuing parking permits? I tell you what will happen if you give parking permits to residents of Sheldon Court. Many residents will park their cars and their cars will stay there for days.</p> <p>To sum up. We already have a serious problem here regarding visitor parking. If you go ahead with the above proposal, you will turn a serious problem into an acute problem. With visitors unable to park their cars close to Sheldon Court it is also not going to help the value of our homes.</p>	<p>The modest changes are unlikely to encourage more residents to acquire permits to use their off-street parking facilities fo</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
Page 110 74	<p>I am in favour of changes to the parking in Lower Edgeborough Road which favour those resident in this road and permit holders.</p> <p>There is a general shortage of parking in this road, and Abbeyfield (having no gates) is suffering from parking by persons not resident in this house.</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
85	<p>Please can these proposed changes be extended to also include the two parking areas on either side of Telford Court (on Lower Edgeborough Road and on Clandon Road).</p> <p>There are 24 properties at Telford Court, and all the residents here suffer constantly from not being able to find roadside parking for themselves or their visitors. This is possibly because of proximity to the high street, and of London Road Station.</p> <p>I believe that including spaces on either side of Telford Court to also be "Monday-Saturday 8:30am-6pm 2-hour limited waiting no return within 1 hour or permit holder parking places" would increase the use of space for Telford Court residents and their visitors.</p>	<p>General support for the proposals noted.</p> <p>We have developed the proposals in response to unsolicited concerns raised about the availability of space prior to the start of the review. We received no such correspondence from residents of Clandon Road.</p> <p>There are around 34 spaces in Clandon Road (Area C). 20 of these spaces are currently prioritised for permit-holders. There is currently 1 permit-holder in Clandon Road.</p> <p>Making changes elsewhere, at this stage, which would involve increasing the level of restriction, would also require the proposals to be re-advertised and thereby delay their implementation.</p> <p>Nevertheless, future reviews may allow us to revisit the situation if demand for permits increases.</p>

		<p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
<p>90</p>	<p>I oppose the proposals to increase the prioritisation of space for permit holder in the existing unrestricted bays adjacent to Sheldon Court and Danesrood into limited waiting shared use.</p> <p>I have one car garaged in the block at Sheldon Court and have to get daily parking tickets if I want to visitor for more than 2 hours. When I applied for a parking ticket, I was told I could only get one if I had 2 cars. I therefore feel that this proposal will lead people to own more cars.</p> <p>The need for householders with or without cars to have visitors with cars is very important, whether for hours, days, weeks or longer, in the case of illness, need for household repairs or redecoration of some other reason. It is also important for Doctors and other necessary Services to be able to visit on a short term basis.</p> <p>I am an elderly resident who at present needs to have a Gardener and a Cleaner for 2 hours at a time, and may soon be forced to give up my car due to being unable to use it when ill. I have only be able to go out a few times in the last 2 months due to illness.</p> <p>The parking situation in the area of Sheldon Court and Lower Edgeborough Roadhas become extremely difficult in the last year or so and clearly something has to be done about it. I feel sure that the Council could supply a better solution to this very difficult problem.</p>	<p>Concerns about the proposals noted.</p> <p>We have developed the proposals in response to unsolicited concerns raised about the availability of space prior to the start of the review.</p> <p>The proposals in Lower Edgeborough Road will increase the number of prioritised spaces in that road so that it more closely matches demand from permit-holders in that area. The creation of more time-limited spaces is also likely to increase the availability of space for short-stay visitors.</p> <p>Nevertheless, it will slightly reduce the availability of unrestricted spaces for those residents that prefer the flexibility of them and their visitors being able to park without the need for a permit.</p> <p>The modest changes are unlikely to encourage more residents to acquire permits and use their off-street parking facilities for other purposes. However, please note that residents within Area I can acquire one residents' permit irrespective of their off-street parking facilities.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
<p>92</p>	<p>I am writing to you on behalf of Telford Court Residents Limited.</p> <p>Telford Court Residents Ltd owns the freehold property known as Telford Court, and manages the property here at Telford Court. We are a residents management company for the 24 owners of the flats at Telford Court (who each in turn own one share in the company).</p> <p>We discussed your parking proposal at a council meeting of Telford Court Residents Ltd on 03/08/17 and the Telford Court Council has</p>	<p>Concerns about the proposals noted.</p> <p>We have developed the proposals in response to unsolicited concerns raised about the availability of space prior to the start of the review. We received no such correspondence from residents of Clandon Road.</p> <p>The proposals in Lower Edgeborough Road will increase the number of prioritised spaces in that road so that it more closely</p>

	<p>the following comments:</p> <p>There is currently unrestricted parking outside of Telford Court on both Lower Edgeborough Road and Clandon Road. The residents at Telford Court regularly have difficulty finding on street parking for themselves or their visitors in these spaces. Some cars, not from Telford Court, even use these areas as long term parking (as I write this, one car has even been left in the same place un-moved for three months).</p> <p>Restricting the parking in Lower Edgeborough Road outside of Sheldon Court, as you are proposing, will cause the parking areas outside of Telford Court to become even more contested than they already are. Therefore we are against the proposal as it stands.</p> <p>However, we are in favour of:</p> <p>EITHER – (A) Also including both of the parking areas outside of Telford Court in a similar restriction (2 hours limited waiting or permit holders),</p> <p>OR – (B) Not changing the parking restrictions at all for the full length of Lower Edgeborough Road and Clandon Road.</p>	<p>matches demand from permit-holders in that area.</p> <p>There are around 34 spaces in Clandon Road (Area C). 20 of these spaces are currently prioritised for permit-holders. There is currently 1 permit-holder in Clandon Road.</p> <p>Making changes elsewhere, at this stage, which would involve increasing the level of restriction, would also require the proposals to be re-advertised and thereby delay their implementation.</p> <p>Nevertheless, future reviews may allow us to revisit the situation if demand for permits increases.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
93	<p>Having read the draft orders and inspected the plans showing the details of the proposed changes detailed in the above submission as a resident of Telford Court I can confirm that I am in agreement with them.</p> <p>Furthermore I would suggest that the parking areas in Lower Edgeborough Rd and Clandon Rd adjacent to Telford Court be similarly converted to the prioritisation of space for permit holders and limited waiting shared use.</p> <p>The above is required as the opportunity that your staff have of keeping the road clear of debris and carrying out necessary repairs is severely restricted.</p>	<p>General support for the proposals noted.</p> <p>We have developed the proposals in response to unsolicited concerns raised about the availability of space prior to the start of the review. No such correspondence was received from residents of Clandon Road.</p> <p>There are around 34 spaces in Clandon Road (Area C). 20 of these spaces are currently prioritised for permit-holders. There is currently 1 permit-holder in Clandon Road.</p> <p>Making changes elsewhere, at this stage, which would involve increasing the level of restriction, would also require the proposals to be re-advertised and thereby delay their implementation.</p> <p>Nevertheless, future reviews may allow us to revisit the situation if demand for permits increases.</p>

		Therefore, it is recommended that the proposal is implemented as advertised.
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**ANNEX 2: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER**

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p><b>Mountside. Guildford (convert the two existing permit only parking places in 'upper' section of the road to limited waiting shared-use parking places) 4 representations</b></p>		
10	<p>We residents of Mountside, are happy to confirm our approval of the proposal.</p>	<p>Support for the proposals noted.  Therefore, it is recommended that the proposal is implemented as advertised.</p>
60	<p>We have received notification of proposed parking changes in Mountside.</p> <p>While we do not object to these we would ask that consideration be given to making the 4 spaces (2 on each side of the road) outside numbers 44 and 47 Mountside be made into permit holder only spaces.</p> <p>Since the restriction of parking on Green Lane (at the top of The Mount) we have experienced considerably increased traffic volumes and parking pressure on these spaces, from people using the Mount Field. We consider the restriction of parking for non-residents of these particular spaces (which are closest to the field) would help to considerably alleviate the difficulties we experience as a result of this.</p>	<p>General support for the proposals noted.</p> <p>We have developed the proposals in response to unsolicited concerns raised about the flexibility of the parking scheme prior to the start of the review. These suggested that the need for permit only spaces in the 'upper' section of Mountside was unwarranted and unduly restricted residents and their visitors.</p> <p>Although the representee does not object to the proposals to convert the permit only spaces to limited waiting shared-use, they request that those spaces closer to the cul-de-sac end are converted from limited-waiting shared us to permit only.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
71	<p>With reference to your recent letter about changing the resident permit parking restrictions in Mountside,I would like to say that this idea is brilliant,and has my wholehearted support!</p> <p>I have lived in Mountside for 15 years,and have often struggled when friends visit or come to stay,bringing their cars:the business of needing to go and move their car every 2 hours in order to avoid a fine is very annoying ,as is the necessity for residents to buy visitor permits each year and to "spend"them carefully so that they last the year.</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>

	<p>I live near the top of Mountside, where it's very unlikely that anyone would choose to park for the town centre or station and have always felt that in our particular road the permit scheme is an unnecessary annoyance that we would all be glad to be rid of.</p> <p>One suggestion that I would make is that if there is any concern amongst residents about scrapping the current scheme, why not issue each household with one or two reusable permits for visitors (i.e. which don't require the vehicle reg. number or date) so that we can give these to our visitors for as long as they are needed?</p> <p>I very much hope that the decision will be to scrap the current scheme in Mountside.</p>	
	<p>We live in the 'upper' section of the road.</p> <p>Over the last two weeks we have been monitoring the parking situation. There is no evidence that the parking arrangements in this 'upper' part of Mountside need to change as there are always spaces available for both residents and visitors and dog walkers.</p> <p>How many concerns have been raised? Have these been raised by residents lower down Mountside on behalf of builders who have been working temporarily at their premises?</p> <p>We would ask that Parking Wardens should regularly visit the upper section of Mountside to stop illegal parking. The wardens could also count the number of vacant parking spaces thus confirming our view that the present system does not need to be changed.</p>	<p>Concerns about the proposals noted.</p> <p>We have developed the proposals in response to unsolicited concerns raised about the flexibility of the parking scheme prior to the start of the review. These were from residents of the 'upper' section of Mountside. They suggested that the need for permit only spaces in the 'upper' section was unwarranted and unduly restricted residents and their visitors.</p> <p>Making all the spaces in this section of Mountside limited waiting shared-use will increase flexibility and is unlikely to unduly influence the existing availability of space for permit-holders.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>

**ANNEX 2: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER**

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
	<b>Old Farm Road, Guildford (formalised existing advisory disabled only parking place outside No.6 The Stables) 0 representations</b>	
	Implement as advertised.	



**ANNEX 2: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER**

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p><b>Pewley Hill (lower), Guildford (convert existing single yellow lines outside Nos.7,9&amp;9a to double yellow lines, no waiting at any time restrictions) 4 representations</b></p>		
13	<p>We are writing in response to your letter dated 7 July regarding parking restriction proposals to convert single to double yellow lines to improve/protect access to Nos. 7, 9 &amp; 9a Pewly Hill, Guildford. We would like to confirm our wholehearted support for these proposals.</p>	<p>Support for the proposals noted.  Therefore, it is recommended that the proposal is implemented as advertised.</p>
17	<p>I am writing in support of your proposed parking controls changes for Pewley Hill.</p> <p>I live in one of the properties and we are frequently faced with the situation where we cannot either leave or enter our garage on Sundays or evenings. Since we do not have a parking permit to park elsewhere and only have one car, this can cause considerable inconvenience.</p> <p>The problem becomes particularly acute in the run-up to Christmas, when people will often park across our garage for an entire day.</p> <p>The issue is made worse because our garage entrance is not perpendicular to the road, so often people will obstruct access accidentally, even though they may have no intention of doing so.</p> <p>In a more general sense, having cars parked all the way up the road from Oxford Terrace to Harvey Road makes it very difficult for cars to pass and this can cause significant congestion. Having double yellow lines would mean that there were always sufficient places for people to pull over to let traffic pass in both directions.</p> <p>I appreciate your response so far to the concerns I have raised previously and I hope that we arrive at a pragmatic solution.</p>	<p>Support for the proposals noted.  Therefore, it is recommended that the proposal is implemented as advertised.</p>

20	<p>As the householder directly affected, I heartily welcome the proposals.</p> <p>I assume that a visitor to my house cannot legitimately leave his car on these yellow lines when parking controls do not operate; please confirm.</p> <p>If a car is parked on the yellow lines so as to cause an obstruction, what action can I take at the time, particularly as traffic wardens are unlikely to be in the vicinity?</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
58	<p>I am a resident of Pewley Hill and totally support the proposed changes to the parking controls in my area. Sundays are a nightmare for my neighbours with shoppers parking on the single yellow lines, preventing safe access to their properties.</p> <p>South Hill is also a problem with it becoming, in effect, a single lane, due to shoppers parking and preventing easy access to those of us who wish to use the Shalford Road.</p> <p>I fully support this proposal.</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>

**ANNEX 2: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER**

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p><b>Pewley Hill (upper), Guildford (convert section of existing single yellow line outside Nos.46&amp;50 to a limited waiting shared-use parking place) 3 representations</b></p>		
<p>52 Page 119</p>	<p>We are writing to express our serious concern on the proposed changes to Parking controls in Pewley Hill (outside No's 46 &amp; 50).</p> <p>We live nearby. The parking controls were changed recently to introduce parked cars very close to our drive. This has resulted in poor visibility in seeing cars in the road approaching from our right, when we leave the drive. The proposed additional parking on the other side of our drive, would further limit our visibility to cars on the road approaching from the left. We are very concerned this will result in an accident.</p> <p>In addition, planning permission has been granted for two new homes at No 46 Pewley Hill. Both of these homes have a new driveway, apparently exiting onto the road where the new parking spaces will be. During the construction of these house (due to start shortly), there will be a significant increase in vehicle traffic, particularly heavy lorries. We are already concerned about this, but the addition of extra cars parked in this exact area, is likely to result in the road being impassable at times.</p> <p>We therefore strongly urge you to reconsider these proposals on the grounds of road safety.</p>	<p>Concerns about the proposals noted.</p> <p>The intention of the proposed parking bay was to compensate for the loss of parking associated with other recent residential developments within the road. This would assist those wishing to access the Downs for leisure purposes. It would also help those involved in the school run at the nearby Pewley Down School. However, with the prospect of developments conflicting directly with the proposal in the near future, it is recommended that the proposal is not progressed.</p> <p>However, in view of the potential conflict with the proposed development at No.46, it is recommended that the proposal <b>IS NOT</b> implemented.</p>
<p>96</p>	<p>I am writing to object to the proposed changes to the parking controls outside nos 46 &amp; 50 Pewley Hill.</p> <p>I am concerned that these have not been made in the light of planning approvals for the development of the property at 46. This provides for the demolition of the existing house and the creation of 2 new properties and 2 new driveways, which will cut across the proposed bay. This proposal is therefore ill conceived.</p> <p>Even allowing for the new driveway, the proposal will create parking spaces adjacent to the driveways at 50, 46 and the "new" 48, which</p>	<p>Concerns about the proposals noted.</p> <p>The intention of the proposed parking bay was to compensate for the loss of parking associated with other recent residential developments within the road. This would assist those wishing to access the Downs for leisure purposes. It would also help those involved in the school run at the nearby Pewley Down School. However, with the prospect of developments conflicting directly with the proposal in the near future, it is recommended that the proposal is not progressed.</p>

	<p>will impede the view of the road. It is well known that people use the road to access the Downs with bikes and balls and people often walk down the middle of the road at this end of Pewley Hill. The visibility from these drives will be poor and potentially unsafe.</p> <p>Your letter states that recent development has led to the loss of parking space but I am not clear that this is the case, given the last changes to the parking following the developments in the road.</p> <p>Most importantly it is exceptional for the parking spaces to be full and this usually only occurs when there is a major event at Pewley Down school on 3-4 occasions a year. For all these reasons I hope this proposal will be rejected.</p>	<p>However, in view of the potential conflict with the proposed development at No.46, it is recommended that the proposal <b>IS NOT</b> implemented.</p>
<p>Page 120</p> <p>97</p>	<p>We are writing to object to the proposed changes to the parking controls outside numbers 46 &amp; 50 Pewley Hill.</p> <p>We are concerned that these proposed changes do not appear to take into consideration a recent planning approval for the development of the property at No. 46 Pewley Hill. This planning consent provides for the demolition of the existing property, and the construction of two new properties (including two new driveways) which will directly bisect the proposed new parking bay.</p> <p>This parking proposal appears ill conceived in this context.</p> <p>More generally, this end of Pewley Hill is used heavily by cyclists, hill walkers, dog walkers, and those accessing the allotments at the end of the road. Restricting views from the properties on the south side of the street through the introduction of additional parking bays on this side of the road is not conducive to safe entry and exit of vehicles from these properties in the context of heavily utilised pavements and the cul de sac road more generally.</p> <p>Whilst writing, we would also point out that the parking bay directly opposite the entrance to my property is also something of a hazard as we have often observed those reversing off our drive come perilously close to hitting the vehicles parked directly opposite our drive entrance.</p>	<p>Concerns about the proposals noted.</p> <p>The intention of the proposed parking bay was to compensate for the loss of parking associated with other recent residential developments within the road. This would assist those wishing to access the Downs for leisure purposes. It would also help those involved in the school run at the nearby Pewley Down School. However, with the prospect of developments conflicting directly with the proposal in the near future, it is recommended that the proposal is not progressed.</p> <p>However, in view of the potential conflict with the proposed development at No.46, it is recommended that the proposal <b>IS NOT</b> implemented.</p>

**ANNEX 2: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER**

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p><b>Quarry Street, Guildford (convert existing pay and display only parking place outside Nos.9-13 to a pay and display dual-use parking place) 8 representations</b></p>		
28	<p>Further to your letter dated 7 July 2017, where we may have our say regarding the proposed changes to the parking controls as per reference number KM/17/0003-5, I would like to reiterate our full support for this change which will positively affect all residents along Quarry Street.</p> <p>As Quarry Street is almost entirely residential now, this is a common sense approach for all concerned.</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
29	<p>We are delighted the proposed changes to the parking controls as per reference number KM/17/0003-5 are being considered, and continue to be fully supportive of this change.</p> <p>As Quarry Street is now almost entirely residential, the impact to residents would be immensely positive and would seem to be a fair approach.</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
30	<p>Further to the proposed changes to the parking controls in Quarry Street (KM/17/0003-5), as a local resident I would like to offer my full support of this change, given how the street has changed into a residential environment over the last few years.</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
31	<p>I wholeheartedly support the plan to change the parking bays in Quarry Street to Residents' parking.</p> <p>This as the whole street is now almost exclusively residential.</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>

34	<p>In reference to your letter dated 7 July 2017 regarding the proposed changes to the parking controls in Guildford (KM/17/0003-5), I would like to express my strong support for these changes on Quarry Street, that will be of benefit to the many residents who live here.</p> <p>I look forward to a positive outcome in this consultation.</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
35	<p>We just wanted to say we believe the change is absolutely essential now the street is so residential.</p> <p>It would make a huge difference to all of us.</p> <p>Thanks!</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
39	<p>I write in full support of the parking proposal It will have a positive outcome to all who reside in Quarry Street. Thank you for your consideration</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
44	<p>We are 'new' residents of Quarry Street, and have lived here for sixteen months. Our house fronts on to Quarry Street and has gated vehicular access from Chapel Street. Two properties currently share this access and a third is on the market.</p> <p>We are happy with the proposals regarding Quarry Street. Deliveries etc. remain a problem but I suppose this is to be expected in the town centre.</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>

**ANNEX 2: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER**

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
62	<p><b>Queens Road, Guildford</b>  <b>(extend existing parking bays outside Nos.19 &amp; 29 and [TECHNICALITY] formalised length of existing single yellow line)</b>  <b>1 representation</b></p>	
	<p>I looked at the new parking proposals on Queens Road. All good there.</p> <p>Can you shed any light on the top end of Queens Road?</p> <p>There is a bend that leads to the flats at the top and people park on this bend.</p> <p>Having lived here for 30 plus years, now with the newer flats, the parking on the bend causes chaos.</p> <p>I understand the road goes private at the bend. Is that your opinion too?</p> <p>Do you know owns it?</p> <p>Double yellow lines just on the bend would help enormously.</p>	<p>General support for the proposals noted.</p> <p>Prior to the review, we received some correspondence about the area outside Hillcrest Court. Residents suggested that the area should become subject to controls / part of the adjacent controlled parking zone. However, having met with them on site, the residents concluded that they did not want to progress the matter. Whilst they wanted measures to prevent parking wholly within the carriageway on the bend, they wished to retain the ability to park their vehicles partially on the footway in this location.</p> <p>Considering additional issues it at this stage would require the development, approval and advertisement of further proposals. This would undoubtedly extend the duration of the review.</p> <p>Nevertheless, if residents were subsequently to submit clear evidence in support of such measures, then a future review may be able to revisit the issue.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>

**ANNEX 2: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER**

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p><b>St Luke's Square, Guildford</b>  <b>(introduce double yellow line, no waiting at any time restriction in uncontrolled section on west side between Warren Road and Cadogan House)</b>  <b>16 representations</b></p>		
2	Totally agree with proposed changes for St Luke's Square.	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
3	<p>We strongly support the changes proposed to the parking in St Luke's Square.</p> <p>The current situation is a danger as well as a cause for the damaged to residents vehicles.</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
9	<p>We are writing in support of the proposals to extend the yellow lines at the entrance to St Luke's Square.</p> <p>Since the initial installation of parking controls some three years ago, this unmarked particular stretch of road has become more hazardous. As your recommendation indicates, sight lines have become severely compromised by the cars that park there and drivers leaving St Luke's Square are forced to pass on the opposite side of the road, often encountering oncoming vehicles entering at some speed which are almost impossible to spot.</p> <p>Although it is not indicated that if approved, parking controls would extend across the adjacent lay-by we have also been concerned that during the daytime, cars regularly park at right angles into the "Warren Road end of the bay" outside Cadogan House, jutting out, sometimes almost an entire vehicles length into the road. This adds to the problem as well as creating a "pinch point" which is difficult to negotiate and for any delivery, public service or emergency vehicle a serious obstruction. If there is any way therefore if some control</p>	<p>General support for the proposals noted.</p> <p>We have developed the proposals in response to unsolicited concerns about safety and access and traffic movement raised prior to the start of the review.</p> <p>The existing controls and proposed measures primarily protect junctions, bends and points of access. During a previous review in 2012-14, residents expressed a preference for such limited measures. They discounted their road's inclusion within the neighbouring residents' parking scheme / controlled parking zone. The latter would control all kerb space and lay-bys, using a combination of yellow lines and formalised parking bays. These might help resolve some of the additional concerns raised.</p> <p>However, considering additional issues it at this stage would require the development, approval and advertisement of further proposals. This would undoubtedly extend the duration of the review.</p>



	<p>could be incorporated into proposals to prevent this additional hazard, it would be appreciated.</p> <p>We are therefore totally in support of any proposals to improve the safety at the entrance to St Luke's Square.</p> <hr/> <p>Further to our e mail regarding support of proposals to extend the yellow lines at the entrance to Luke's Square. We mentioned that motorists park at right angles into the adjacent bay, jutting out into the road. I have attached an example. This is now a daily recurrence during weekdays. There is a relatively small car today but it is often a longer vehicle, protruding even further into the carriageway and almost opposite a designated, occupied parking bay, which narrows the road even further. Is there any way that the lines could be extended to prevent this without obviously prejudicing legitimate parking within the bay?</p>	<p>Nevertheless, if residents were subsequently to submit clear evidence in support of such measures, then a future review may be able to revisit the issue.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
	<p>I write as I generally support the proposals to extend the double year lines in St Luke's Square from outside Cadogan House towards Warren Road: at times there a three vehicles parked on this short strip (sometimes partially up on the kerb at the entrance to the bay directly outside Cadogan House, blocking the pavement) which potentially limits access to the Square for larger/emergency vehicles. Indeed, I have seen refuse collection lorries struggle to squeeze past them.</p> <p>However, I do feel there is potential to revise the proposals stop the new lines short of where they meet the existing lines at the Warren Road junction to leave one parking space at this end - the road is sufficiently wide at this point to allow a single vehicle to park with plenty of space for others to park - and retaining one space would maximise the amount of parking available to visitors and their guests.</p>	<p>General support for the proposals noted.</p> <p>We have developed the proposals in response to unsolicited concerns about safety and access and traffic movement raised prior to the start of the review.</p> <p>The existing controls and proposed measures primarily protect junctions, bends and points of access. During a previous review in 2012-14, residents expressed a preference for such limited measures. They discounted their road's inclusion within the neighbouring residents' parking scheme / controlled parking zone. The latter would control all kerb space and lay-bys, using a combination of yellow lines and formalised parking bays. These might help resolve some of the additional concerns raised.</p> <p>However, considering additional issues it at this stage would require the development, approval and advertisement of further proposals. This would undoubtedly extend the duration of the review.</p> <p>Nevertheless, if residents were subsequently to submit clear evidence in support of such measures, then a future review may be able to revisit the issue.</p>

		Therefore, it is recommended that the proposal is implemented as advertised.
18	<p>We'd like to support the proposal to increase the double yellows in St Luke's Square, as much as possible around the square.</p> <p>We have a young child and do also get concerned about the speed of some cars so a speed limit sign and a sign warning of children in the area should also be considered.</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
33	<p>I refer to the Council's letter dated 07/07/17 regarding the proposed changes to the parking controls in St Lukes Square. I wish it to be noted that I am in support of the yellow lines being extended up to the layby outside Cadogan House – this is on the grounds of safety and the ease of vehicles such as ambulances / fire engines together with the Council Tipper trucks entering the Square. Vehicles are being parked in this area with little concern for other road users.</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
36	<p>Over the past year, the amount of people now using St Lukes Square as a means of free parking and then walking into town has steadily increased. This increase in traffic has now inadvertently created competition for space with some road users now parking in hazardous places causing danger to other road users as well as pedestrians.</p> <p>I do believe that the level of risk made by non-residents is now at an unacceptable level and action should be taken. It must also be noted that the amount of litter being left in the square has increased and I have even been witness to senior pupils of the nearby school urinating against a wall before getting in their car and driving away.</p> <p>I believe and would support at the minimum for double yellow lines to be placed as per the proposal. However, this would be worthless unless the council ensures St Lukes Square is patrolled on a regular basis and those who ignore the markings fined appropriately.</p> <p>Ideally I would prefer and support a permit system being put in place as per the other roads that surrounding St Lukes Square.</p>	<p>General support for the proposals noted.</p> <p>We have developed the proposals in response to unsolicited concerns about safety and access and traffic movement raised prior to the start of the review.</p> <p>The existing controls and proposed measures primarily protect junctions, bends and points of access. During a previous review in 2012-14, residents expressed a preference for such limited measures. They discounted their road's inclusion within the neighbouring residents' parking scheme / controlled parking zone. The latter would control all kerb space and lay-bys, using a combination of yellow lines and formalised parking bays. These might help resolve some of the additional concerns raised.</p> <p>However, considering additional issues it at this stage would require the development, approval and advertisement of further proposals. This would undoubtedly extend the duration of the review.</p> <p>Nevertheless, if residents were subsequently to submit clear</p>

		<p>evidence in support of such measures, then a future review may be able to revisit the issue.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
	<p>In regard to proposed changes to parking controls in St Lukes Square.</p> <p>I fully support these changes, which I suggested to Mr Harkin in my letter of 17 January 2013, during a previous parking review of the area (Ref: APH/8406).</p> <p>As part of the current review, please could you also consider enhancements to the junction of St Catherine's Park and St Bartholomew's Court. It is usual for vehicles to be parked opposite the entrance to St Bartholomew's Court, and on the nearby pavement within St Bartholomew's Court. This causes a number of issues:</p> <ul style="list-style-type: none"> <li>• Restrictive width and manoeuvrability. It is not possible for two vehicle to pass, resulting in reversing considerable distance around bends and obstacles.</li> <li>• Pedestrians (including young children) are forced to walk in the road at the junction.</li> <li>• Larger vehicles are often unable to negotiate the junction without damaging street furniture (which is rarely repaired).</li> <li>• Vehicles travel at speed on the incorrect side of the road across the junction entrance. This makes exiting the junction dangerous.</li> </ul> <p>View North East from St Bartholomew's Court towards junction with St Catherine's Park, showing parking on pavements:</p>	<p>General support for the proposals noted.</p> <p>We have developed the proposals in response to unsolicited concerns about safety and access and traffic movement raised prior to the start of the review.</p> <p>The existing controls and proposed measures primarily protect junctions, bends and points of access. During a previous review in 2012-14, residents expressed a preference for such limited measures. They discounted their road's inclusion within the neighbouring residents' parking scheme / controlled parking zone. The latter would control all kerb space and lay-bys, using a combination of yellow lines and formalised parking bays. These might help resolve some of the additional concerns raised.</p> <p>However, considering additional issues it at this stage would require the development, approval and advertisement of further proposals. This would undoubtedly extend the duration of the review.</p> <p>Nevertheless, if residents were subsequently to submit clear evidence in support of such measures, then a future review may be able to revisit the issue.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>



View North West along St Catherine's Park towards St Lukes Square, showing damaged street furniture:



Thank you for your kind attention in this matter.

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I am a resident of St Luke's Square and I **strongly** support the extension of the double yellow lines at the entrance to St Luke's Square.

I have on multiple occasion seen vehicles parked in an inconsiderate and unsafe manner at the entrance. These vehicles could very easily block access to the property by Emergency Services Vehicles.

On a related note, might I add that most of the cars that seemed to be parked this way are owned by non-residents of St. Luke Square. These people use the square as a place for *free-parking* whilst they work/shop in Guildford. This is detrimental in two ways:

- Loss of Parking revenue to Guildford Borough Council operated Car Parks
- Inconvenience to residents, guests and delivery vehicles trying to find a place to park in front of our properties

I know that these people are not owners/ tenants of properties because they drive in to the square, park and then leave St. Luke's Square immediately.

Is there anything that can be done to ensure that the parking places are reserved for residents of St Luke's Square and their guests?

General support for the proposals noted.

We have developed the proposals in response to unsolicited concerns about safety and access and traffic movement raised prior to the start of the review.

The existing controls and proposed measures primarily protect junctions, bends and points of access. During a previous review in 2012-14, residents expressed a preference for such limited measures. They discounted their road's inclusion within the neighbouring residents' parking scheme / controlled parking zone. The latter would control all kerb space and lay-bys, using a combination of yellow lines and formalised parking bays. These might help resolve some of the additional concerns raised.

However, considering additional issues it at this stage would require the development, approval and advertisement of further proposals. This would undoubtedly extend the duration of the review.

Nevertheless, if residents were subsequently to submit clear evidence in support of such measures, then a future review may be able to revisit the issue.

Although it does not fall within the remit within the on-street parking review, concerns about litter have been forwarded onto Guildford Borough Council's Street Cleansing team.

Therefore, it is recommended that the proposal is implemented as advertised.

General support for the proposals noted.

We have developed the proposals in response to unsolicited concerns about safety and access and traffic movement raised prior to the start of the review.

The existing controls and proposed measures primarily protect junctions, bends and points of access. During a previous review in 2012-14, residents expressed a preference for such limited measures. They discounted their road's inclusion within the neighbouring residents' parking scheme / controlled parking zone.

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The parking in St. Lukes Square & Warren Rd could definitely be improved, I wouldn't extend the yellow lines but I would make everything for permit holders & only residents only!! On several occasions I have not been able to park in the bays outside Eaton house as the general public use this as a free parking area , this needs to be sorted and has to stop !! I pay a lot of money to live here as a resident I expect to be able to park at any time of day.

		<p>The latter would control all kerb space and lay-bys, using a combination of yellow lines and formalised parking bays. These might help resolve some of the additional concerns raised.</p> <p>However, considering additional issues it at this stage would require the development, approval and advertisement of further proposals. This would undoubtedly extend the duration of the review.</p> <p>Nevertheless, if residents were subsequently to submit clear evidence in support of such measures, then a future review may be able to revisit the issue.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
<p>Page 130</p> <p>73</p>	<p>I support the extension of the double yellow lines from the entrance of St Luke's Square at the junction with Warren Rd along to the parking bay parallel with Cadogan house flats. I think it's important to extend them far enough to prevent motorists from parking at right angles which happens every week day and which dangerously narrows the road - see attached photo.</p> <p>Please could you also put double yellow lines alongside the short stretch of corner pavement into the left hand arm of St Bartholomews Court. When people park here it completely obscures the sight lines into that area where children play.</p>	<p>General support for the proposals noted.</p> <p>We have developed the proposals in response to unsolicited concerns about safety and access and traffic movement raised prior to the start of the review.</p> <p>The existing controls and proposed measures primarily protect junctions, bends and points of access. During a previous review in 2012-14, residents expressed a preference for such limited measures. They discounted their road's inclusion within the neighbouring residents' parking scheme / controlled parking zone. The latter would control all kerb space and lay-bys, using a combination of yellow lines and formalised parking bays. These might help resolve some of the additional concerns raised.</p> <p>However, considering additional issues it at this stage would require the development, approval and advertisement of further proposals. This would undoubtedly extend the duration of the review.</p> <p>Nevertheless, if residents were subsequently to submit clear evidence in support of such measures, then a future review may be able to revisit the issue.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>

I am writing in support of the proposed changes to parking restrictions on St. Luke's Square.

I am very aware that unlike me as a non-driver, many residents in Guildford, as well as commuters, are very reliant on their cars. However many drivers park badly or unsafely, and without considering other road users, or residents.

There are a lot of children living here, and they are placed at risk with poor sightlines when crossing the road to get to Lancaster Park, or journeying to school. I know a lot of residents have exactly the same complaints.

I had Bahram Assadi visit this morning, and as a result I have also included some other areas that I would like to be considered on the estate specifically (corresponding pictures are attached):

1. St Catherine's Park, outside the rear of Grosvenor House, opposite St Bartholomew's Court.
2. The lower right-hand-bend at the entrance to St Bartholomew's Court. Cars park here sometimes, and cause the same access and sightline problems for drivers exiting and entering the road, as well as children and other pedestrians.
3. The upper left-hand-side at the entrance to St Bartholomew's Court. This has a car parked on it almost daily. It is only a matter of centimetres that would impede access for large vehicles, including bin lorries, emergency services and regular delivery lorries and trucks.
4. The lower left hand side at the entrance to St Bartholomew's Court. This has cars parks on it from time-to-time, which can cause the same problems with access, and sightlines for drivers and pedestrians - particularly children crossing the road.

I would also like to know whether it is possible to consider speed warnings, and potentially, warning signs indicating that children live and play nearby (also important given that a lot of children attend the local schools at Pewley Down and Holy Trinity particularly, and walk through and cross the roads).

General support for the proposals noted.

We have developed the proposals in response to unsolicited concerns about safety and access and traffic movement raised prior to the start of the review.

The existing controls and proposed measures primarily protect junctions, bends and points of access. During a previous review in 2012-14, residents expressed a preference for such limited measures. They discounted their road's inclusion within the neighbouring residents' parking scheme / controlled parking zone. The latter would control all kerb space and lay-bys, using a combination of yellow lines and formalised parking bays. These might help resolve some of the additional concerns raised.

However, considering additional issues it at this stage would require the development, approval and advertisement of further proposals. This would undoubtedly extend the duration of the review.

Nevertheless, if residents were subsequently to submit clear evidence in support of such measures, then a future review may be able to revisit the issue.

Therefore, it is recommended that the proposal is implemented as advertised.

	<p>There is a serious need to address the problems you have highlighted, and also I believe, consider implementing further changes as I have outlined here. There have been from time-to-time close shaves, where speeding cars have come close to hitting children and other cars. I am concerned that it is only a matter of time before serious injury occurs.</p> <p>If there is anything else I need to do to get these issues escalated in any way, other than sending you this email and pictures, please let me know.</p>	
82	<p>Regarding adding double yellow lines to the entrance of St Lukes Square, as a resident I'd fully support that. When someone is parked there it forces you into oncoming traffic on a bend, which is a dangerous.</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
86	<p>We wish to affirm our support for the proposed amended controls to St Luke's Square to extend the existing double yellow lines to the lay-by outside Cadogan House. Currently vehicles parked by the entrance to the estate cause access difficulties for cars entering and leaving the estate and also have the potential to restrict access for larger vehicles such as the emergency services and refuse lorries.</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
87	<p>I write in support of the proposal to extend the existing double yellow line on the northwest side of St Lukes Square to the lay-by outside Cadogan House. As a resident of the Square who regularly drives in and out of it I find that cars parked in the area in question limit visibility of possible oncoming traffic and also hinder easy passage through that part of the Square.</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
91	<p>As residents of st lukes square delighted with proposed changes. May we suggest you continue the yellow lines into the corners of the bays, otherwise they park into the corners, with the rear end causing an obstruction.</p>	<p>General support for the proposals noted.</p> <p>We have developed the proposals in response to unsolicited concerns about safety and access and traffic movement raised prior to the start of the review.</p> <p>The existing controls and proposed measures primarily protect junctions, bends and points of access. During a previous review in 2012-14, residents expressed a preference for such limited measures. They discounted their road's inclusion within the neighbouring residents' parking scheme / controlled parking zone.</p>



		<p>The latter would control all kerb space and lay-bys, using a combination of yellow lines and formalised parking bays. These might help resolve some of the additional concerns raised.</p> <p>However, considering additional issues it at this stage would require the development, approval and advertisement of further proposals. This would undoubtedly extend the duration of the review.</p> <p>Nevertheless, if residents were subsequently to submit clear evidence in support of such measures, then a future review may be able to revisit the issue.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
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**ANNEX 2: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER**

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p><b>South Hill, Guildford (convert existing single yellow lines outside Nos.6,8&amp;8a to double yellow line, no waiting at any time restrictions) 3 representations</b></p>		
<p>16</p>	<p>I am a resident of Holy Trinity ward. Parking in Castle Street (irrespective of the current building work on The Tunsgate shopping centre) is often illegal and seems rarely to garner parking tickets. I routinely have to weave around cars that are parked on double yellow lines, which, with cars that are parked on single yellow lines after 6pm, almost blocks the road. Emergency vehicles would struggle to get through.</p> <p>Single yellow lines on South Hill and Warwicks bench also seem to have outlived their usefulness. Cars routinely park where it is, in theory, legal, but not safe. Lines of sight are not maintained on blind corners and cars that drive too quickly down the hill are often in the middle of the road because they don't realise that there are cars parked on both sides.</p> <p>I would urge the council to change these roads to double-yellow lines throughout. There is ample parking in the multi-storey car park above Sainsbury's and there will be spaces when the new Tunsgate development opens.</p>	<p>General support for the proposals noted.</p> <p>Double yellow lines tend to be used to protect junctions and bends. Single yellow lines tend to be used elsewhere to protect points of access onto the carriageway, and in locations where parking would cause traffic flow issues and congestion at busier times.</p> <p>We have previously introduced additional lengths of double yellow line in South Hill and Castle Street. When we introduced them in South Hill, some residents raised concerns about the loss of facility that this would cause for residents and their visitors. Clearly, introducing double yellow lines throughout the area might exacerbate these concerns.</p> <p>Concerns have also be raised about speed of vehicles using South Hill. The removal of parked vehicles at less busy times, might increase these concerns.</p> <p>The concerns about the enforcement of the existing controls have been forwarded onto colleagues within Parking – Operations.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>
<p>38</p>	<p>I was pleased to receive your letter of 7<sup>th</sup> July 2017, advising me that the parking on South Hill is to be reassessed, and as you will know, I have previously written to you on the very subject and have made my thought known to you.</p> <p>I should be delighted to see the new proposals, which I hope will alleviate difficulties that we all encounter when leaving and entering our respective properties.</p> <p>I look forward to seeing your suggested improvements in due</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>

	course.	
48	<p>I agree with the proposal to convert the single yellow line to double yellow line. I would strongly object to any proposal to move the parking bays any close to my vehicular access gate as visibility is already severely restricted.</p> <p>It would help to make the situation far less dangerous if the speed limited in South Hill were to be restricted to 20mph especially in view of the nursery school at the top of South Hill.</p>	<p>Support for the proposals noted.</p> <p>Although it does not fall within the remit within the on-street parking review, the request for a reduction in the speed limit to 20mph has been forwarded onto Surrey County Council Highways.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>

Page 13 of 14

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p><b>Spiceall, Compton</b>  <b>(remove existing formalised disabled only parking place outside No.36)</b>  <b>1 representation</b></p>		
50	<p>I am in full support of the proposal to remove the disabled parking bay outside No36 Spiceall Compton. This bay was put in for a resident who no longer lives on Spiceall. By removing that bay it will free up parking space for 2 small cars. Any extra parking space is very much needed on Spiceall.</p>	<p>Support for the proposals noted.</p> <p>Therefore, it is recommended that the proposal is implemented as advertised.</p>

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p><b>Stocton Close, Guildford</b>  <b>(convert section of existing single yellow line outside Jubilee Social Club to a limited waiting shared-use parking place)</b>  <b>0 representations</b></p>		
<p>Implement as advertised.</p>		

**ANNEX 2: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER**

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
	<p><b>Stoke Road, Guildford</b>                      (convert short section of existing limited waiting shared-use parking place opposite No.133 to a double yellow line, no waiting at any time restriction)  <b>0 representations</b></p>	
	Implement as advertised.	

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
	<p><b>The Oval, Wood Street Village</b>                      (remove existing formalised disabled parking place outside Nos.17&amp;19)  <b>0 representations</b></p>	
	Implement as advertised.	

**ANNEX 2: COMMENTS AND OBJECTIONS RAISED TO ADVERTISED ORDER**

Ref. No.	Representation Comments	Officer Comments / Recommendation / Response
<p><b>Tormead Road, Guildford (convert two existing unrestricted parking places outside Nos.7&amp;9 and adjacent to No.19 to limited waiting shared-use parking places) 2 representations</b></p>		
<p>51</p>	<p>Having reviewed the parking proposals for Tormead Road to change existing parking bays from free unrestricted parking places to 4 hour limited waiting, I fully support the proposals.</p> <p>This will no doubt increase the availability of parking to residents and their visitors.</p> <p>The proposals will restrict the unneighbourly parking behaviours of a small number of Tormead Road residents who have 'adopted' these parking bays for a number of years. These particular residents park cars, off-road vehicles and luton vans for extended periods of time despite having sufficient off-road parking at their properties. The GBC application criteria will also prevent Tormead Road residents from applying for a resident parking permit in order to flout these proposals as all properties have a minimum of two parking spaces.</p> <p>More troubling is the illegal parking of vehicles (particularly vans) by resident on double yellow lines close to the junction at the cul-de-sac on Tormead Road, thereby creating access/egress restrictions which could impact emergency vehicles.</p> <p>Could GBC provide regular monitoring once these proposals have been implemented to prevent people from abusing the parking restrictions.</p>	<p>Support for the proposals noted.</p> <p>We have developed the proposals in response to unsolicited concerns about the availability of space raised prior to the start of the review. These suggested that certain non-permit-holding residents and residents from nearby private roads were monopolising the use of the unrestricted spaces, to the detriment of other residents and their visitors. The impending introduction of controls in nearby Duncan Drive, to resolve issues there, may exacerbate some of these issues.</p> <p>However, the present arrangement provides a balance between flexibility and prioritisation. Cllr Nelson-Smith has indicated that she would prefer the existing situation to remain.</p> <p>Therefore, it is recommended that the proposal <b>IS NOT</b> implemented.</p>
<p>78</p>	<p>We are writing to object in the strongest possible terms to the proposed change to the two areas in Tormead Road which currently allow unrestricted parking, to become areas restricted to 4 hours.</p> <p>Since the introduction of the yellow lines and controls some years ago the parking spaces in Tormead Road have become extremely limited. To reduce the parking provision even further, by making all spaces have a 4 hour limit, would be totally unreasonable, unbalanced and cause considerable inconvenience to the</p>	<p>Support for the proposals noted.</p> <p>We have developed the proposals in response to unsolicited concerns about the availability of space raised prior to the start of the review. These suggested that certain non-permit-holding residents and residents from nearby private roads were monopolising the use of the unrestricted spaces, to the detriment of other residents and their visitors. The impending introduction of controls in nearby Duncan Drive, to resolve issues there, may</p>

community.

Tormead Road is too far from the town centre to be used for parking by people working there. However there are many reasons why residents in Tormead Road would want to be able to park a vehicle for longer than 4 hours, e.g.:

- Elderly (or otherwise) relatives visiting for the day who do not want to be moving their vehicle around or walk a long way to the house they are visiting
- Carers helping someone in a household don't want to have to worry about how long before they have to move their car
- Families with more than one car
- Residents who have a separate vehicle or van for work which does not fit on their drive
- Workmen working at a property all day do not want to stop work to go and move their vehicle
- A family member home from university for the holidays who has a vehicle which does not fit on the drive.
- A resident who wants to park their car off the drive while they do work on the house or garden for the day

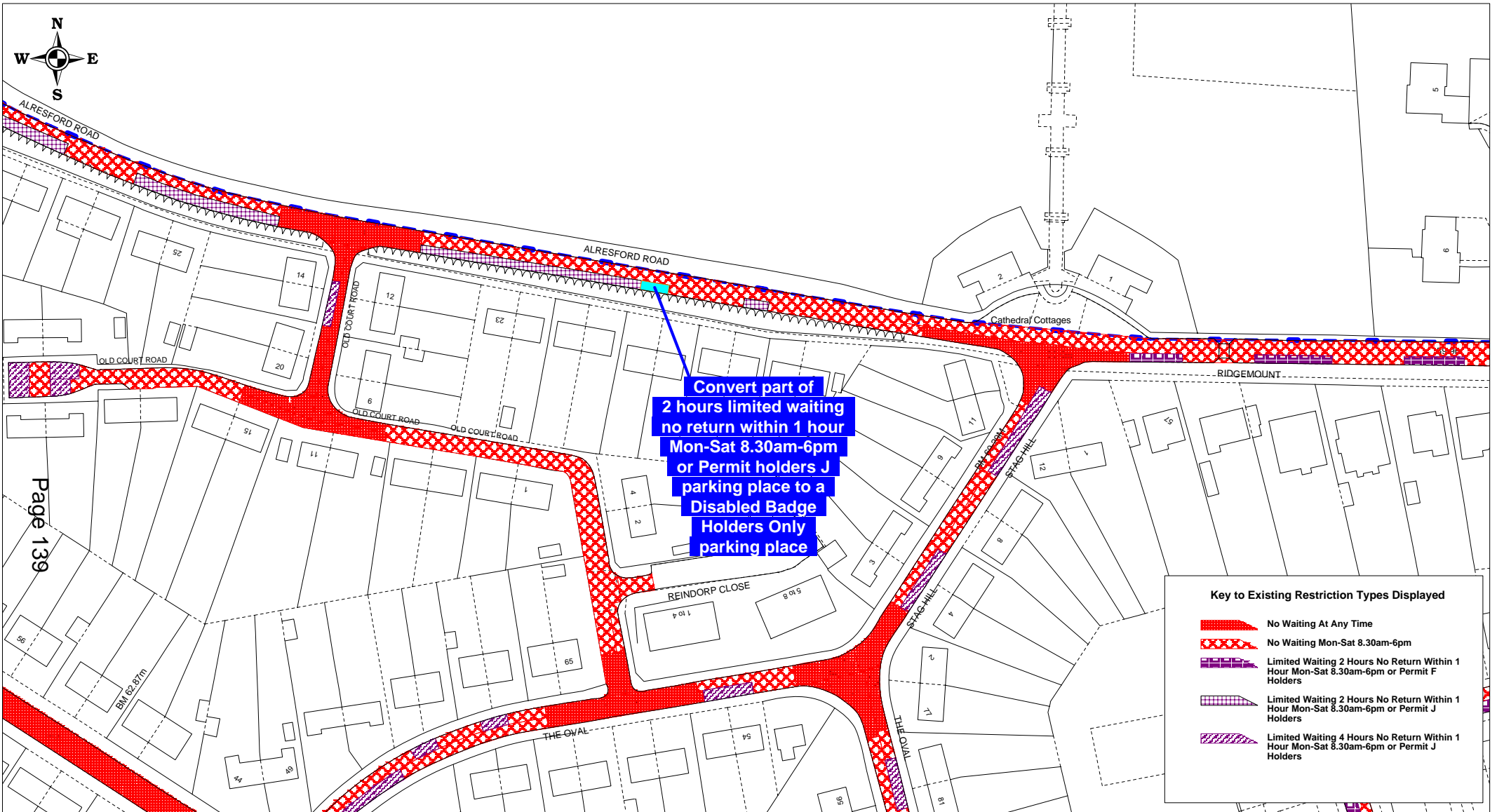
Further restricting parking on Tormead Road would inevitably mean that vehicles would have to be parked in neighbouring roads which could cause inconvenience in those roads. The vehicles will need to be parked somewhere so if Tormead Road cannot accommodate them they will be parked in other roads nearby.

We would strongly request that you do not approve this change but to leave the two areas in Tormead Road with unrestricted parking.

exacerbate some of these issues.

However, the present arrangement provides a balance between flexibility and prioritisation. Cllr Nelson-Smith has indicated that she would prefer the existing situation to remain.






Therefore, it is recommended that the proposal **IS NOT** implemented.



Page 139

Convert part of  
2 hours limited waiting  
no return within 1 hour  
Mon-Sat 8.30am-6pm  
or Permit holders J  
parking place to a  
Disabled Badge  
Holders Only  
parking place

**Key to Existing Restriction Types Displayed**

-  No Waiting At Any Time
-  No Waiting Mon-Sat 8.30am-6pm
-  Limited Waiting 2 Hours No Return Within 1 Hour Mon-Sat 8.30am-6pm or Permit F Holders
-  Limited Waiting 2 Hours No Return Within 1 Hour Mon-Sat 8.30am-6pm or Permit J Holders
-  Limited Waiting 4 Hours No Return Within 1 Hour Mon-Sat 8.30am-6pm or Permit J Holders



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Guildford parking review -  
Change to be made  
Alresford Road, Guildford (o/s No.15)

SCALE	1 : 1250 @ A4	ITEM 10
DATE	04/09/2017	
DRAWING No.	GBC/APH/AlresfordRdTobeMade	
DRAWN BY	ANDREW HARKIN	



Convert part of  
 No waiting  
 8.30am-6pm  
 single yellow line  
 to a 2 hours limited waiting  
 no return within 1 hour  
 Mon-Sat 8.30am-6pm  
 or Permit holders A  
 parking place

Key to Restriction Types Displayed	
	Car Club Permit Holders Only
	No Waiting At Any Time
	No Waiting Mon-Sat 8.30am-6pm
	No Waiting At Any Time/No Loading At Any Time
	No Waiting At Any Time/No Loading Mon-Sat 8.30am-6pm
	No Waiting At Any Time/No Loading Mon-Sat 8.30am-9.30am & 5pm-6pm
	No Waiting Mon-Sat 8.30am-6pm/No Loading Mon-Sat 8.30am-6pm
	Permit D Holders Only Mon-Sat 8.30am-6pm
	Permit A Holders Only Mon-Sat 8.30am-6pm
	Limited Waiting 2 Hours No Return Within 1 Hour Mon-Sat 8.30am-6pm or Permit A Holders
	Disabled Badge Holders Only

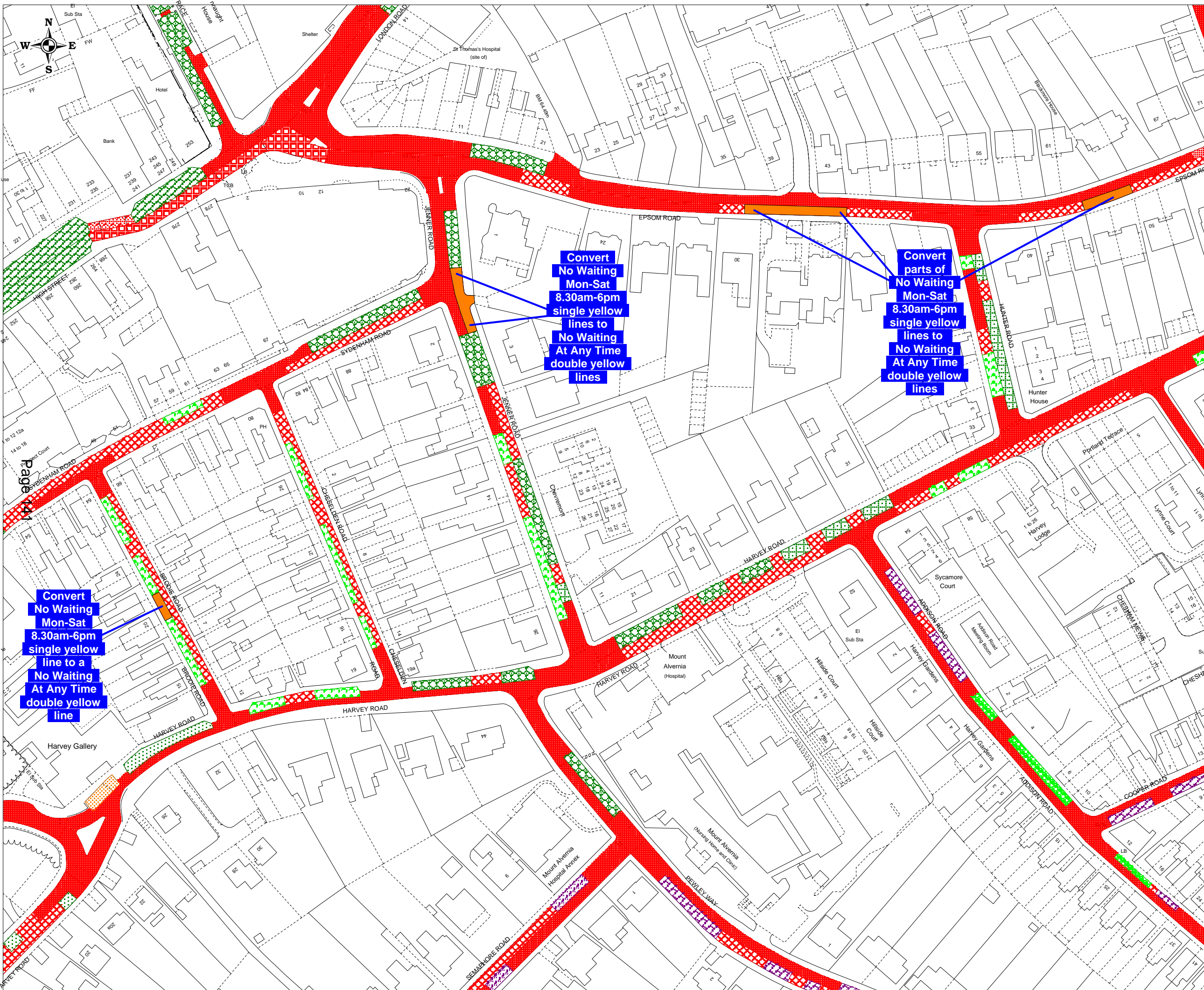


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Guildford parking review -  
 Change to be made  
 Artillery Terrace, Guildford

SCALE	1 : 1250 @ A4
DATE	04/09/2017
DRAWING No.	GBC/APH/AtrilleryTr TobeMade
DRAWN BY	ANDREW HARKIN





Convert  
No Waiting  
Mon-Sat  
8.30am-6pm  
single yellow  
lines to  
No Waiting  
At Any Time  
double yellow  
lines

Convert  
parts of  
No Waiting  
Mon-Sat  
8.30am-6pm  
single yellow  
lines to  
No Waiting  
At Any Time  
double yellow  
lines

Convert  
No Waiting  
Mon-Sat  
8.30am-6pm  
single yellow  
line to a  
No Waiting  
At Any Time  
double yellow  
line

**Key to Restriction Types Displayed**

- NWAAT
- No Waiting Mon-Sat 8.30am-6pm
- No Waiting At Any Time/No Loading At Any Time
- No Waiting At Any Time/No Loading Mon-Sat 8.30am-6pm
- No Waiting At Any Time/No Loading Mon-Sat 8.30am-9.30am & 5pm-6.30pm
- Permit D Holders Only Mon-Sat 8.30am-6pm
- Pay At Machine Display Ticket, Maximum Stay 30 Mins No Return Within 1 Hour Mon-Sat 8.30am-6pm
- Pay At Machine Display Ticket, Maximum Stay 2 Hours Mon-Sat 8.30am-6pm
- Pay At Machine Display Ticket, Maximum Stay 3 Hours Mon-Sat 8.30am-6pm or Permit D Holders
- Permit C Holders Only Mon-Sat 8.30am-6pm
- Limited Waiting 2 Hours No Return Within 1 Hour Mon-Sat 8.30am-6pm or Permit C Holders
- Limited Waiting 2 Hours No Return Within 1 Hour Mon-Sat 8.30am-6pm or Permit H Holders
- Disabled Badge Holders Only

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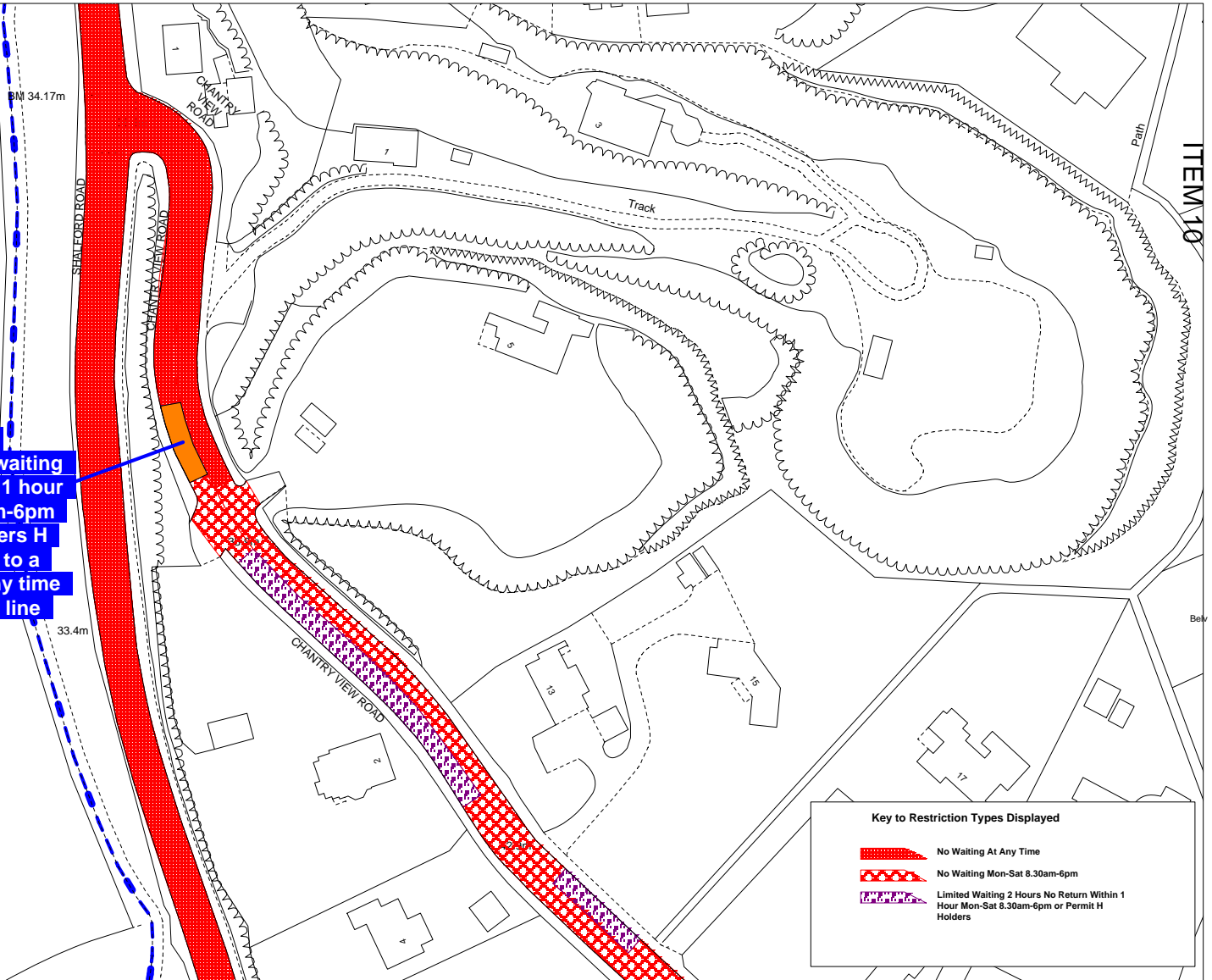
DRAWING TITLE  
**Guildford parking review -  
Changes to be Made - Brodie,  
Epsom & Jenner Roads, Guildford**

SCALE	1 : 1250 @ A3
DATE	04/09/2017
DRAWING No.	GBC/APH/BrodieEpsomJennerTobeMade
DRAWN BY	ANDREW HARKIN

ITEM 10



Convert  
 2 hours limited waiting  
 no return within 1 hour  
 Mon-Sat 8.30am-6pm  
 or Permit holders H  
 parking place to a  
 No waiting at any time  
 double yellow line



Key to Restriction Types Displayed	
	No Waiting At Any Time
	No Waiting Mon-Sat 8.30am-6pm
	Limited Waiting 2 Hours No Return Within 1 Hour Mon-Sat 8.30am-6pm or Permit H Holders

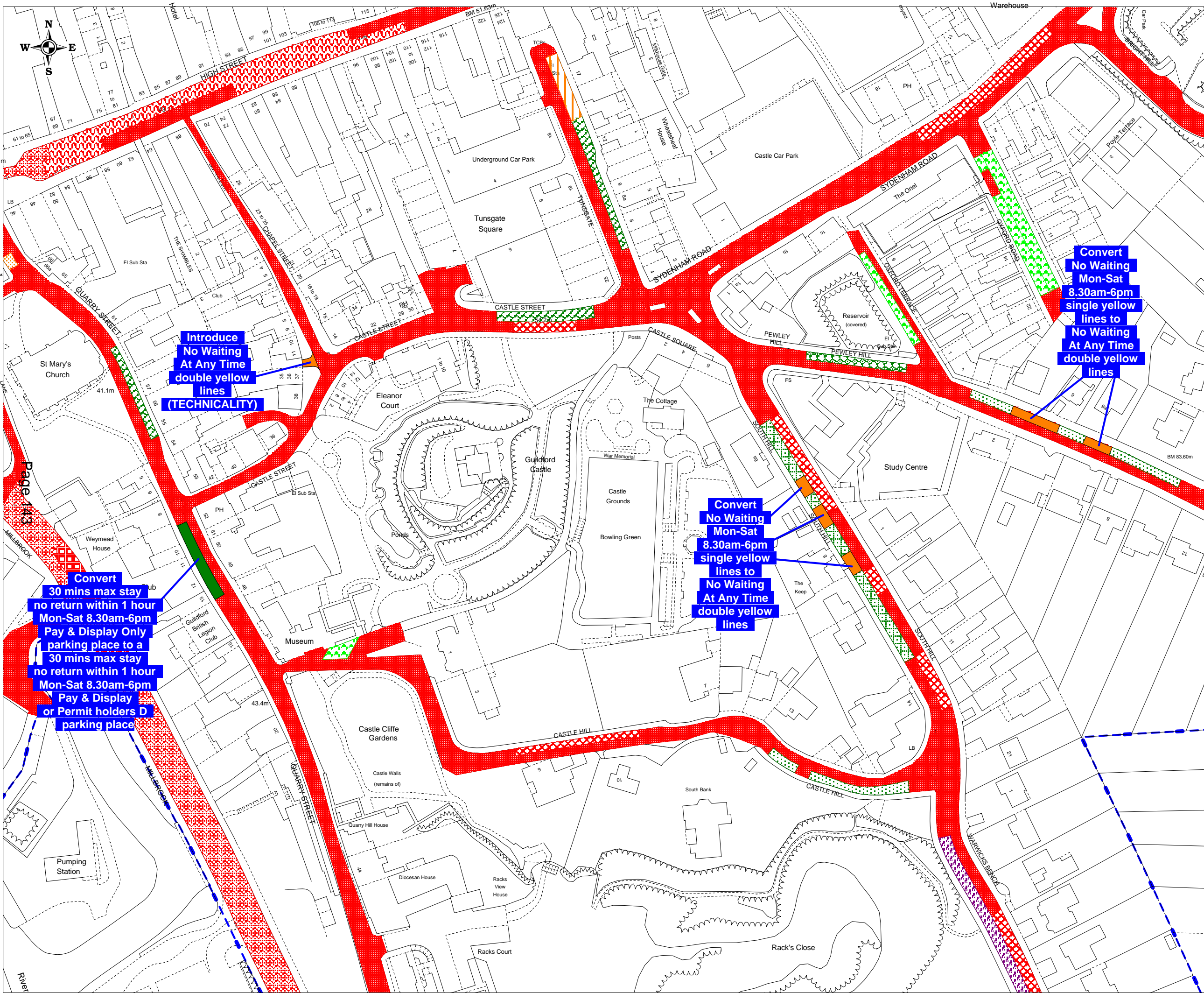


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Guildford parking review -  
 Change to be made  
 Chantry View Road, Guildford

SCALE	1 : 1250 @ A4
DATE	04/09/2017
DRAWING No.	GBC/APH/ChantryVRdToBeMade
DRAWN BY	ANDREW HARKIN





**Key to Restriction Types Displayed**

- No Waiting At Any Time
- No Waiting Mon-Sat 8.30am-6pm
- No Waiting Mon-Sat 8.30am-6pm & Sun 11.30am-5pm
- No Waiting At Any Time/No Loading At Any Time
- No Waiting At Any Time/No Loading Mon-Sat 8.30am-6pm
- Permit D Holders Only Mon-Sat 8.30am-6pm
- Pay At Machine Display Ticket, Maximum Stay 30 Mins No Return Within 1 Hour Mon-Sat 8.30am-6pm
- Pay At Machine Display Ticket, Maximum Stay 2 Hours Mon-Sat 8.30am-6pm or Permit D Holders
- Pay At Machine Display Ticket, Maximum Stay 2 Hours Mon-Sat 8.30am-6pm or Permit D Holders
- Pay At Machine Display Ticket, Maximum Stay 3 Hours Mon-Sat 8.30am-6pm or Permit D Holders
- Limited Waiting 2 Hours No Return Within 1 Hour Mon-Sat 8.30am-6pm or Permit H Holders
- Disabled Badge Holders Only
- Disabled Badge Holders Only Maximum Period 3 Hours No Return 1 Hour

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DRAWING TITLE  
 Guildford parking review -  
 Changes to be made- Chapel St,  
 Pewley Hill, Quarry St & South Hill

SCALE	1 : 1250 @ A3
DATE	23/02/2017
DRAWING No.	GBC/APH/ChapelPewleyQuarrySouthTobMa
DRAWN BY	ANDREW HARKIN

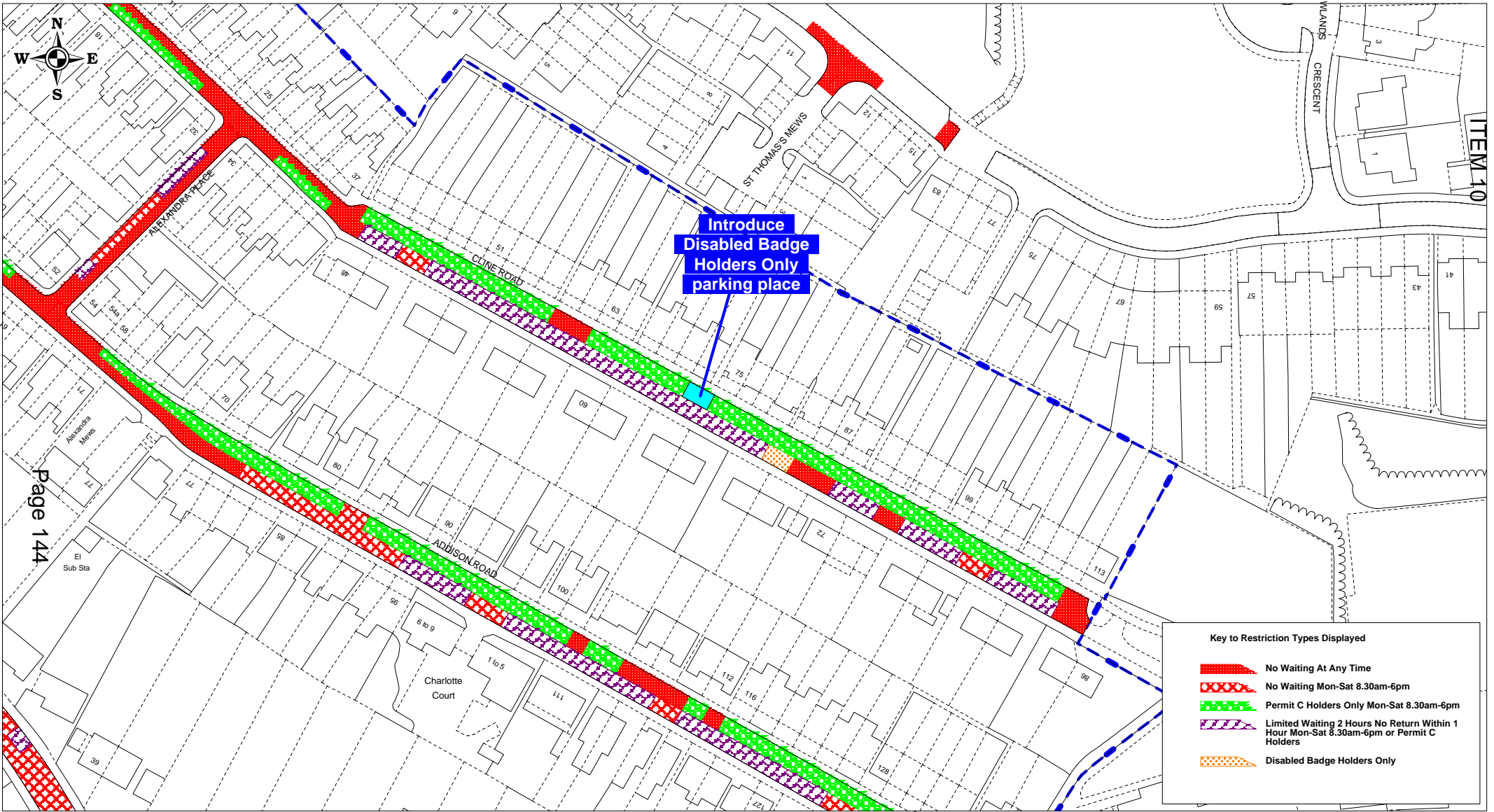
ITEM 10

Introduce  
 No Waiting  
 At Any Time  
 double yellow  
 lines  
 (TECHNICALITY)

Convert  
 No Waiting  
 Mon-Sat  
 8.30am-6pm  
 single yellow  
 lines to  
 No Waiting  
 At Any Time  
 double yellow  
 lines

Convert  
 No Waiting  
 Mon-Sat  
 8.30am-6pm  
 single yellow  
 lines to  
 No Waiting  
 At Any Time  
 double yellow  
 lines

Convert  
 30 mins max stay  
 no return within 1 hour  
 Mon-Sat 8.30am-6pm  
 Pay & Display Only  
 parking place to a  
 30 mins max stay  
 no return within 1 hour  
 Mon-Sat 8.30am-6pm  
 Pay & Display  
 or Permit holders D  
 parking place



Page 144

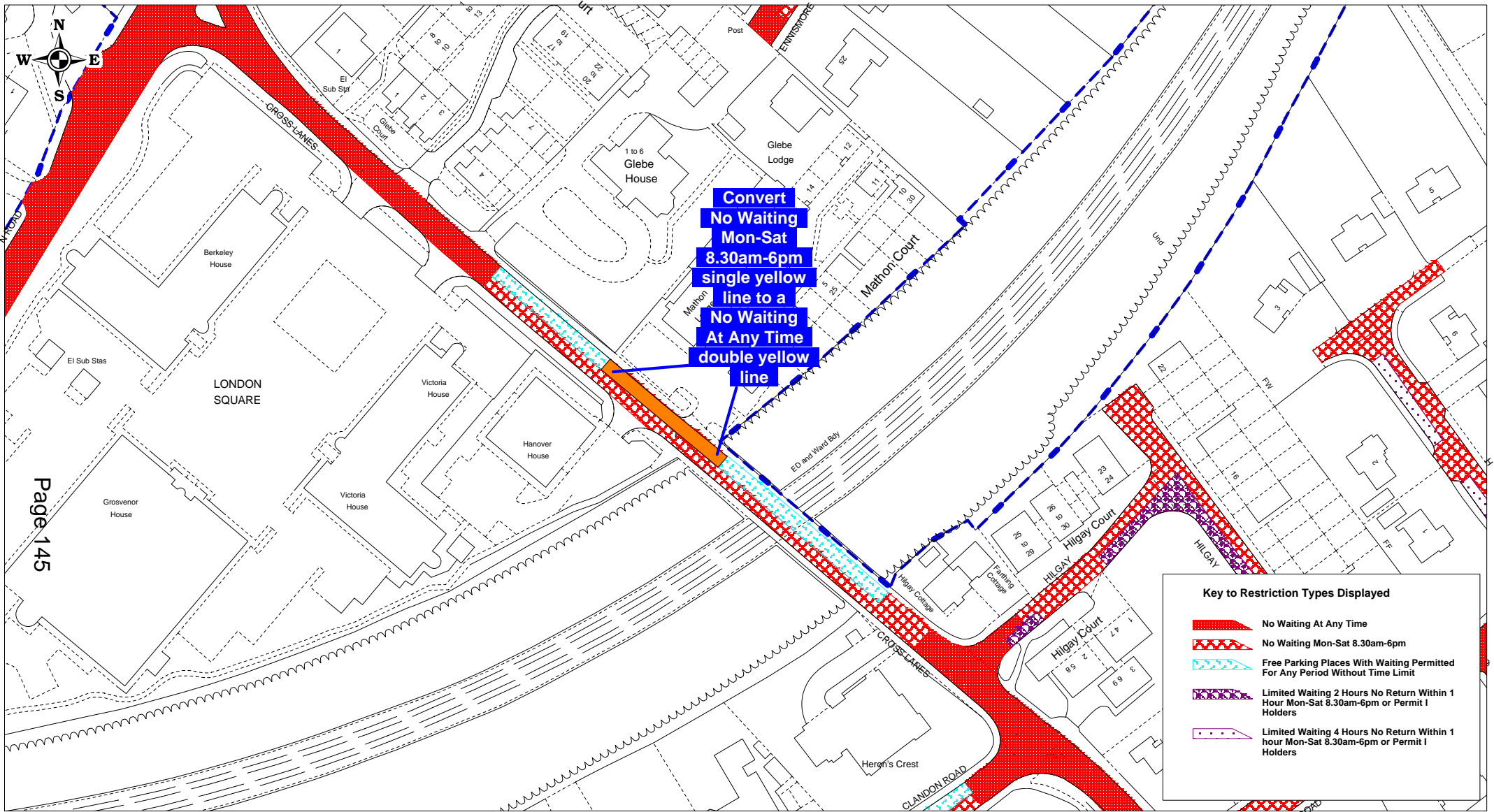


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Guildford parking review -  
Change to be made  
Cline Road, Guildford

SCALE	1 : 1250 @ A4
DATE	04/09/2017
DRAWING No.	GBC/APH/ClineRdTobeMade
DRAWN BY	ANDREW HARKIN





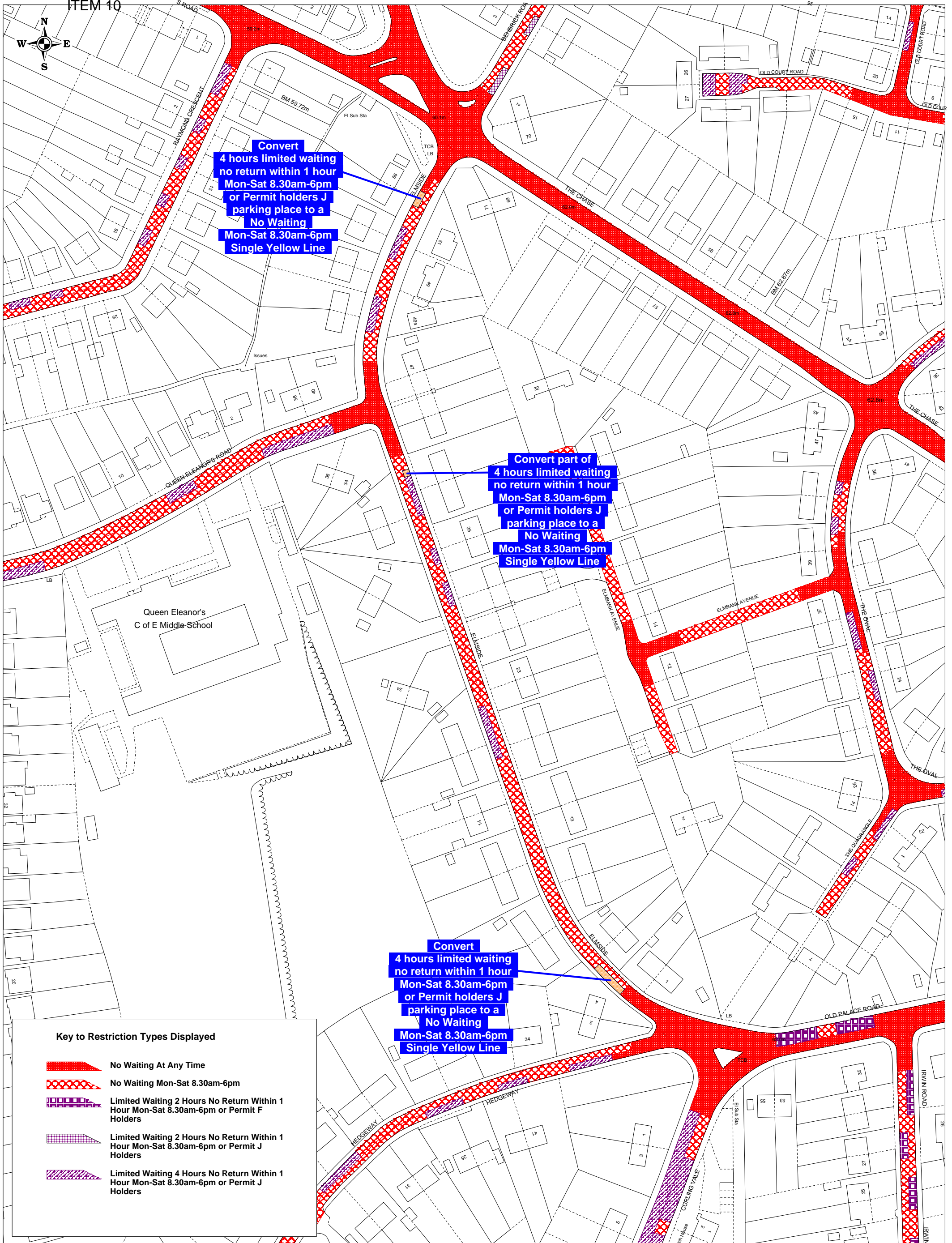
Key to Restriction Types Displayed	
	No Waiting At Any Time
	No Waiting Mon-Sat 8.30am-6pm
	Free Parking Places With Waiting Permitted For Any Period Without Time Limit
	Limited Waiting 2 Hours No Return Within 1 Hour Mon-Sat 8.30am-6pm or Permit 1 Holders
	Limited Waiting 4 Hours No Return Within 1 hour Mon-Sat 8.30am-6pm or Permit 1 Holders



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Guildford parking review -  
 Change to be made  
 Cross Lanes, Guildford

SCALE	1 : 1250 @ A4	ITEM 10
DATE	04/09/2017	
DRAWING No.	GBC/APH/CrossLanesTobeMade	
DRAWN BY	ANDREW HARKIN	



Convert  
4 hours limited waiting  
no return within 1 hour  
Mon-Sat 8.30am-6pm  
or Permit holders J  
parking place to a  
No Waiting  
Mon-Sat 8.30am-6pm  
Single Yellow Line

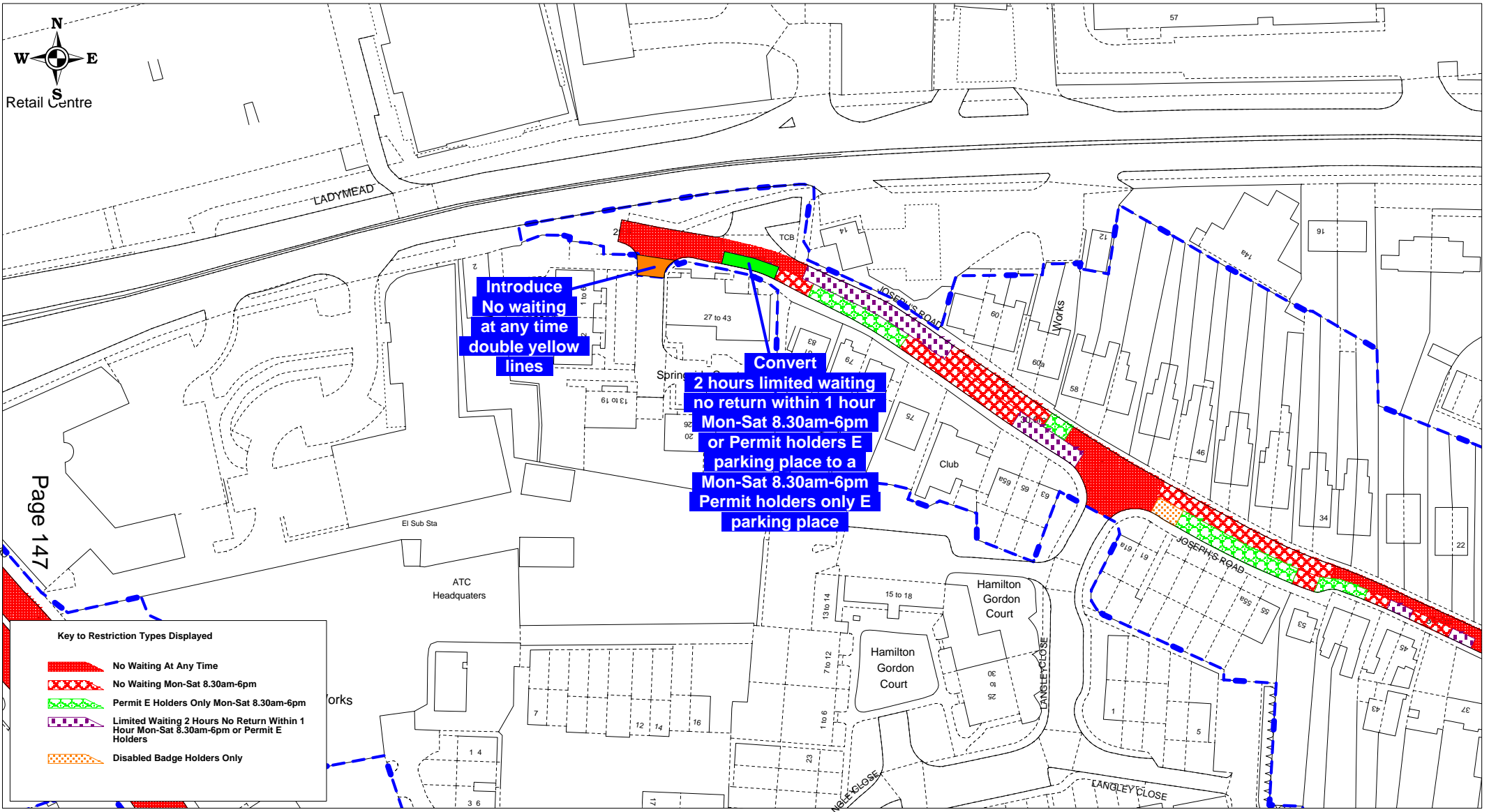
Convert part of  
4 hours limited waiting  
no return within 1 hour  
Mon-Sat 8.30am-6pm  
or Permit holders J  
parking place to a  
No Waiting  
Mon-Sat 8.30am-6pm  
Single Yellow Line

Convert  
4 hours limited waiting  
no return within 1 hour  
Mon-Sat 8.30am-6pm  
or Permit holders J  
parking place to a  
No Waiting  
Mon-Sat 8.30am-6pm  
Single Yellow Line

**Key to Restriction Types Displayed**

-  No Waiting At Any Time
-  No Waiting Mon-Sat 8.30am-6pm
-  Limited Waiting 2 Hours No Return Within 1 Hour Mon-Sat 8.30am-6pm or Permit F Holders
-  Limited Waiting 2 Hours No Return Within 1 Hour Mon-Sat 8.30am-6pm or Permit J Holders
-  Limited Waiting 4 Hours No Return Within 1 Hour Mon-Sat 8.30am-6pm or Permit J Holders

SCALE	1 : 1250 @ A3
DATE	04/09/2017
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Guildford parking review -  
 Changes to be made  
 Josephs Road, Guildford

SCALE	1 : 1250 @ A4	ITEM 10
DATE	04/09/2017	
DRAWING No.	GBC/APH/JosephsRdTobeMade	
DRAWN BY	ANDREW HARKIN	



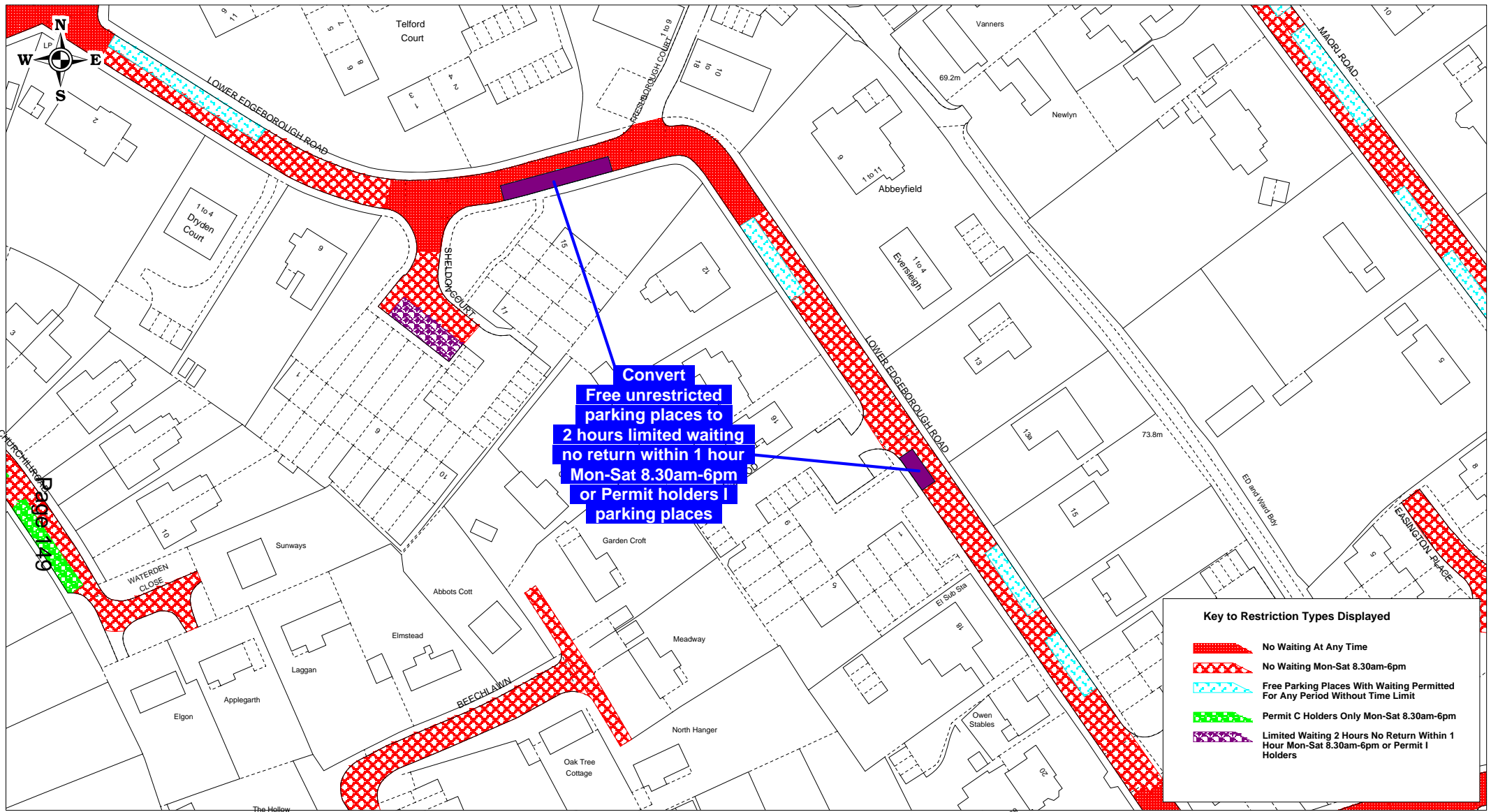


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Guildford parking review -  
 Changes to be made  
 Linden & Stoke Roads, Guildford

SCALE	1 : 1250 @ A4
DATE	04/09/2017
DRAWING No.	GBC/APH/LindenStokeRdsTbMade
DRAWN BY	ANDREW HARKIN

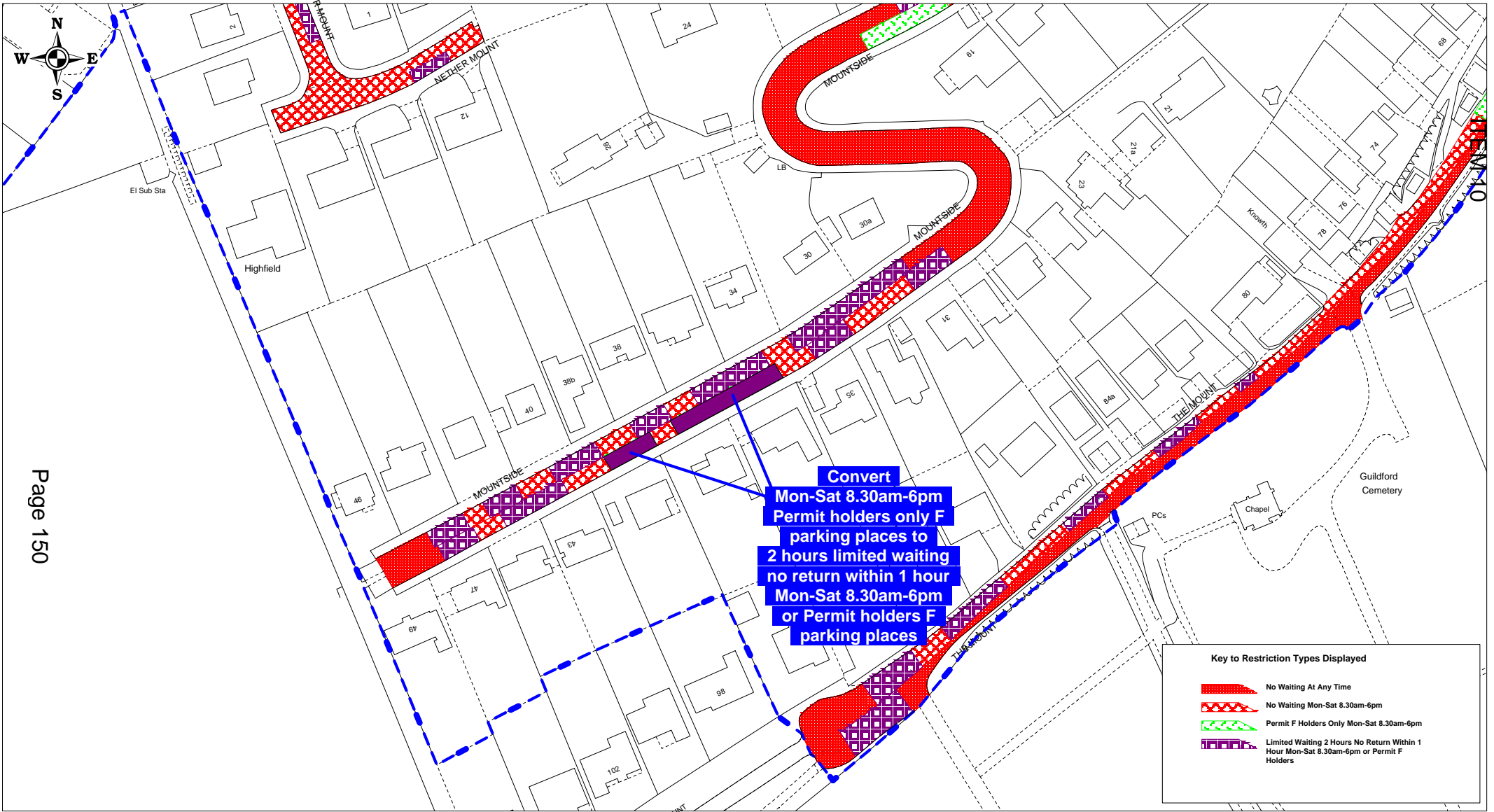




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**Guildford parking review -  
Changes to be made  
Lower Edgeborough Road, Guildford**

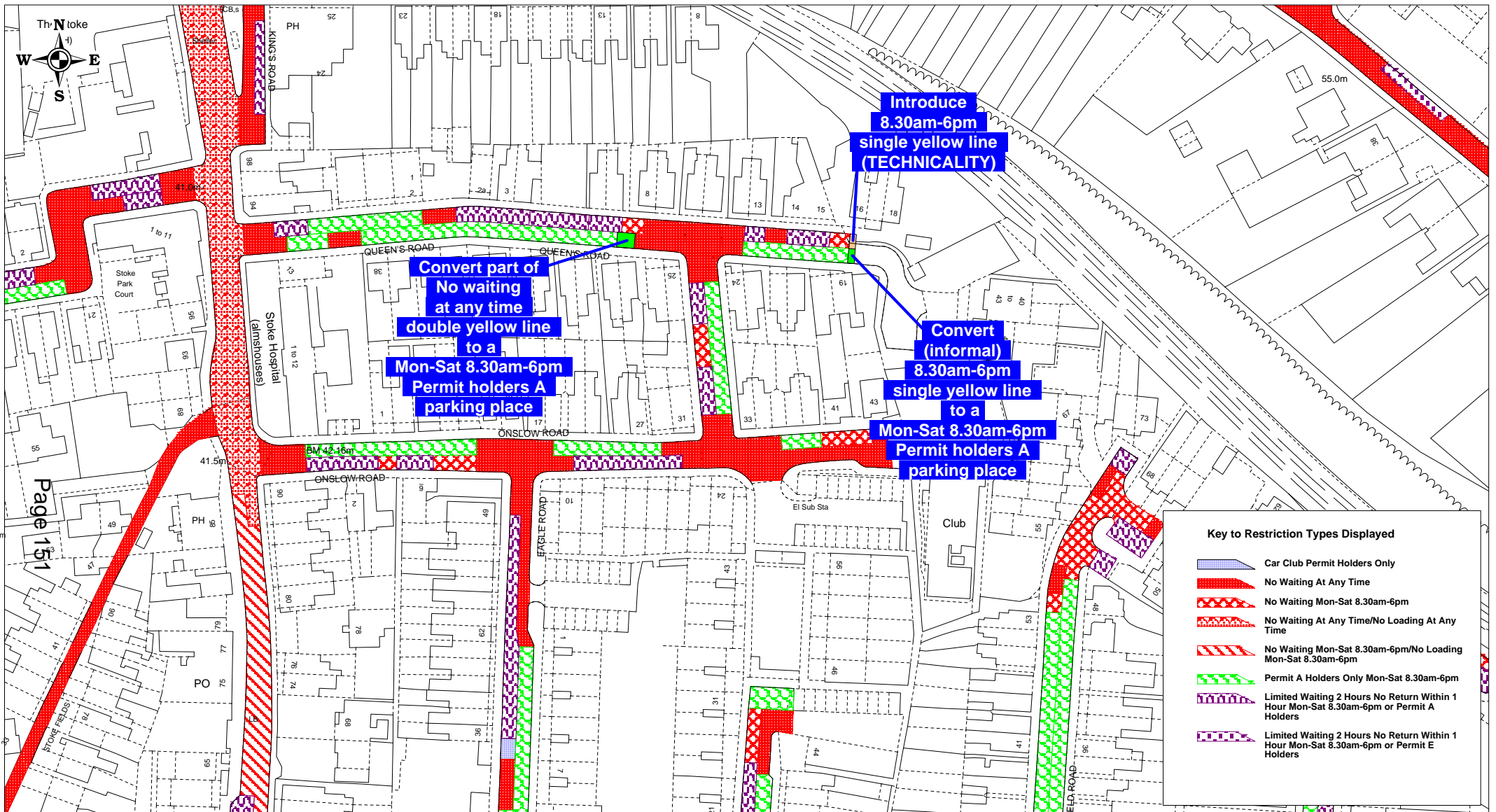
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DATE	04/09/2017	
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Guildford parking review -  
 Changes to be made  
 Mountside, Guildford

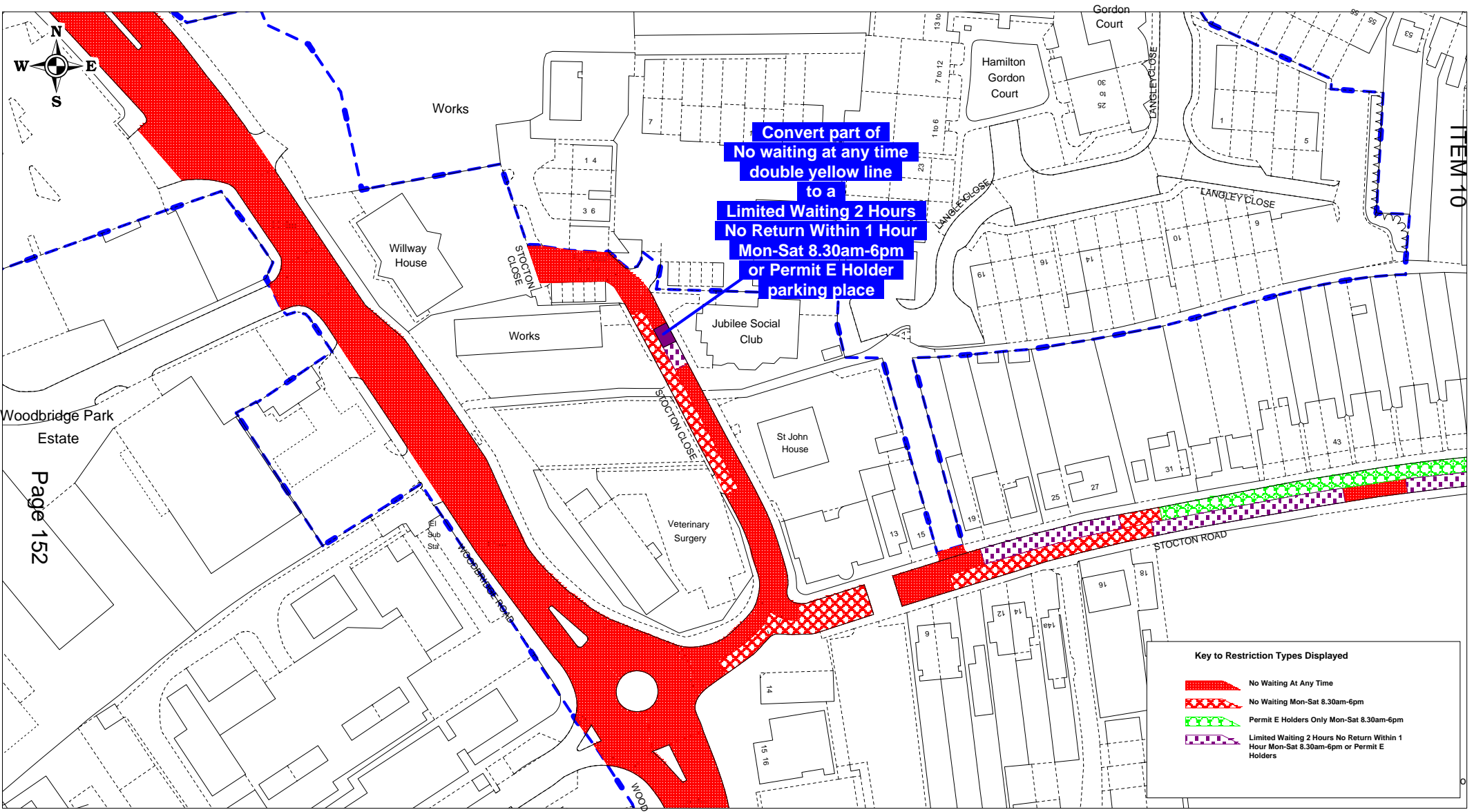
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Guildford parking review -  
 Changes to be made  
 Queens Road, Guildford

SCALE	1 : 1250 @ A4
DATE	04/09/2017
DRAWING No.	GBC/APH/QueensRdTobeMade
DRAWN BY	ANDREW HARKIN



Woodbridge Park Estate  
Page 152

Key to Restriction Types Displayed	
	No Waiting At Any Time
	No Waiting Mon-Sat 8.30am-6pm
	Permit E Holders Only Mon-Sat 8.30am-6pm
	Limited Waiting 2 Hours No Return Within 1 Hour Mon-Sat 8.30am-6pm or Permit E Holders

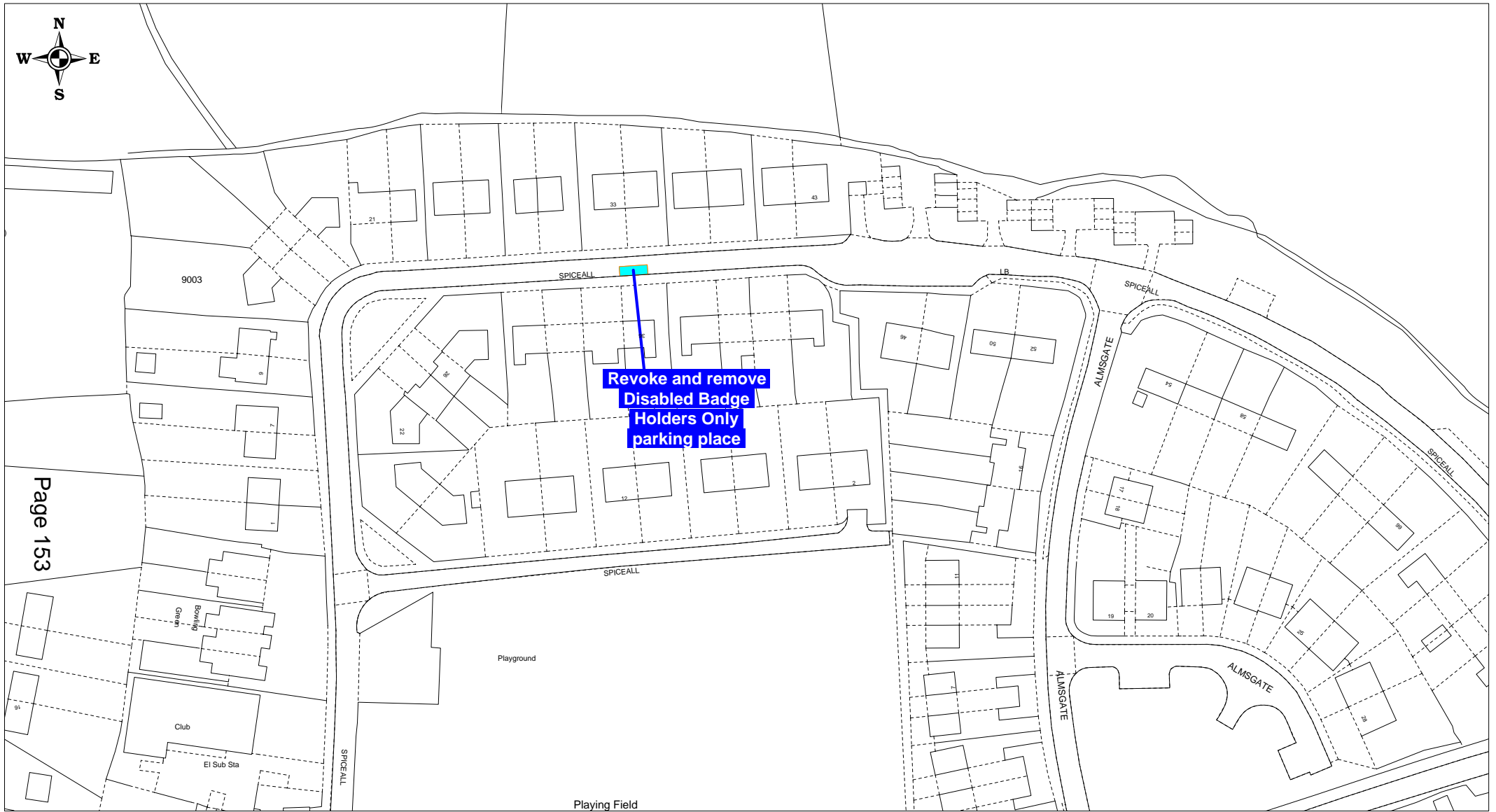


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Guildford parking review -  
Change to be made  
Stocton Close, Guildford

SCALE	1 : 1250 @ A4
DATE	04/09/2017
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DRAWN BY	ANDREW HARKIN

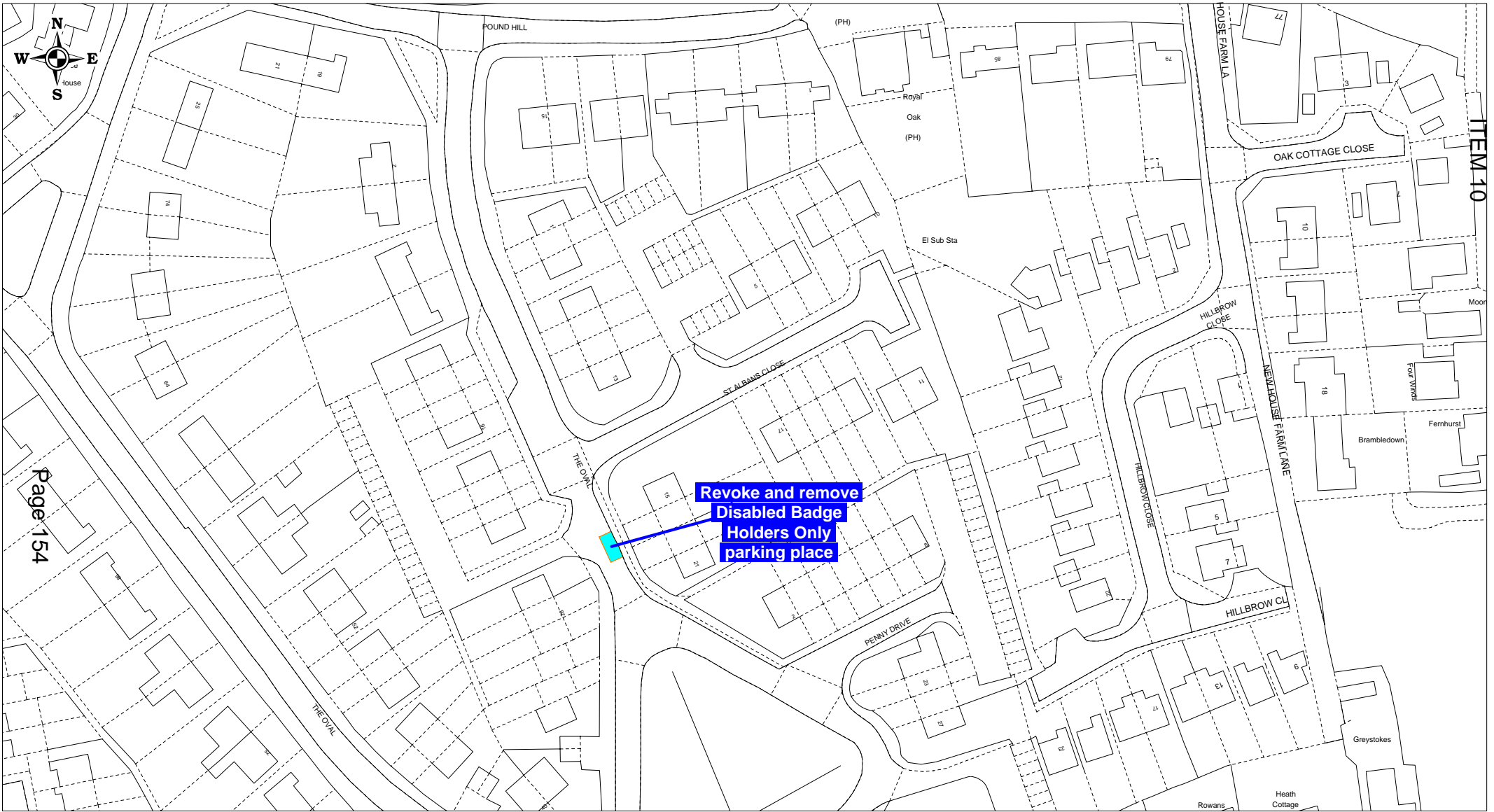




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Guildford parking review -  
Change to be made  
Spiceall, Compton

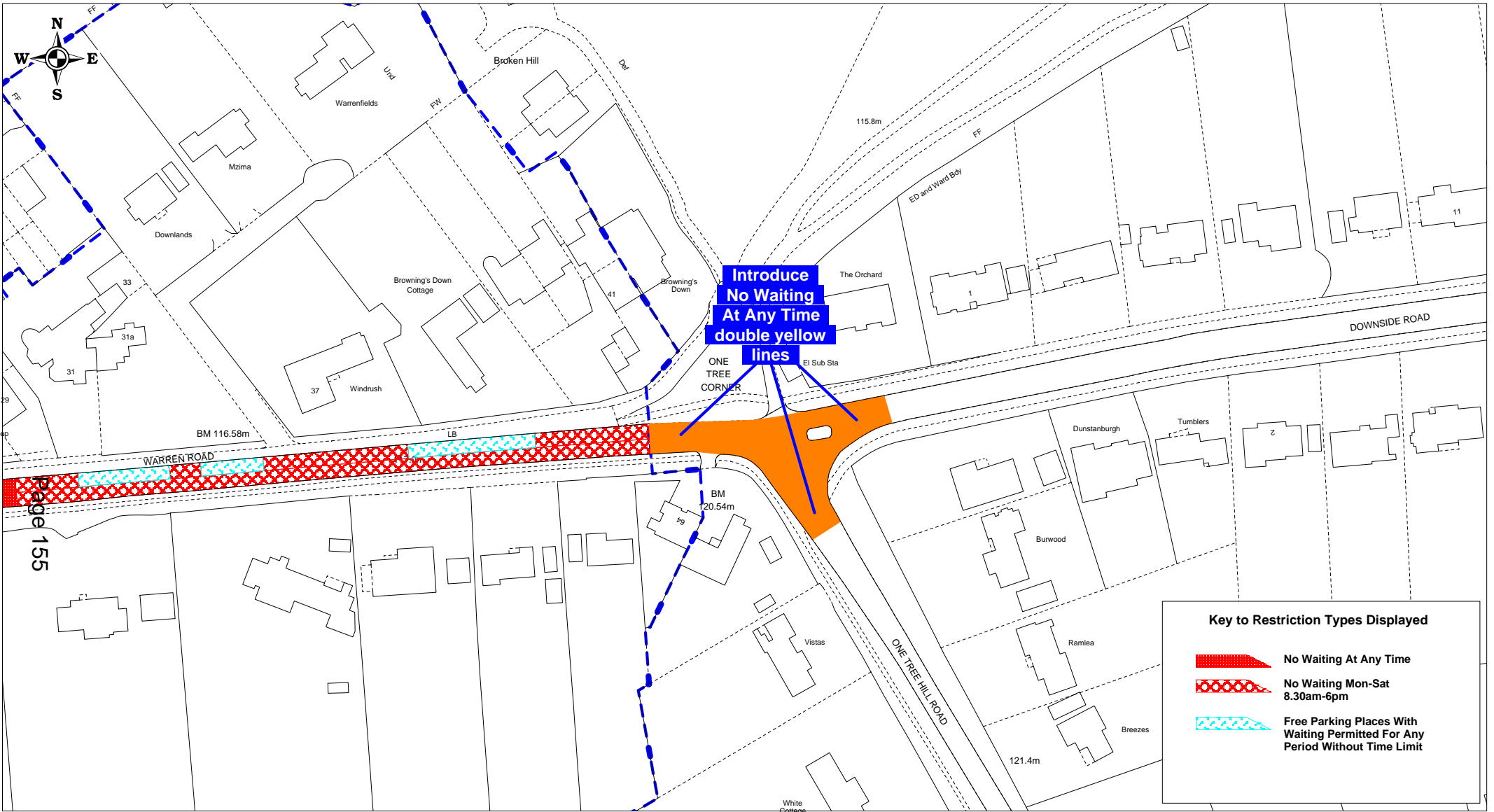
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Guildford parking review -  
 Change to be made  
 The Oval, Wood Street Village

SCALE	1 : 1250 @ A4
DATE	04/09/2017
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DRAWN BY	ANDREW HARKIN

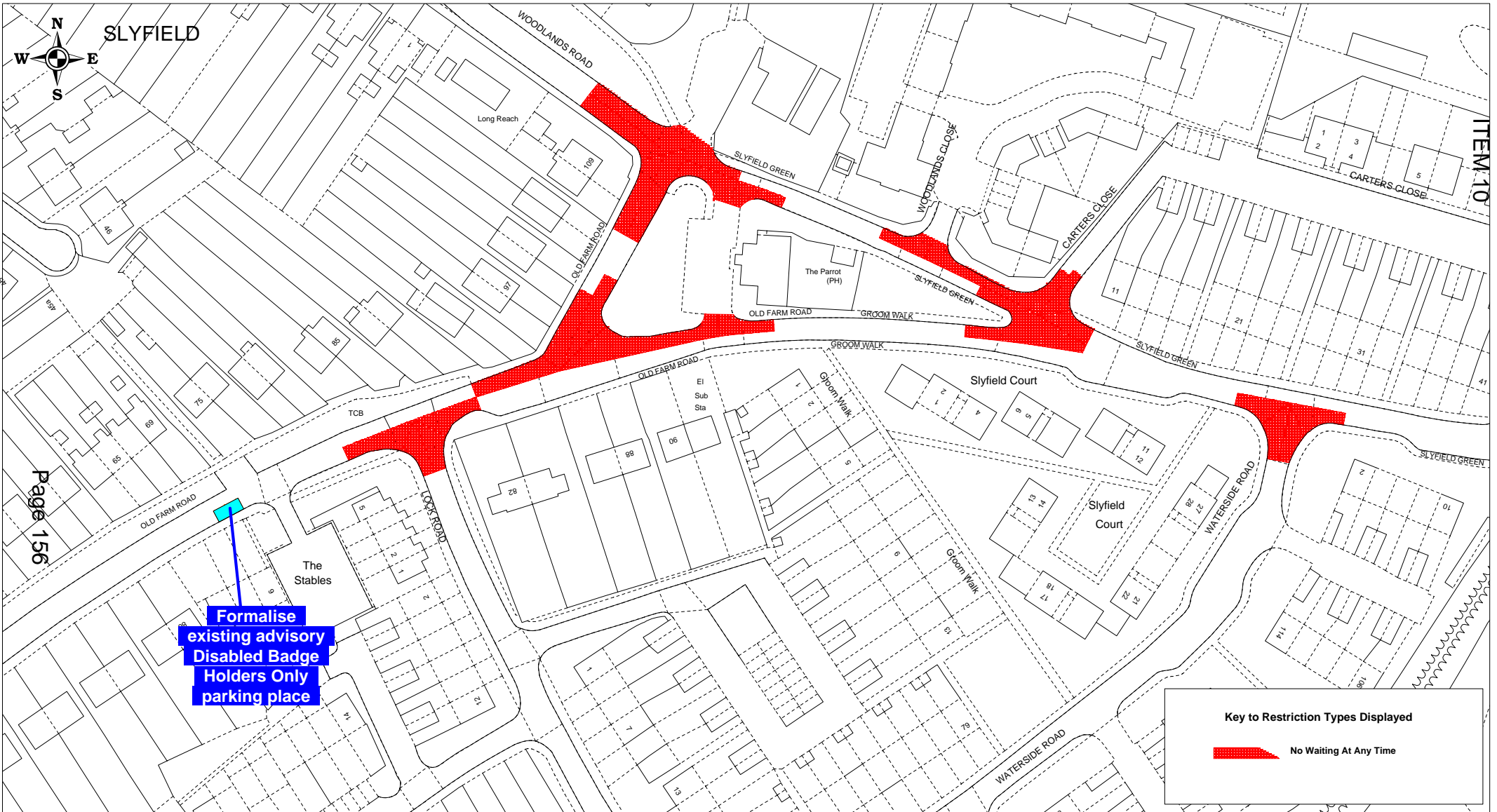


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Guildford parking review -  
 Changes to be made  
 Downside Rd, One Tree Hill Rd,  
 Warren Rd, Guildford

SCALE	1 : 1250 @ A4
DATE	204/09/2017
DRAWING No.	GBC/APH/DsideOTHillWarrenTbMade
DRAWN BY	ANDREW HARKIN

ITEM 10



**Formalise  
existing advisory  
Disabled Badge  
Holders Only  
parking place**

**Key to Restriction Types Displayed**

 No Waiting At Any Time

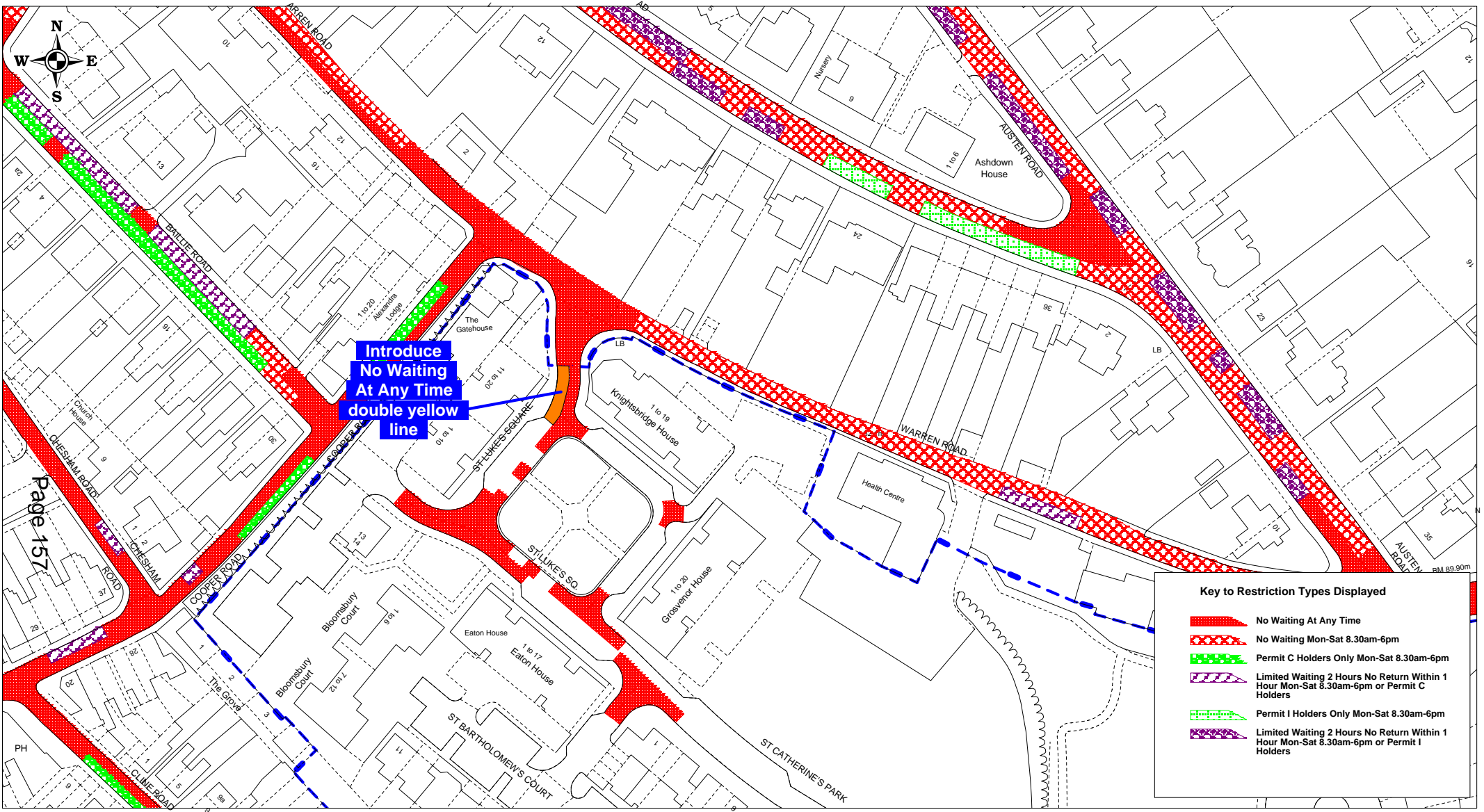


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Guildford parking review -  
Change to be made  
Old Farm Road, Guildford

SCALE	1 : 1250 @ A4
DATE	04/09/2017
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DRAWN BY	ANDREW HARKIN





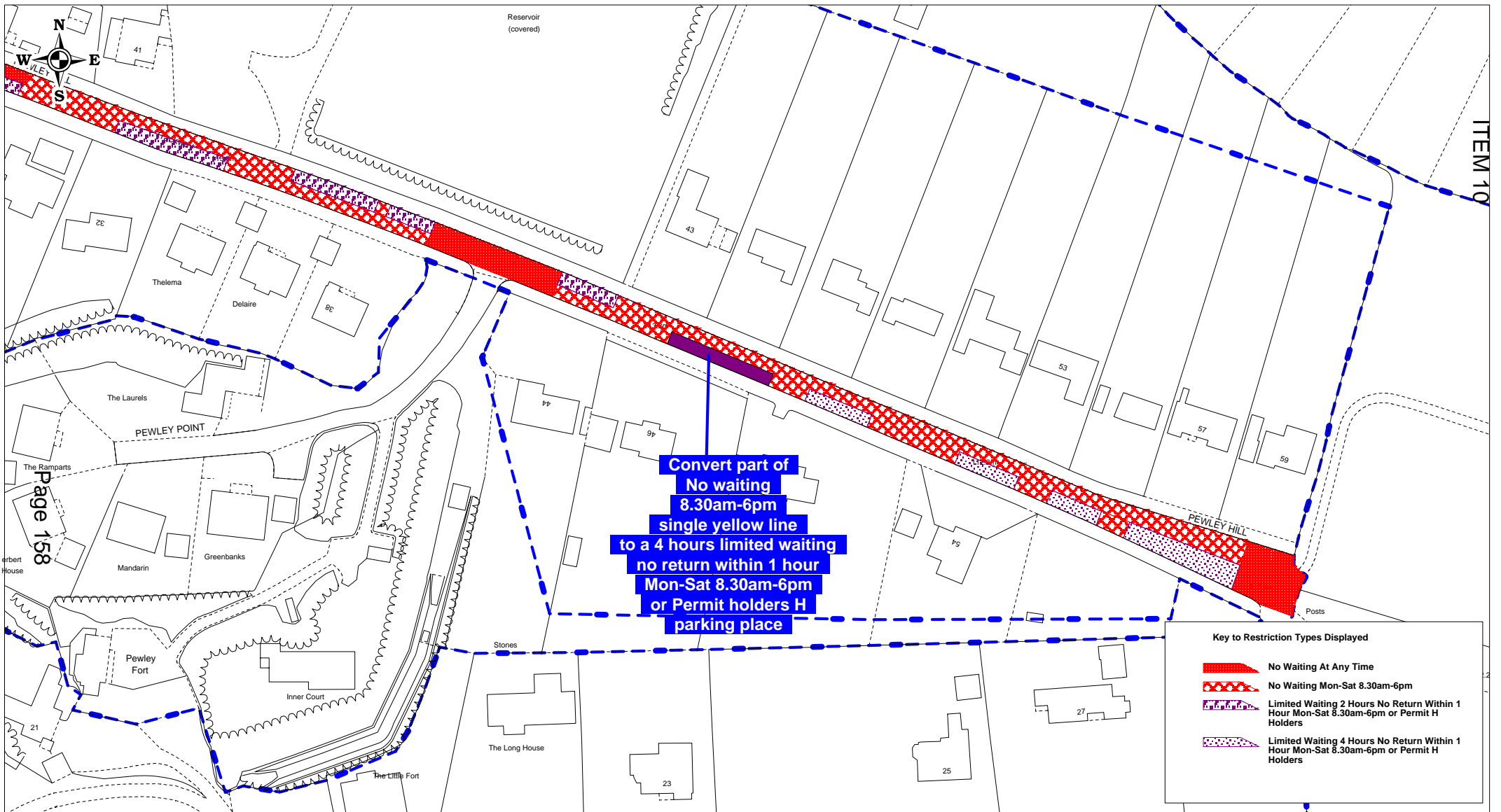
Page 157



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Guildford parking review -  
 Change to be made  
 St Lukes Square, Guildford

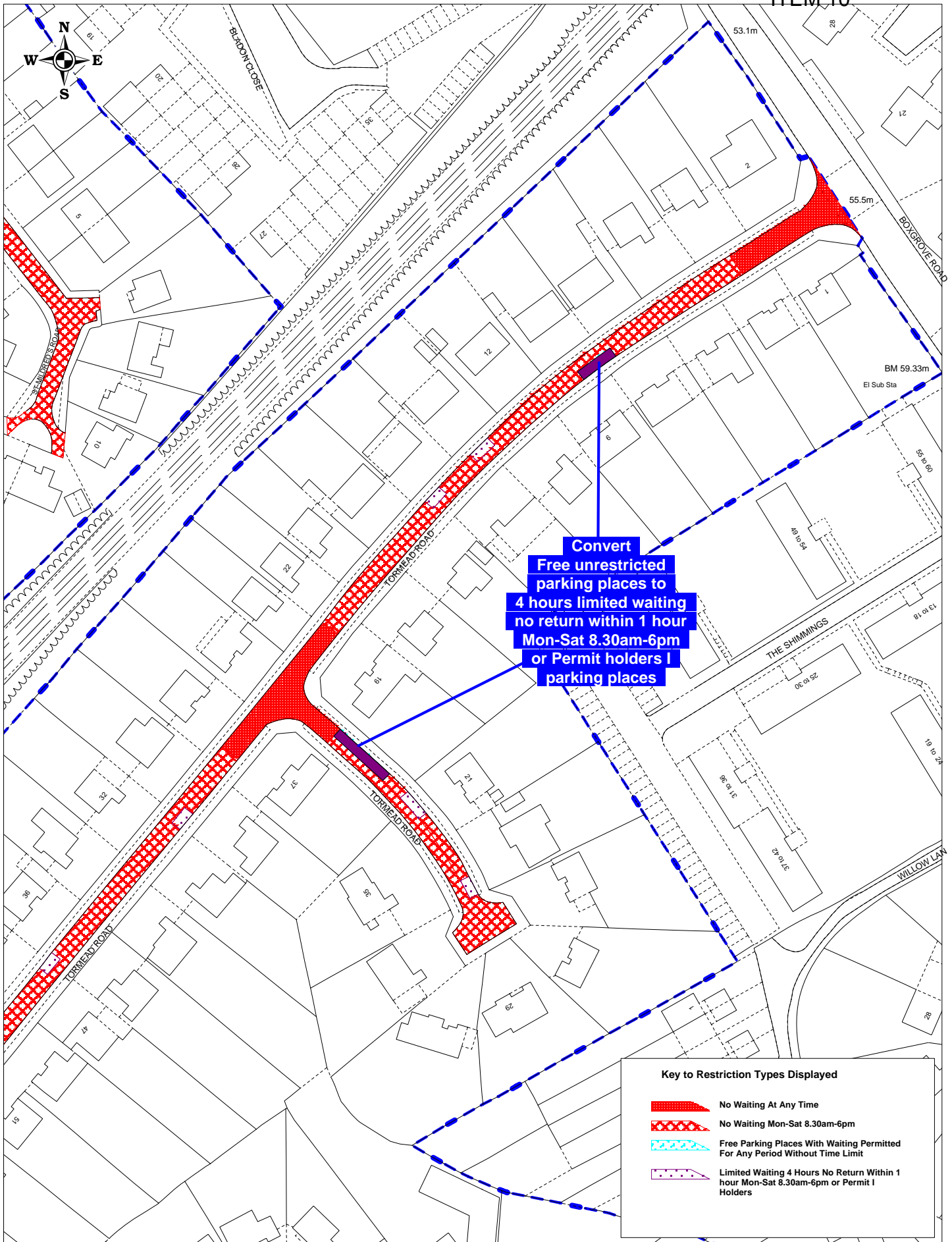
SCALE	1 : 1250 @ A4	ITEM 10
DATE	04/09/2017	
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DRAWN BY	ANDREW HARKIN	



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**Guildford parking review -  
NOT TO BE MADE  
(upper) Pewley Hill, Guildford**

SCALE	1 : 1250 @ A4
DATE	04/09/2017
DRAWING No.	GBC/APH/PewleyHillNOTMADE
DRAWN BY	ANDREW HARKIN



Convert  
 Free unrestricted  
 parking places to  
 4 hours limited waiting  
 no return within 1 hour  
 Mon-Sat 8.30am-6pm  
 or Permit holders 1  
 parking places

**Key to Restriction Types Displayed**

	No Waiting At Any Time
	No Waiting Mon-Sat 8.30am-6pm
	Free Parking Places With Waiting Permitted For Any Period Without Time Limit
	Limited Waiting 4 Hours No Return Within 1 hour Mon-Sat 8.30am-6pm or Permit I Holders

SCALE	1 : 1250 @ A4
DATE	04/09/2017
DRAWING No.	GBC/APH/TormeadNOTMADE
DRAWN BY	ANDREW HARKIN

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**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (GUILDFORD).**

**DATE: Tuesday 19 September 2017**



**LEAD OFFICER: Robert Curtis, Transport Strategy Project Manager**

**SUBJECT: Guildford Sustainable Movement Corridor – Public Consultation**

**DIVISION(S): All divisions in Guildford**

**SUMMARY OF ISSUE:**

This report presents details of the public consultation for the Sustainable Movement Corridor: West (SMC1) transport project.

This project has been developed by Guildford Borough Council over the last two years and represents the first project from a package of transport measures which Guildford Borough Council and Surrey County Council will be submitting for funding this financial year. These works will be primarily funded by the Enterprise M3 Local Enterprise Partnership (EM3 LEP) with match funding from Guildford Borough Council, the Environment Agency and other sources.

This paper seeks to explain the process being followed and to make all Members of Local Committee aware of the proposed plans and the consultation; the consultation formally commenced on 18<sup>th</sup> September with two public meetings planned in October.

**RECOMMENDATIONS:**

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

- (i) Acknowledge that the public consultation on the SMC1 is underway as described in this report.

**REASONS FOR RECOMMENDATIONS:**

To ensure that Members are kept informed of the project and the consultation process.

To enable Members to provide their feedback on the proposals and share the information with constituents during the consultation period.

## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 The Sustainable Movement Corridor (West) is one of six projects which have been provisionally agreed between the EM3 LEP, Guildford Borough Council and Surrey County Council. The EM3 LEP has provisionally allocated a total value of £12.5m towards the six projects. Funding will be awarded by the EM3 LEP subject to the submission of a successful business case for each project to demonstrate economic viability and contribution to growth in the borough.
- 1.2 The public must be consulted on each project to allow local residents, businesses and visitors to shape each project and voice their preferences. The timescale for the EM3 LEP bidding process means that the Sustainable Movement Corridor (West) project must be consulted on and signed off by the Cabinet Member for Environment and Transport prior to enable the submission of a business case at the end of November. This will ensure that the project is able to commence on site by 2019 and ensure full completion by the Growth Deal 3 deadline of March 2021.
- 1.3 The business cases for the remaining five projects are due to be submitted to the EM3 LEP at the end of March 2018; these will be consulted on in January 2018. A paper will be presented at the December 2017 Local Committee providing more information on these projects.

## **2. ANALYSIS:**

- 2.1 The concept of the wider Sustainable Movement Corridor (SMC) was first developed by consultant Arup in the Guildford Town and Approaches Movement Study (GTAMS). The aim of the study was to develop a recommended long-term movement strategy to 2050 for the town of Guildford.
- 2.2 The SMC concept, “providing a priority pathway through the town for pedestrians, cyclists and public transport” (GTAMS Strategy Report, Arup, March 2015), was the “centrepiece” of the recommended strategy. Arup stated that “It can be used by existing bus services, but also by new services running only on this corridor, potentially Bus Rapid Transit (BRT) or even a tram system, if there is significant growth in demand in future to support this type of technology.”
- 2.3 The SMC scored highly in Arup’s assessment of a variety of potential measures, Arup suggested that the SMC will have a positive impact on:
  - Modal Share
  - Journey times/delays
  - Bus Journey times
  - Bus reliability
  - Road Safety
  - Noise and Air Quality
  - Accessibility
  - Public Realm

2.4 the SMC is currently broken into 6 phases, these are:

SMC1 – West	Blackwell Farm to Yorkie’s Bridge
SMC2 – Yorkie’s Bridge	Yorkie’s Bridge
SMC3 – Town Centre Phase 1	Yorkie’s Bridge to Stoke Crossroads (Town Centre)
SMC4 – Town Centre Phase 2	
SMC5 – North	Stoke Crossroads to Slyfield Industrial Estate site
SMC6 – East	Stoke Crossroads to the proposed Gosden Hill Farm

2.5 SMC1 has been the initial focus for Guildford and Surrey due to the issues currently experienced along this section in terms of congestion and the lack of priority for buses which means they are often unable to run to schedule.

2.6 Annex A shows the scheme details in the form of the consultation panels which are to be displayed at the two consultation events. A full feasibility study for the project is underway and these plans continue to be subject to change based on technical data, economic analysis and the outcome of consultation and stakeholder discussions.

2.7 Currently the estimate for completion of the works is in excess of £8m, however the funding available, which includes a significant contribution from Guildford Borough Council, is less than half of this amount. This estimate is likely to increase as survey data is received and further design work commences. Because of this a key part of the consultation is asking respondents which measures they feel are the highest priority.

3.1 The public consultation will take place over a six week period, it started on Monday 18 September and ends Sunday 29 October

3.2 The main point of engagement for the consultation will be the Surrey County Council web site where visitors will be able to view the panels and fill in an online questionnaire.

3.3 The questionnaire will ask respondents which elements of the route they are in support of and also which they would prefer to see implemented first. The funding in the current bid is not sufficient to complete all of the route and so this information will be used to ensure that the most important section, or sections, of the route are treated first.

3.4 Following consultation with the affected Divisional and Ward Members, it was agreed that there should be two public exhibitions held to enable local residents without access to the internet and social media to learn about the proposals and have their say. Posters will be distributed to advertise these events. These exhibitions are scheduled to take place at:

The Park Barn Centre	10 October, 5:30pm – 8:00pm
Guildford Park Church	11 October, 5:30pm – 8:00pm

### **3. OPTIONS:**

- 3.5 The timescales involved have meant that there are few options available in terms of the consultation process for SMC1. It has been necessary to commence consultation prior to presenting the plans to local committee in order to enable a bid to be submitted to the EM3 LEP by the end of November. Under the constitution, the Cabinet Member for Environment and Transport is able to approve the consultation and the submission of the bid, however, the Local Committee Chair and local Divisional and Ward Members have been briefed and have been able to steer the consultation process to date.

### **4. CONSULTATIONS:**

- 4.1 Following discussions with the Cabinet Member for Environment and Transport, the consultation has been discussed at the Local Committee agenda planning meeting and then with local Divisional and Ward Members in the area where the works are proposed.

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 Guildford Borough Council have allocated revenue budgets to the development of the SMC1 and the production of the business case by an appointed consultant in conjunction with Guildford Borough Council and Surrey County Council officers. The consultation is being managed jointly by both Councils with Surrey Council also utilising previously agreed budgets to produce the materials.
- 5.2 Subject to approval of the business case a total value of £3.85M is expected to be available for the project. £2.725M funding will be provided by the EM3 LEP with the remaining amount made up of match funding from Guildford Borough Council to complete the selected elements of the project.

### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 A full equality impact assessment will be completed as part of the business case submission process.
- 6.2 For the consultation, groups and individuals are targeted based on previous experience and which typically includes dialogue with the Disability Alliance Network. Letters and posters will be used to raise awareness of the project to those in the area who are not easily contactable by email, the internet or social media channels.

### **7. LOCALISM:**

- 7.1 The proposals will affect all road users in the areas where amendments are proposed. The proposals will be publicised, local residents and businesses written to directly and any comments received given careful consideration.



**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.

Sustainability implications

- 8.1 The improvements will promote modal shift which has implications for health, improved mobility, accessibility and reduced dependency on private vehicles.
- 8.2 The proposed improvements are intended to help reduce congestion, the resultant journey times and pollution. This can be particularly important on bus routes.

Public Health implications

- 8.3 The promotion of active travel and reduction in pollution are also significant benefits.

**9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 **The Local Committee (Guildford) is asked to:**
- (i) Acknowledge that the public consultation on the SMC1 is underway as described in this report.

**10. WHAT HAPPENS NEXT:**

- 10.1 The consultation began on 18 September and will be available online until the end of the consultation period which is 29 October 2017.
- 10.2 Results from the consultation will be assessed; any necessary response in terms of changing the feasibility plans and prioritising each section will need to be completed within two weeks of the end of the consultation. The changes to the project will be added to the business case and the Cabinet Member for Environment and Transport will be asked to approve these before final submission of the business case on 30 November 2017.

**Contact Officer:**

Robert Curtis, Transport Strategy Project Manager, Guildford Borough Council & Surrey County Council (01483) 444904

**Consulted:** Local Ward and Divisional Councillors

**Annexes:** Annex A – Consultation Panels

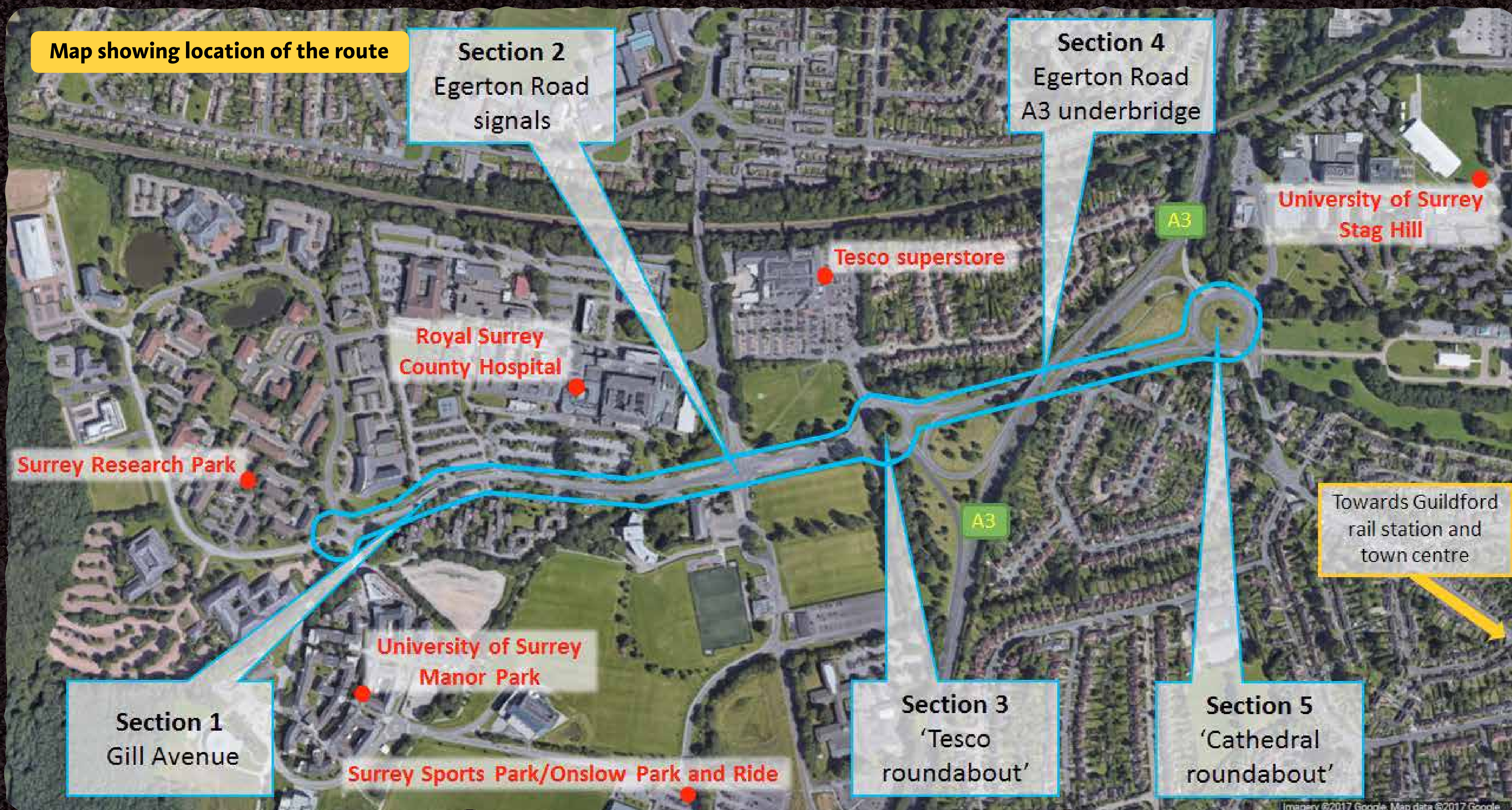
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# PANEL 1

# GUILDFORD SUSTAINABLE MOVEMENT CORRIDOR (WEST)

## MAKING IT EASIER TO WALK, CYCLE AND TAKE THE BUS WHY ARE WE CONSULTING?



A lot of people travel east to west across Guildford and to and from places like the Surrey Research Park, Tesco Superstore, Royal Surrey County Hospital, Surrey Sports Park and Manor Park university campus.

We're aiming to make it easier and safer to walk, cycle or take the bus in this area by providing a safe, attractive and high quality route.

We're expecting around £3.9m will be available for these improvements and the majority of the money will come from the Enterprise M3 Local Enterprise Partnership with the remaining contribution provided by Guildford Borough Council. Our proposals are likely to cost much more than this so we'd like to know which sections you want us to deliver first – the rest will be delivered in the future when further funding is secured.

Following analysis of the consultation results, Surrey County Council and Guildford Borough Council will apply for funding for the improvements from Enterprise M3. If we're successful, construction work is likely to start in autumn 2018 and would be completed in phases.

## HAVE YOUR SAY

We'd like to know which proposals would be of most value to you (see Sections 1 to 6). Your feedback, along with economic and feasibility considerations will help us to make a decision on which elements to prioritise.

Between 18 September and 29 October 2017 we are seeking your views on the proposed improvements. Take part in the public consultation and **complete the questionnaire online or at the exhibition, by Sunday 29 October:**

[surreycc.gov.uk/guildfordtransportschemes](http://surreycc.gov.uk/guildfordtransportschemes) or search online for 'Guildford SMC: West'





# GUILDFORD SUSTAINABLE MOVEMENT CORRIDOR (WEST)

## WHAT WE ARE PROPOSING

### Section 1: Gill Avenue

**Existing paths can be too narrow for existing users**

**EXISTING PATH WIDENED TO ALLOW PEDESTRIANS AND CYCLES TO PASS MORE EASILY**

**ROAD WIDENED TO TWO LANES TO PREVENT QUEUING BEHIND TURNING VEHICLES**

**KEY**

- CARRIAGEWAY
- CARRIAGEWAY WIDENING
- FOOTWAY
- 3m - 5m WIDE SHARED USE FOOTWAY / CYCLEWAY
- CYCLE ROUTE THROUGH PARK
- ROAD AND PAVEMENT AT SAME LEVEL

### Section 1: Gill Avenue

Current issues:

- Queues can form behind vehicles that are waiting to make right turns.
- High levels of traffic leads to congestion during peak periods.
- Conflict between shared path users and vehicles exiting side roads.

### Section 2: Egerton Road

**The signal layout on Egerton Road can make it difficult and time consuming for people to cross**

**TOUCAN CROSSING ALTERED TO ALLOW PEDESTRIANS AND CYCLES TO CROSS IN A SINGLE STAGE**

**WIDENING TO 2 LANES TO INCREASE CAPACITY FOR BUSES**

**NEW LEFT TURN FILTER LANE TO ENABLE VEHICLES CONTINUE STRAIGHT AHEAD WHILST LEFT TURN SIGNAL IS RED**

**PROPOSED NEW CYCLE LINK FOLLOWS DESIRE LINE THROUGH PARK**

**NEW BUS GATE TO PROVIDE AN EARLY START FOR BUSES**

**KEY**

- CARRIAGEWAY
- CARRIAGEWAY WIDENING
- FOOTWAY
- 3m - 5m WIDE SHARED USE FOOTWAY / CYCLEWAY
- CYCLE ROUTE THROUGH PARK
- ROAD AND PAVEMENT AT SAME LEVEL

### Section 2: Egerton Road signals

Current issues:

- It can be time-consuming for pedestrians and cyclists crossing the junction as the signals require users to cross in multiple stages.
- Buses become delayed whilst queuing at the junction making it difficult to meet their timetables.
- The current width of the shared path can make it difficult for pedestrians and cyclists to pass each other, particularly outside the bus and coach stop.

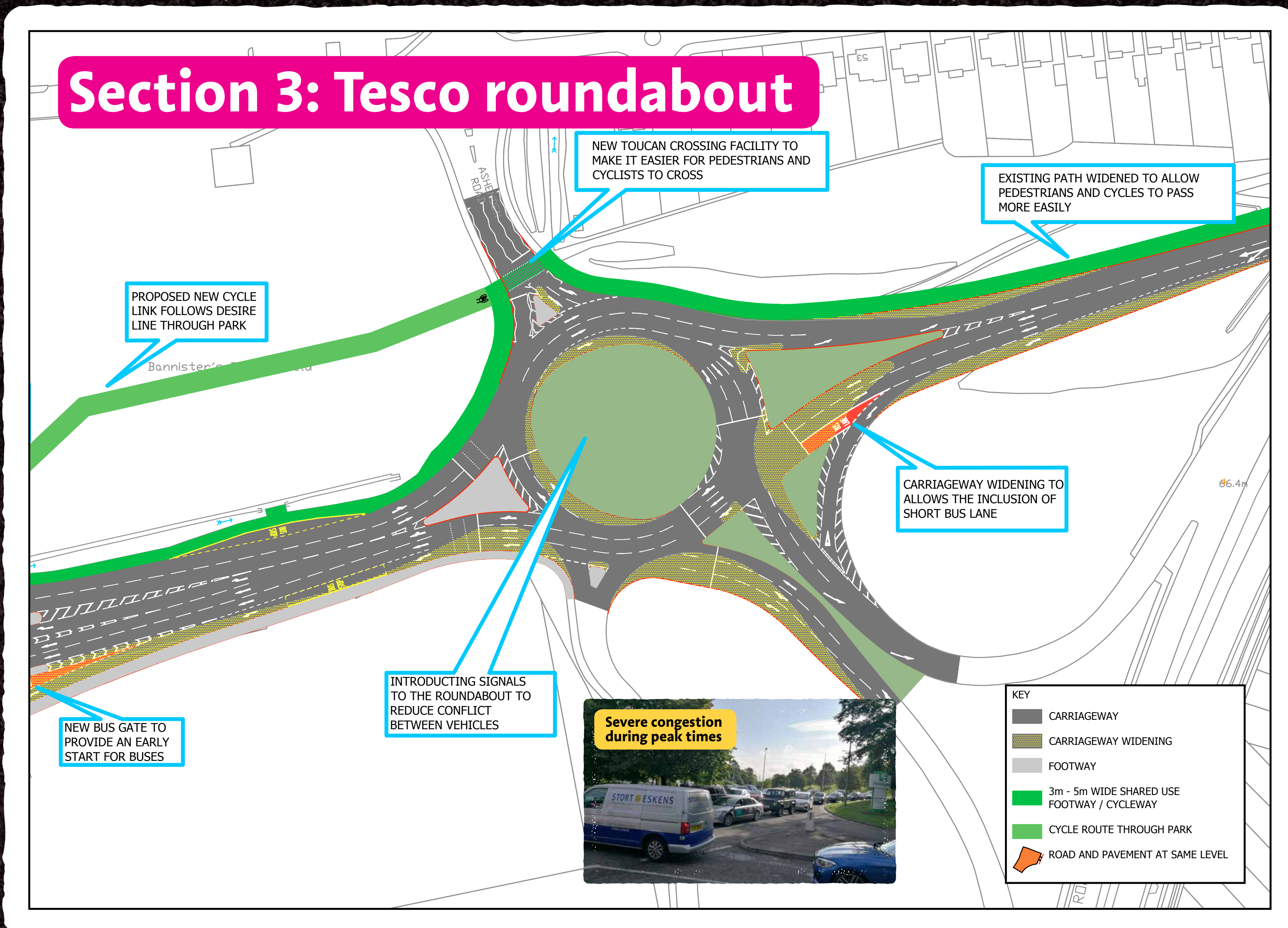




# PANEL 3

# GUILDFORD SUSTAINABLE MOVEMENT CORRIDOR (WEST)

## WHAT WE ARE PROPOSING

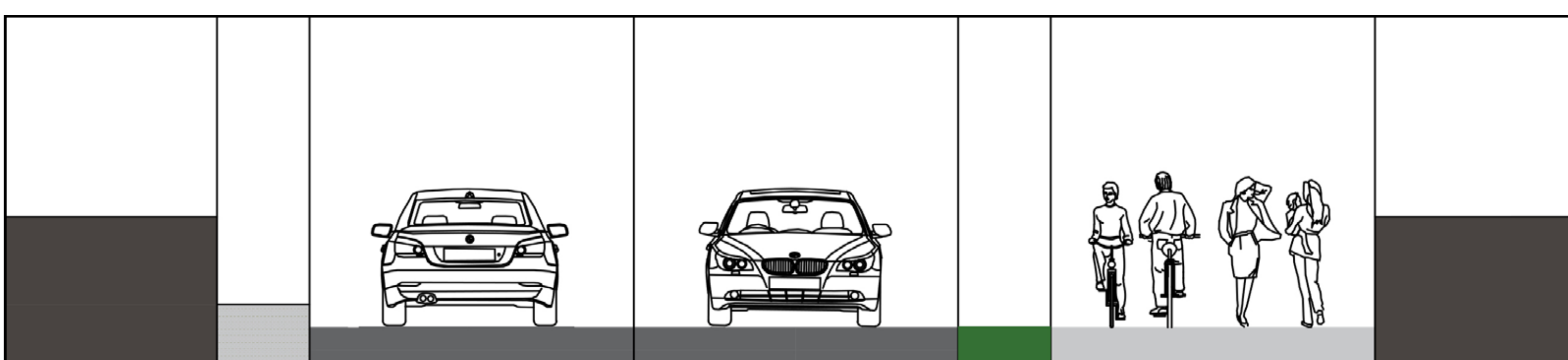


### Section 3: Tesco roundabout

Current issues:

- The roundabout suffers from congestion during peak periods and vehicles often queue back over the roundabout and block exits.
- Buses become delayed whilst queuing at the roundabout making it difficult to meet their timetables.
- Pedestrians and cyclists find it difficult to cross the road at the entrance to Tesco.

### Section 4: Egerton Rd A3 underbridge



### Section 4: Egerton Rd A3 underbridge

Current issues:

- The existing subway beneath the A3 can be off-putting for some people making them less likely to use it, particularly at night.
- There have been some instances of anti-social behaviour in this area.

We are considering a number of ideas to improve conditions for people travelling through the underbridge. This could involve providing a new shared use path at road level or improving the existing subway layout to make it more appealing.

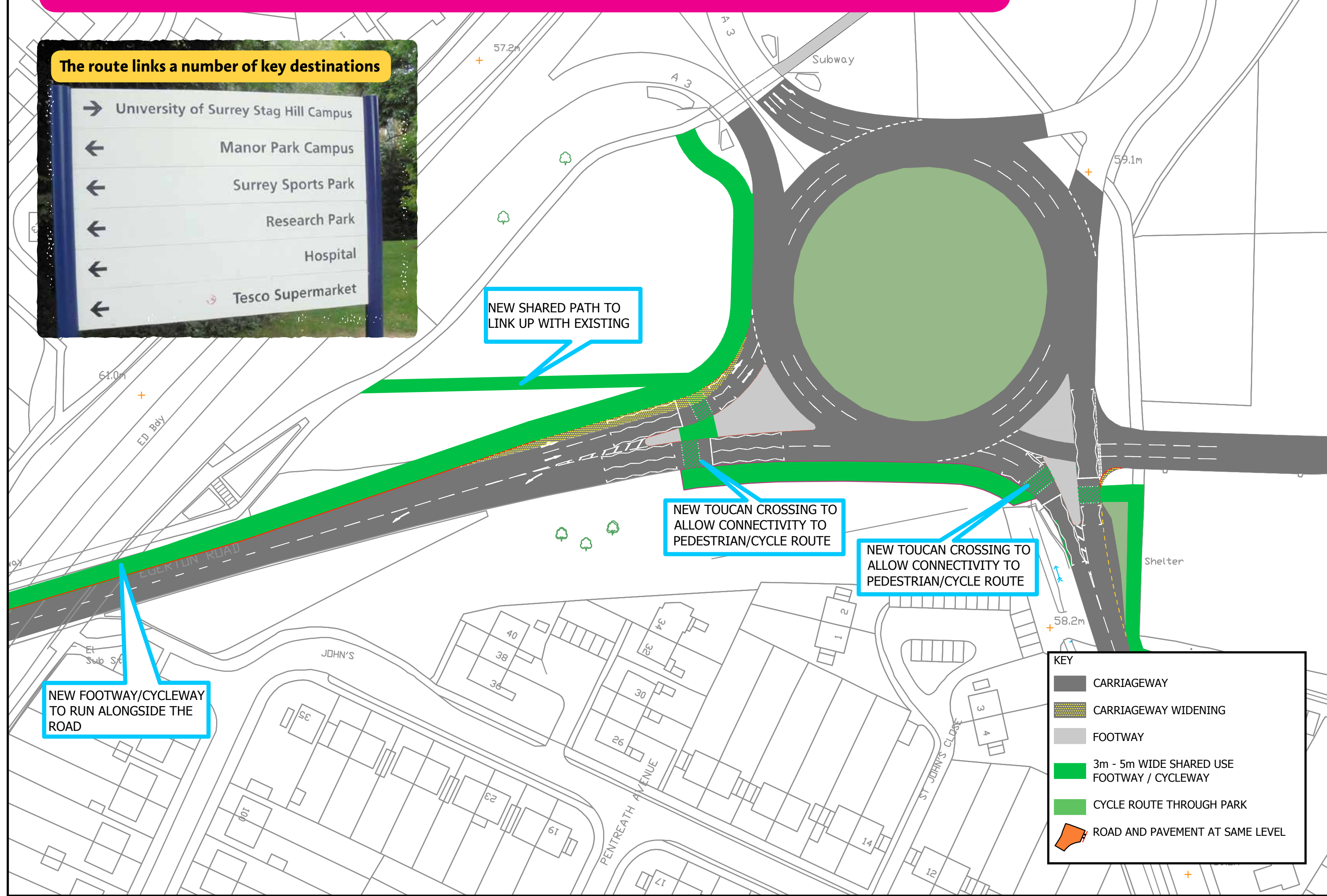




# GUILDFORD SUSTAINABLE MOVEMENT CORRIDOR (WEST)

## WHAT WE ARE PROPOSING

### Section 5: Cathedral roundabout



### Section 5: Cathedral roundabout

Current issues:

- No formal crossing facilities over a number of the roundabout arms.
- Pedestrians and cyclists wishing to travel east to west must take a longer route around the roundabout using the subway.

### Section 6: Cathedral roundabout to Guildford rail station

Current issues:

- Cyclists who currently travel between the rail station and Cathedral roundabout use the busier thoroughfares of The Chase and Guildford Park Road.

We are proposing to provide an alternative route for pedestrians and cyclists via Alresford Road/Ridgemount. This will be a safer and more pleasant route to walk and cycle along. Supporting measures would be provided in the form of speed cushions, minor improvements to pavements and relocating the existing bus stop on Guildford Park Road nearer to the rail station entrance.

The measures we're proposing follow the principles outlined in the Surrey Transport Plan and people should benefit from them because they are:

- **Inclusive** – they will consider everyone's needs regardless of age, gender, ethnicity or ability.
- **Safe** – they will keep more vulnerable users away from busy traffic and help people feel more confident to walk or cycle.
- **Comfortable** – they will be built to a high standard and easy to use.
- **Continuous** – wherever possible you'll be able get between different destinations easily, with less congestion and safe crossings for pedestrians and cyclists.
- **Connects areas where people want to go** – routes will link up key destinations such as places where people live, work, shop and visit.





**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (GUILDFORD).**

**DATE: Tuesday 19 September 2017**



**LEAD OFFICER: Jeffrey Wilson, Graduate Transport Planner**

**SUBJECT: Shere Rural Area HGV review**

**DIVISION(S): Shere and Shalford (Guildford)**

**Also Dorking Hills (Mole Valley), Cranleigh & Ewhurst and Waverley Eastern Villages (Waverley)**

**SUMMARY OF ISSUES:**

This report summarises the feasibility work and further consultation carried out during the review of Heavy Goods Vehicle (HGV) movements through the study area (Annex A).

The report also outlines the proposed measures for HGV management within the area that have been considered during this process and puts forward a recommended concept for Local Committee approval.

**RECOMMENDATIONS:**

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

- (i) Acknowledge the outcome of continued dialogue with local parish councils regarding the development of HGV interventions in the area.
- (ii) Agree the concept of a proposed 'Quiet Lane / Unsuitable for HGV' pilot zone to cover a defined area of the Surrey Hills (as set out in Annex C) within the wider study area.

**REASONS FOR RECOMMENDATIONS:**

To ensure that Members are kept informed of the outcome of local stakeholder engagement regarding HGV management measures.

To enable the proposed concept to be brought to the Local Committees of neighbouring boroughs and districts (Mole Valley and Waverley) for agreement and subsequently included in a future Local Transport Strategy forward programme of transport measures for implementation via appropriate funding streams.

## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 In response to requests from the parishes within the Surrey Hills, the Surrey County Council Local Highways Team agreed to carry out a review of HGV routes through the area with the aim of understanding the current levels of HGV demand on the local network and to establish a consensus on routes or zones that might be particularly unsuitable for HGVs.
- 1.2 Given an overlap in geographical and topical areas of concern, it was agreed to combine the HGV review with an ongoing 'decluttering' initiative undertaken by the Surrey Hills Area of Outstanding Natural Beauty (AONB) office. In doing so this enabled consultations to be streamlined and help ensure the following AONB aims for the area are met:
  - 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.
- 1.3 Parish councils in this area, and the wider study area bounded by the A25/A29/A281/A248 (Annex A) have been central in developing proposals to reduce and manage HGV activity and identify and reduce superfluous road signs and roadside clutter.
- 1.4 A proposal for a 'Quiet Lane / Unsuitable for HGV' zone was established and recommended through a 2016 feasibility study, however a previous report intended for the June 2016 Local Committee was deferred pending further consultation between parish councils and Surrey Police regarding the feasibility of HGV restrictions (details of background papers are available at the end of this report).
- 1.5 Some legal width restrictions do currently exist on isolated roads within the study area, mainly within the Holmbury St Mary/Peaslake area.

## **2. ANALYSIS:**

### **Shere and Ewhurst HGV Feasibility Study**

- 2.1 A Surrey County Council feasibility study report on the area was produced in early 2016 to both assess the current traffic flows and consider options for management of HGV traffic (available as Annex B).
- 2.2 As part of the study, both manual and automatic traffic counts were conducted in March 2015 on Houndhouse Road, Barhatch Road and Shere Road to quantify the number of 7.5 tonne HGVs using these roads to travel through the area to/from Shere and Ewhurst (see appendices to Annex B for detail). The manual count was located at the junction of the three roads whilst automatic counters were located on each of the roads. A summary of the observed data is as follows:



	HGV manual count (3 Mar 2015, 7am-6pm)		HGV typical automatic count (9-15 Mar 2015, 24hr)	
	Northbound	Southbound	Northbound	Southbound
<b>Houndhouse Road</b>	7	4	6	6
<b>Barhatch Road</b>	4	1	3	9
<b>Shere Road*</b>	3	3	22	16

\*The report accounted for the difference in manual and automatic counts on Shere Road based on additional HGVs using Shere Road to/from Peaslake.

- 2.3 Due to the low number of observed HGVs, the report concluded with a recommendation for the introduction of advisory signage that would designate roads as being unsuitable for HGVs and divert traffic around the periphery of the area onto the A road network as soon as possible.
- 2.4 The report indicated that a Traffic Regulation Order (TRO) to introduce a legal 7.5 tonne HGV ban in either a localised or wider area would not be appropriate due to the possibility of diverting large vehicles onto even more restricted areas, a difficulty of police enforcement and ascertaining whether identified HGVs were legitimately entering the area for access or as a through-route.

#### **‘Quiet Lane / Unsuitable for HGV’ Pilot Zone**

- 2.5 Subsequent to the feasibility study, further work was conducted to develop the report’s recommended proposal for advisory ‘Unsuitable for HGV’ signage and enhanced directional signage located on the periphery of a pilot zone. Such signage would aim to encourage HGVs to remain on larger roads and reduce the likelihood of displacement onto others less suitable in the area (Annex C). This proposal has been termed a ‘Quiet Lane / Unsuitable for HGV’ zone.
- 2.6 Surrey Police have expressed their support for this proposal.
- 2.7 As part of a scheme for any ‘Quiet Lane / Unsuitable for HGV’ pilot zone it would be necessary to consider a monitoring regime to be put in place which would allow the comparison of HGV flows before and after scheme implementation. This would enable the effectiveness of the scheme to be analysed and inform future proposals for similar zones.

#### **Further consultation with parish councils on a 7.5 tonne weight restriction**

- 2.8 Shere, Albury and Ewhurst Parish Councils have indicated that they feel an advisory zone would not go far enough in addressing current HGV issues and have expressed a preference for a legal 7.5 tonne HGV ban to be implemented throughout the area.
- 2.9 Councillors Roy Davey and John Brockwell of Shere and Albury Parishes met with a representative from Surrey Police in May 2017 to discuss their proposal for a legal ban to cover the village of Shere. The restriction would extend from the A25 to the junction where Sandy Lane meets Park Road (via Little London).
- 2.10 In a response from Surrey Police dated 16 May 2017, they advised that they would not object to this proposal “as long as it had the support of Albury Parish council”.

## ITEM 12

- 2.11 Within this response, Surrey Police also stated that a ban “would not be seen as an enforcement priority”.
- 2.12 In a letter from Albury Parish Council to the Guildford Local Committee dated 20 June 2017 (Annex D), it was stated that they would not oppose a ban covering Shere village on the condition that a series of traffic management and maintenance ‘mitigation measures’ were implemented within the Albury area prior to a ban coming into effect.
- 2.13 Albury Parish Council’s letter also requested that the proposed ban cover an additional length of Little London and Brook Lane. This has not been consulted on with Surrey Police or Surrey County Council Highways officers.
- 2.14 The proposed ‘mitigation measures’ requested by Albury Parish Council are not achievable within the council’s agreed maintenance budget and schedules.
- 2.15 When considering a localised HGV ban, potential wider impacts should also be taken into account. An HGV ban may displace traffic to other areas, and an unenforced ban could undermine the credibility of other traffic restrictions.

### **3. OPTIONS:**

- 3.1 During the HGV review, a number of concepts have been raised to potentially solve the issue of HGVs using unsuitable roads when travelling through the area. These have been narrowed down to the following option:

**The introduction of a ‘Quiet Lane / Unsuitable for HGV’ zone to cover the pilot area shown in Annex C. The scheme would consist of additional advisory signage located on the periphery of the zone to inform HGV drivers travelling through the area of unsuitable roads within the zone and direct them on to the nearest suitable roads.**

- 3.2 This option is recommended to address the perceived issue of HGV traffic using unsuitable roads within the area based on the recommendations of the Surrey County Council feasibility report, and a consensus of support from Surrey Police and Surrey Hills AONB. Given the feasibility issues surrounding a legal 7.5 tonne HGV ban outlined within Section 2, this option has not been recommended within this report.
- 3.3 It should be noted that implementation of a ‘Quiet Lane / Unsuitable for HGV’ zone would not inherently prevent the implementation of a legal 7.5 tonne HGV ban should this be pursued in future.

### **4. CONSULTATIONS:**

- 4.1 The project is being delivered in collaboration with the Local Highways Team and the Surrey Hills AONB Quiet Lanes and Decluttering Working Group.
- 4.2 Consultation has taken place with parish councils and local district and county members.
- 4.3 Consultation has taken place with Surrey Police to establish their position regarding the proposed ‘Quiet Lane / Unsuitable for HGV’ zone. Further

discussion has also taken place between Surrey Police and Albury and Shere Parish Councils regarding the introduction of a legal 7.5 tonne weight restriction to cover Shere village.

#### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 Initial costs for the feasibility study and further review have been absorbed through existing revenue budgets.
- 5.2 The work required to install the proposed signage identified in the feasibility report around the periphery of the 'Quiet Lane / Unsuitable for HGV' pilot zone is estimated to cost approximately £8,000. Any further signage requirements identified would be additional to this.
- 5.3 Further budget should also be considered to cover future monitoring of HGV flows within the zone to establish the success of the scheme.
- 5.4 No current funding streams have been confirmed to cover the scheme implementation. It is therefore proposed that the scheme be included on a future Local Transport Strategy Forward Programme so that it may be considered for future funding opportunities once they become available.

#### **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 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 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 so that they are more suitable for use by sustainable transport modes (walking, cycling, and horse riding).

## **9. CONCLUSION AND RECOMMENDATIONS:**

Given the outcome of the analysis and consultation, it is recommended to proceed with a 'Quiet Lane / Unsuitable for HGV' pilot zone.

**The Local Committee (Guildford) are therefore asked to:**

- (i) Acknowledge the outcome of continued dialogue with local parish councils regarding the development of HGV interventions in the area.
- (ii) Agree the concept of a proposed 'Quiet Lane / Unsuitable for HGV' pilot zone to cover a defined area of the Surrey Hills (as set out in Annex C) within the wider study area.

## **10. WHAT HAPPENS NEXT:**

- 10.1 The proposed 'Unsuitable for HGV' pilot zone will be taken to the Local Committee of neighbouring boroughs/districts (Waverley and Mole Valley) for approval.
- 10.2 The proposed measures will be included within a future Local Transport Strategy Forward Programme to enable consideration for design and implementation when appropriate funding streams become available.

---

### **Contact Officer:**

Jeffrey Wilson, Transport Policy Team, Surrey County Council.  
020 8541 8764

### **Consulted:**

The project has been developed through consultation with:

Rob Fairbanks (Surrey Hills AONB office)  
Graham Cannon (Surrey Police)  
Local Area Highways office for south west Surrey (Surrey County Council)  
Systems and Services Improvement Team (Surrey County Council)

County and district council members and parish councils within the study area.

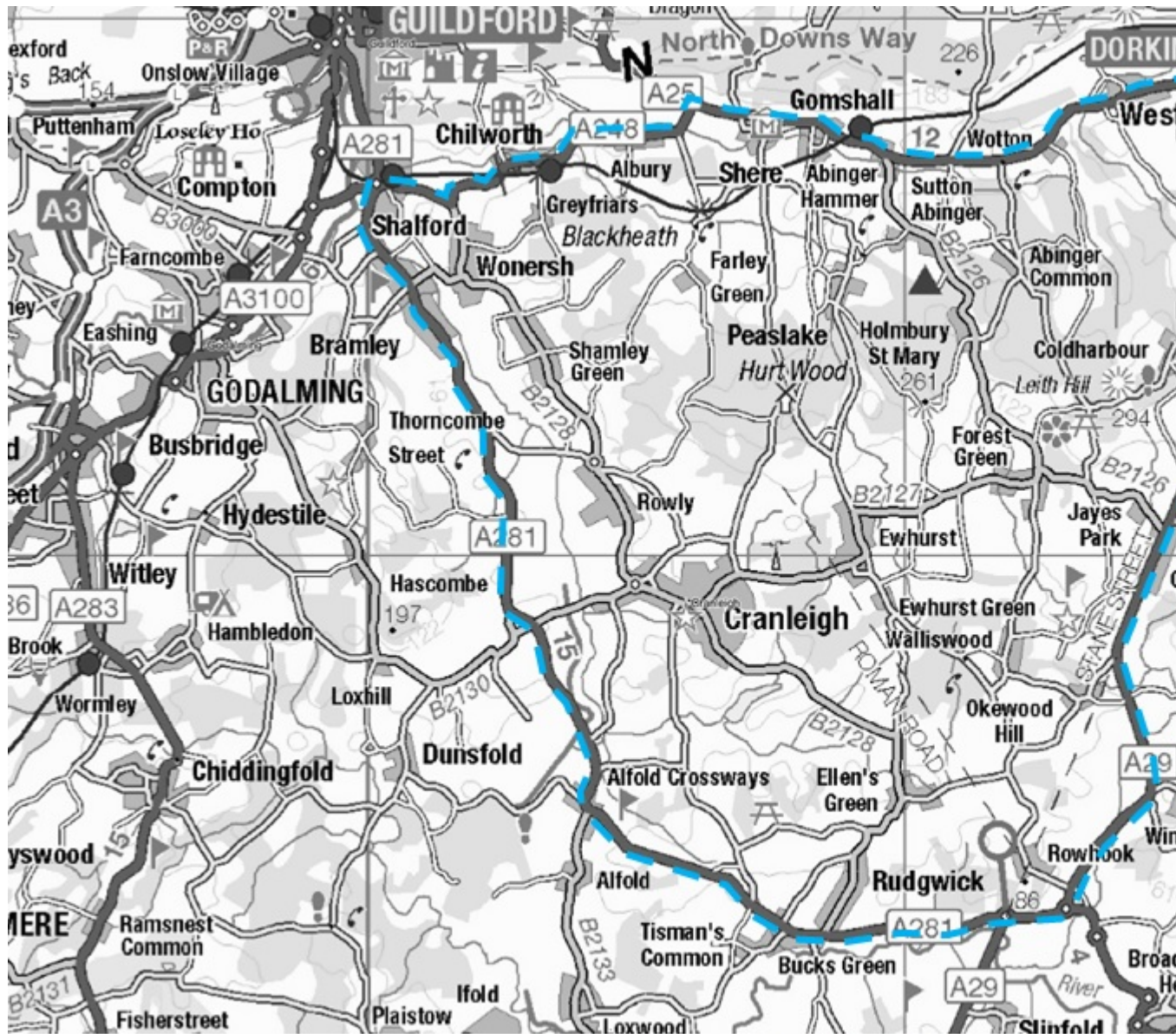
### **Annexes:**

Annex A – Wider Surrey Hills AONB study area map  
Annex B – Shere Road – 7.5t ban feasibility study  
Annex C – 'Quiet Lane / Unsuitable for HGV' pilot zone map  
Annex D – Letter from Albury Parish Council to Guildford Local Committee

### **Sources/background papers:**

- SHERE AREA RURAL HEAVY GOODS VEHICLE REVIEW, Guildford Local Committee 25 March 2015.
- SHERE RURAL AREA HGV REVIEW AND DE-CLUTTERING PROJECT, Guildford Local Committee 22 June 2016





Wider Surrey Hills AONB study area

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## SHERE ROAD, EWHURST, WAVERLEY (9/2/16)

### Scheme Ref: PC0540 - 7.5 T Lorry Ban Feasibility Study

The brief for this scheme was to investigate the problem of Heavy Goods Vehicles (HGVs) using Shere Road, Ewhurst travelling between Ewhurst and Shere and to consider what measures may help reduce or remove HGV use.

Shere Road is a narrow country lane that connects Ewhurst to both Shere and Peaslake. The majority of roads that are contained within the area bordered by the A25 to the north, B2126 to the east, B2127 to the south and B2128 to the west are all of a similar nature, consisting of varying narrow widths with passing places, frequent bends and steep gradients. All these roads are unsuitable for large vehicles and such vehicles should be using the perimeter roads listed above where possible. There will be occasions when large vehicles of any category may use these roads for access despite their restrictive nature. Shere Road and all the adjacent roads within the perimeter listed above, have frequent natural restrictions on traffic flow and speed.

To gauge the frequency with which various vehicles are using Shere Road traffic counts were undertaken to assess the scale of the perceived problem. A manual count was undertaken on the 3rd March 2015 between 7am and 6pm, at the junction of Ride Way (north of Shere Road) and Barhatch Road. This initial count gave an indication of traffic volumes and category heading to/from Shere/Ewhurst. This count did not include traffic that may have been using the Peaslake alternative route but it would be reasonable to assume this would not have been the route of choice due to its more winding nature, parking and village centre.

An automatic count was undertaken w/c 9th March for 24hs/day for 7 days. HGV use was negligible in the evening and weekends. Typical day time figures (7am-7pm) are shown on the plan PC0540/2. This count included all traffic using Shere road.

In summary the manual counts (shown on plan PC0540/1) indicated that during the day flows were as follows:

Houndhouse Road	North 1085 (HGV 7)	South 927 (HGV 4)
Barhatch Road	North 572 (HGV 4)	South 769 (HGV 1)
Ride Way (Shere Road)	North 791 (HGV 3)	South 713 (HGV 3)

In summary the automated counts (shown on plan PC0540/2) indicated that during a typical day flows were as follows:

Houndhouse Road	North 1378 (HGV 6)	South 1263 (HGV 6)
Barhatch Road	North 979 (HGV 3)	South 952 (HGV 9)
Shere Road	North 1216 (HGV 22)	South 1182 (HGV 16)

During the manual count the type of vehicles were also visually monitored. There were very few large commercial vehicles and no buses of any kind. The type of commercial vehicles was predominantly transit vans and a very small number of small cabbled lorries that fell below the 7.5T threshold.

## ITEM 12

The volume of HGVs monitored during the manual count is considered very low, with the HGVs to/from Ewhurst amounting to only 3 in each direction (0.4%) which would be expected to fall further during the remainder of the evening/night.

Observed vehicles that exceeded 7.5T during the visual count, included those carrying logs, small tankers, DIY deliveries for construction. These types of vehicles could be expected to be operating in connection with access to properties within the area under consideration. The surrounding roads are rural and may require agricultural deliveries or collections. Gas deliveries will not be uncommon to rural properties so will require tanker supplies. In addition these same businesses and residential properties will require normal deliveries by HGVs that go un-noticed in other locations. It is therefore likely the majority of the HGVs noted are using the local road network to gain access rather than through choice to shorten travel time or distance.

The automated seven day count indicated similar flows to the manual account, approximately 0.5% on Houndhouse Road and Barhatch Road. The results showed some addition HGVs using Shere Road to/from Peaslake, approximately 1-2%. However over the course of the day these numbers are still considered low.

Due to the low number of HGVs using Shere Road, and similarly low figures for the other roads monitored, it is not considered appropriate to introduce a mandatory Traffic Regulation Order (TRO) 7.5 Tonne lorry ban. This is because it will have an effect on such a small number of vehicles, that some of these vehicles would be exempt from the restriction for access or loading reasons, and enforcement would be difficult due to the low numbers and police priorities. It may be perceived that larger numbers of HGVs are using the local roads, however many of these may appear 'large' but they fall below the 7.5 tonne threshold and would be unaffected by any mandatory 7.5 Tonne restriction. Examples of vehicles below the 7.5T threshold are shown on Annex A.

Were a mandatory 7.5T limit be introduced the terminal points will need to be at a point where HGVs can take an alternative route to avoid the restriction. Options 2 and 3 show alternative areas that could be included.

Rather than the use the 7.5T lorry ban signing (lorry with 7.5T symbol), the alternative gross weight signing (Weak Road 3T) has been considered. However this signing does not allow any exceptions so would prohibit all vehicles, including access for residents and businesses. In addition there are no external vehicle markings to indicate whether a vehicle exceeds 3 tonnes so would prove extremely difficult for enforcement.

Regulatory signing should include periodic police enforcement. The rural nature of the area and low numbers that would be affected by a Prohibition is likely to receive low priority. The affect may therefore be minimal.

HGVs can cause damage to verges and embankments, increasing debris and blockages in drainage and increasing maintenance and disruption on the highway network. In narrow lanes this can also add to the incidents of congestion caused by larger vehicles unable to pass oncoming traffic. Encouraging HGVs to use the B2127 may assist reducing these incidents but the change will still remain small.

Accidents - Over the preceding 3 year period only one accident is recorded, involving an HGV in Houndhouse Road. A car travelling in the opposite direction skidded on a bend. The severity is recorded as slight. This would indicate that HGV accidents do not make a contributory case for restricting HGV usage.

There is not a regular bus service that uses Shere Road / Houndhouse Road but occasional other buses may use this route. They would be unaffected by any lorry weight restriction.



All options will require additional signing at various locations. In view of the low number of HGVs that may be affected and the level of compliance, consideration needs to be made as to the balance between the visual intrusion of additional signing against HGV usage.

Shere already has some advisory lorry restriction signing on the A25. Should it be felt that Shere village needs consideration, further restrictions could be investigated here. However, similar issues will apply, in particular exceptions to any mandatory restrictions and placement of signs in the historical village.

Surrey Police have been consulted on all three options below. Their preferred option is Option 1 as this is more proportional to the perceived problems of HGVs using Shere Road and should be self enforcing. Surrey Police would not object to Option 2 if Houndhouse Road were included to extend as far as Shere. However, due to the low level of existing HGV use and the difficulty identifying which vehicles are entering legally, it is unlikely to be a priority for enforcement. Option 3 was felt to be too large an area for drivers to know the restriction limits and authorised vehicles numbers would be much larger. Such an area would require considerable police resources to police only to ascertain HGVs had entered legitimately. This option would not be supported.

### Option 1

Option 1 consists of a series of additional advisory signs located along the roads between Shere and Ewhurst, particularly at Shere Road. The approach to Shere Road from Ewhurst village is not clearly signed that the B2127 heads to the east (and not straight ahead) or that the B2127 is more suitable for large vehicles. Shere is only signed via Shere Road. Enhanced signing for the B2127 east bound would assist in encouraging vehicles to use the higher category road. An additional supplementary white on black ‘lorry direction sign’ would further assist drivers to consider the signed route. This single black sign should be sufficient in this direction and would not require further direction signing as Abinger Hammer is signed at Forest Green. Plan PC0540/04 shows the suggested direction signing at this junction.



Shere Road (B2127 Ockley Road jnc) looking north



Houndhouse Road (Hook Lane jnc) looking south

Option 1 also includes additional white/blue advisory ‘unsuitable for HGVs’ and ‘Single Track Road’ signs located to further discourage HGVs approaching from Shere at the railway bridge at the northern end of Houndhouse Road and discourage vehicles from continuing south at the Barhatch Road junction. Additional white/blue signs are shown to discourage vehicles from Ewhurst village entering Shere Road (Ride Way and Houndhouse Road) from the village, as this length of road currently has no signing of this nature at the village end, and only one at the northern end of Houndhouse Road.

For consistency, additional white/blue signing is proposed at the southern end of Barhatch Road. An additional roundabout warning sign on Shere Road is proposed on the southbound approach in order

## ITEM 12

to warn drivers of the mini-roundabout and assist in encouraging lower approach speeds to the junction.

It appears a proportion of HGVs are using Peaslake, with access to the village likely to be from Gomshall or B3126 Horsham Road. Additional blue/white signing is also proposed here. Likewise to capture vehicles from Albury an additional sign is shown here.

Existing direction signing from the A25 Shere Road includes direction signing to Ewhurst via Shere. It would be more appropriate that Ewhurst is signed south via B3126 at Abinger Hammer. However, as the existing signing already includes HGV warning signs it is recommended that these are not altered. Blanking plates could be applied at a later date. Additional 'Ewhurst' signs are proposed at Abinger Hammer to the B2126. These will need to be smaller scale and can be erected away from the junction so as not to affect the character of the existing historical direction sign (shown on plan PC0540/03).

The estimated cost of a signing scheme similar to that shown is approximately £8,000.

### **Option 2**

Option 2 shows the smallest area that could be considered within a TRO, however the alternative routes an HGV would be forced to take around Peaslake are more restrictive than Shere Road itself. If the length is reduced further this may imply that Peaslake is a suitable route. Whether a junction is signed with either the beginning of a 7.5T restriction, or advance notice of the restriction, the driver will need to have a suitable alternative at that point. Terminal points within Peaslake village will leave drivers little alternatives with all roads narrow, winding and little space to turn. It would be preferable that HGVs did not travel through Peaslake in the first instance.

Reducing the length further to just Shere Road would then require advance signing in Peaslake that may exacerbate the situation in this village. In view of the similar nature of all the local roads it is difficult to justify isolating Shere Road over and above the other roads such as Barhatch Road with its steep inclines, Houndhouse Road with its minimal passing places or Peaslake Road through the village, particularly as Shere Road has better alignment and width compared to these roads.

Option 2 will require numerous signs at all the terminal points, together with supplementary plates. In some locations these will be needed on both side of the road. This may be considered visually intrusive and excessive sign clutter, particularly around the village of Peaslake. To improve the effectiveness, advance signing of the restriction will be needed together with the some additional direction signing.

The estimated cost to provide a mandatory scheme is estimated at £10,000 and would require further formal consultation.

### **Option 3**

Option 3 indicates treating a larger area within the perimeters of the A25, B2126, B2127 and B2128. This would contain all the roads of similar nature in the area. However, due to the low percentage of HGVs counted, this would appear to be an excessive area to treat. In addition the larger the area, the more likely the vehicles using these roads are seeking 'access' because of the area contained within is greater, thus making enforcement less viable. This will also require further Committee Approval from the Guildford Committee and additional signing at every terminal point which some residents may feel is additional and unnecessary clutter. In view of the rural nature of the roads and low numbers involved it is likely that police enforcement would be a low priority.

The estimated cost of Option 3 is estimated at £12,000 and would require additional consultation.

**Recommendation**

Signing as shown in Option 1, PC0540/04 is considered more appropriate. This signing more accurately conveys the nature of the roads character and difficulties that may be encountered. Furthermore it is relevant to any large vehicle whether it exceeds 7.5 Tonnes or not, so is more likely to deter a wider range of drivers than a mandatory 7.5T lorry ban. As these signs are advisory there is no need to erect large numbers of additional posts and terminal signs at every junction around the surrounding roads. The enhanced direction signing should further assist drivers from Ewhurst village and potentially reduce the overall use of the road by larger vehicles.

It is recommended that Option 1 is taken forward for implementation. As overall HGV movements are very low and enforcement a low priority this is likely to be more effective. This will not require a Traffic Regulation Order and can be incorporated into our contractors programme for the next financial year. A more detailed plan will be prepared for the signing for the contractor.

Some northerly signing is located within the Guildford Borough so consultation with Shere Parish Council is recommended.

Feasibility plans attached:

PC00540/01 Manual traffic count

PC0540/02 Automatic traffic count

PC0540/03 Existing signs

PC0540/04 Option 1 Advisory signage

PC0540/05 Option 2 Lorry Ban

PC0540/06 Option 3 Lorry ban

Seven day automated count

## ITEM 12

### Annex A



Examples of goods vehicles up to 7.5T gross weight that may enter roads signed with the above prohibition.



Examples of buses and coaches that are not prohibited by a 7.5T HGV weight limit.



Vehicles over 7.5T that may enter a 7.5T HGV restriction for access. These vehicle restrictions do not apply to vehicles requiring access to any road length within the restriction.

End

12 March 2015





North Point

Scale NTS

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Checked by	ML	Sig.	ML	Date	11/03/15
Approved by		Sig.		Date	

Project  
**SHERE ROAD, EWHURST**  
**EWHURST TO SHERE HGV RESTRICTION**

Drawing  
**Page 185**  
**MANUAL TRAFFIC COUNT**  
**7am TO 6pm 3rd MARCH 2015**

SURREY COUNTY COUNCIL  
 Strong Growth  
 Smart for Surrey

Project No.	PC0540
Contract Sheet No.	PC0540/01
Rev.	-
Classification	FEASIBILITY





TYPICAL 6am - 7pm RESULTS

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Approved by		Sig.		Date	

Project  
**SHERE ROAD, EWHURST**  
**EWHURST TO SHERE HGV RESTRICTION**

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**AUTOMATIC TRAFFIC COUNT**  
**WEDNESDAY 11th MARCH 2015**

Surrey County Council  
 Strong Growth  
 Smart for Surrey

Project No.	PC0540
Contract Sheet No.	PC0540/02
Rev.	-
Classification	FEASIBILITY





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Project

SHERE ROAD, EWHURST  
EWHURST TO SHERE HGV RESTRICTION

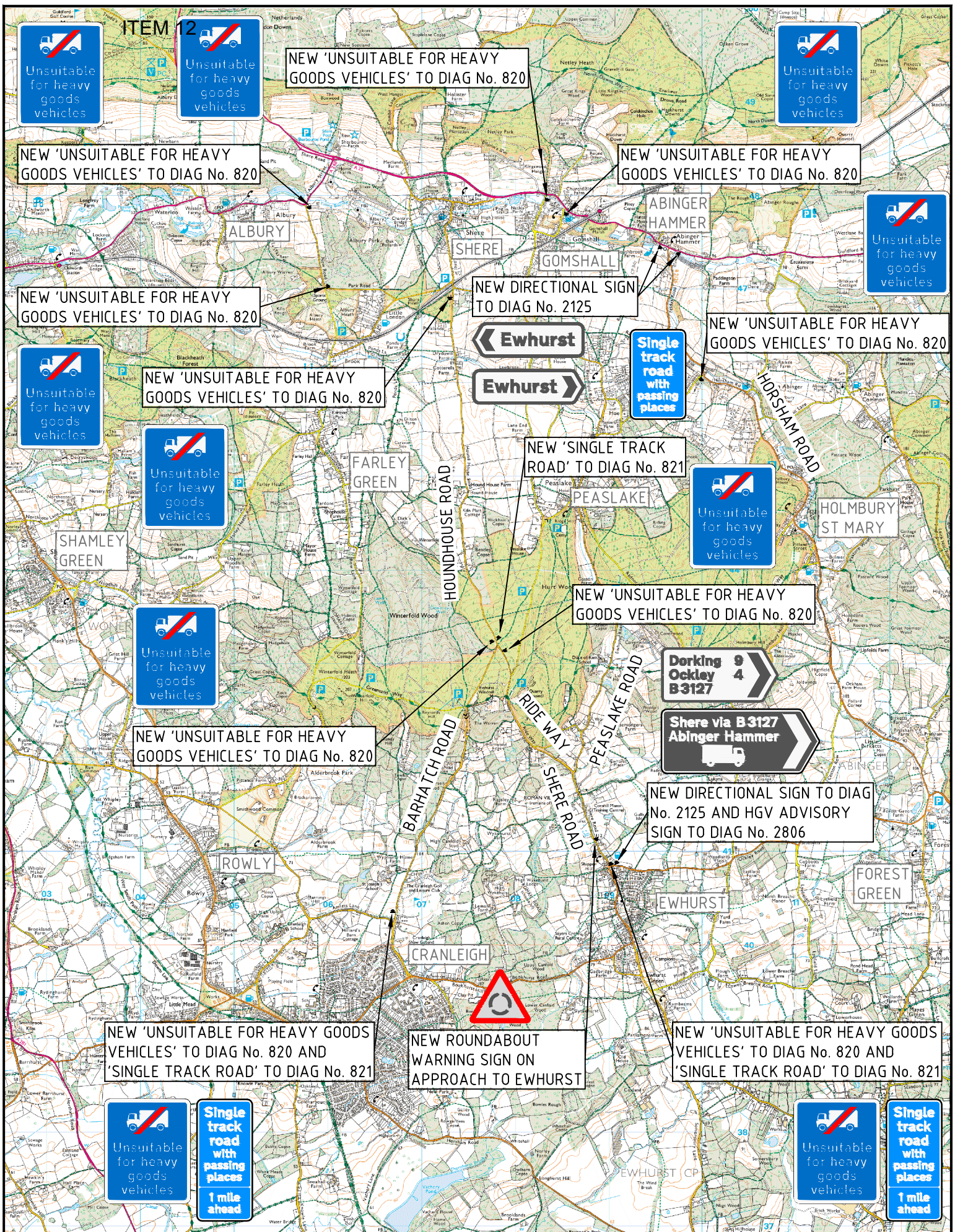
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EXISTING SIGNS LAYOUT

SURREY COUNTY COUNCIL

Project No.	PC0540
Contract Sheet No.	PC0540/03
Rev.	-
Classification	FEASIBILITY





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Approved by		Sig.		Date	

Project

SHERE ROAD, EWHURST  
EWHURST TO SHERE HGV RESTRICTION

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PROPOSED ADVISORY SIGNAGE  
OPTION 1

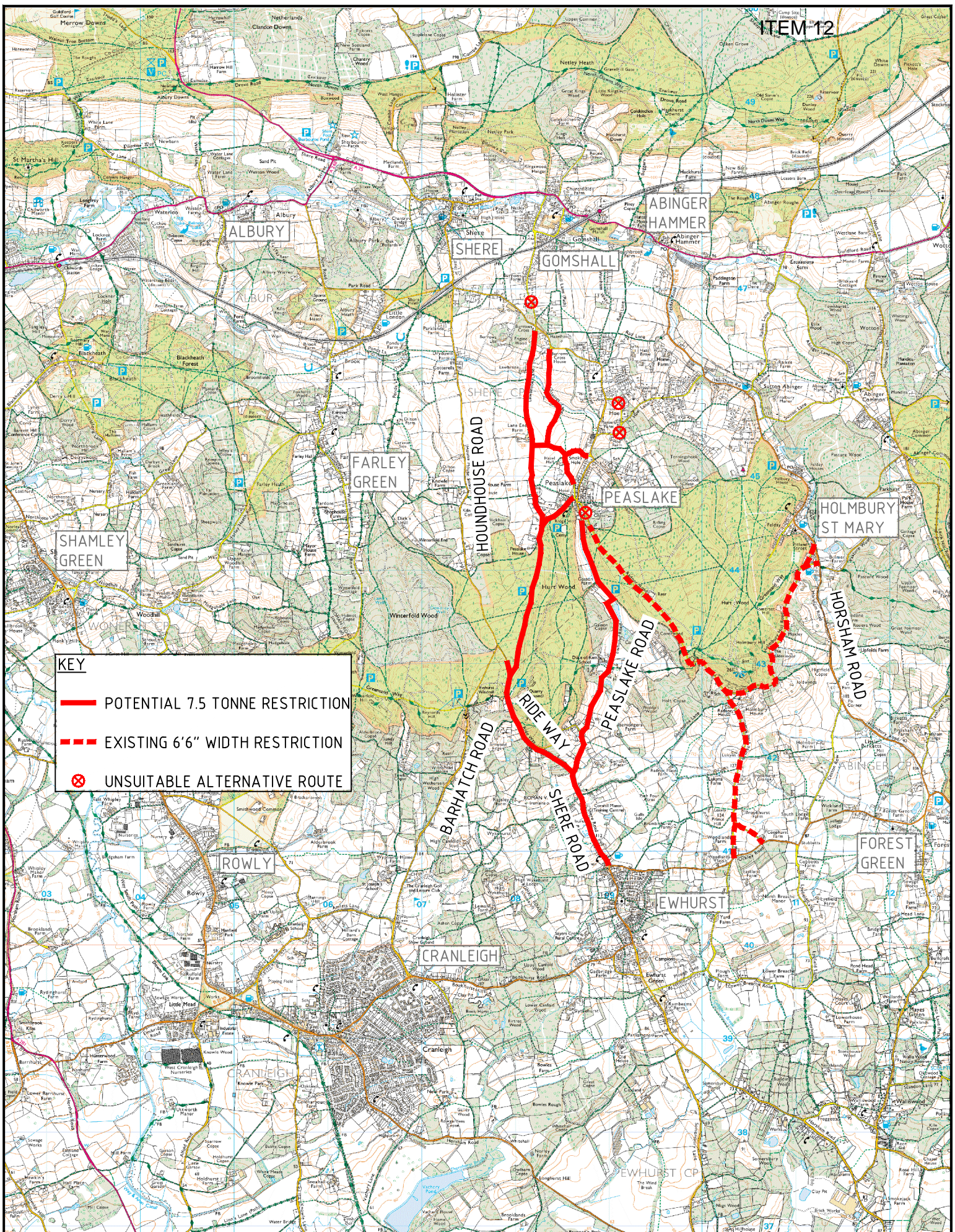
Project No. PC0540

Contract Sheet No. PC0540/04

Rev. -

Classification FEASIBILITY





**KEY**

- POTENTIAL 7.5 TONNE RESTRICTION
- - - EXISTING 6'6" WIDTH RESTRICTION
- ⊗ UNSUITABLE ALTERNATIVE ROUTE

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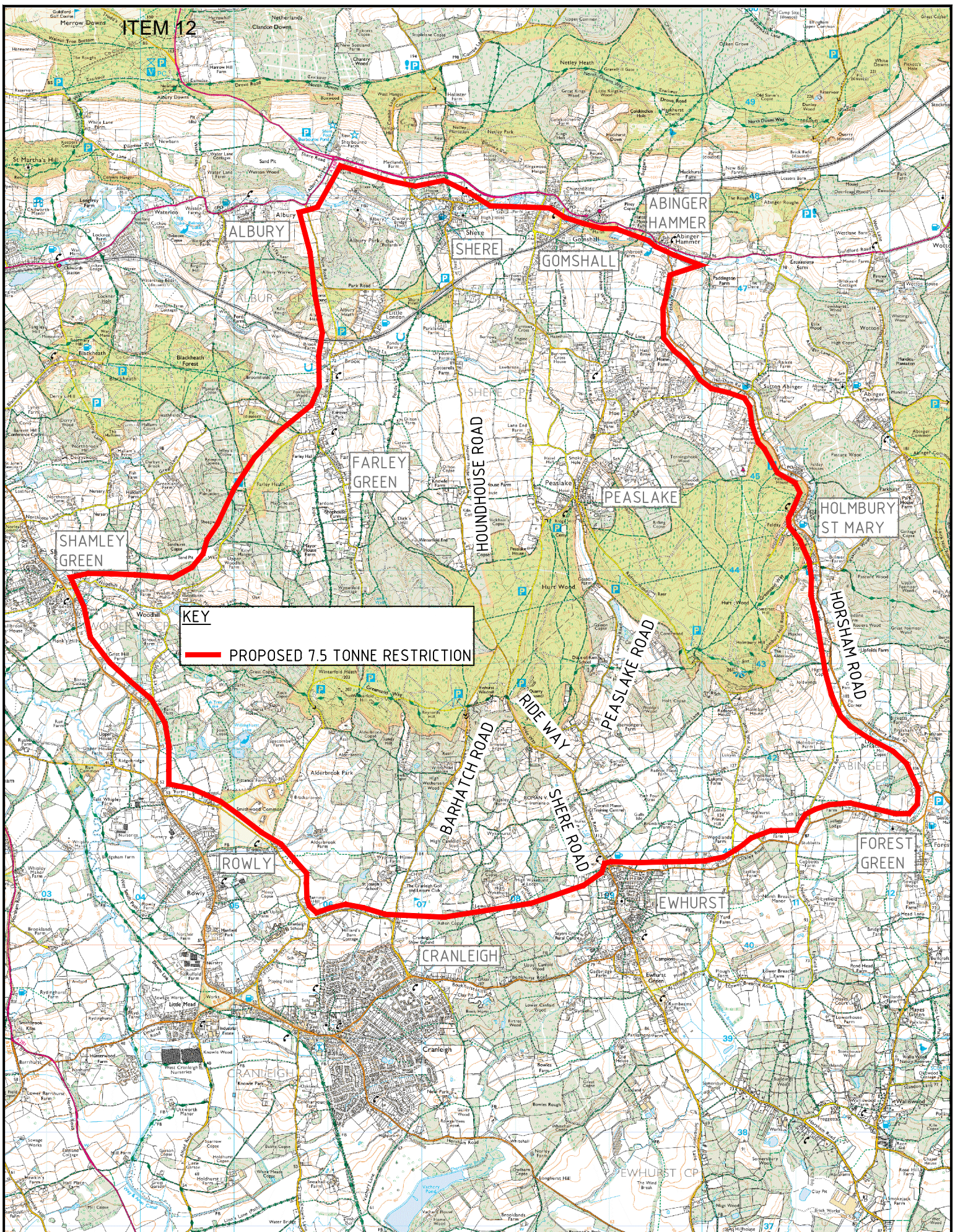
Project  
**SHERE ROAD, EWHURST**  
**EWHURST TO SHERE HGV RESTRICTION**


Drawing  
**Page 189**  
**POTENTIAL 7.5T LORRY BAN**  
**OPTION 2**

**SURREY COUNTY COUNCIL**  
Surrey  
Empowering the county


Project No.	PC0540
Contract Sheet No.	PC0540/05
Rev.	-
Classification	FEASIBILITY





**KEY**  
 PROPOSED 7.5 TONNE RESTRICTION

North Point




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Approved by		Sig.		Date	

Project  
**SHERE ROAD, EWHURST  
 EWHURST TO SHERE HGV RESTRICTION**

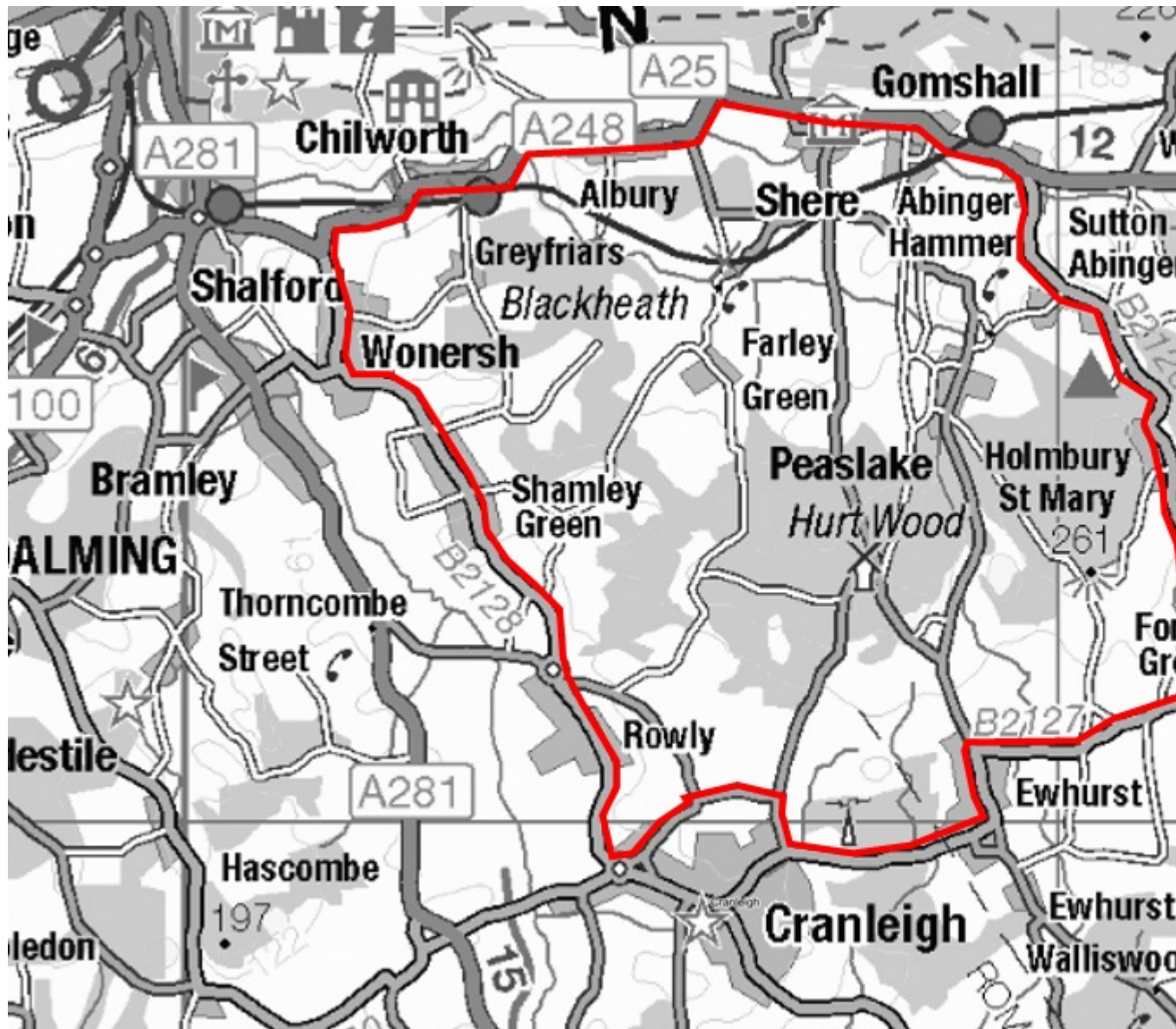
Drawing  
**Page 190  
 PROPOSED LIMITS OF 7.5T LORRY BAN  
 OPTION 3**



**SURREY  
 COUNTY COUNCIL**  
 Strong Growth  
 Smart for Surrey

Project No.	PC0540
Contract Sheet No.	PC0540/06
Rev.	-
Classification	FEASIBILITY





'Quiet Lane / Unsuitable for HGV' pilot zone

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**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (GUILDFORD)****DATE:** 19 September 2017**LEAD OFFICER:** Duncan Knox, Road Safety Team Manager**SUBJECT:** Pedestrian Safety on Bridge Street, Guildford**DIVISION:** Guildford South West and Guildford South East**SUMMARY OF ISSUE:**

This report provides an update on the development of proposals to improve pedestrian safety on Bridge Street, Guildford. This follows a road traffic collision on 20 February 2016 that led to the deaths of two pedestrians. This issue was the subject of a petition to the council on 17 May 2016. It was subsequently considered by the Economic Prosperity, Environment and Highways Board on 9 June 2016 and then again on 2 March 2017 where it was recommended that officers continue to undertake work to refine the design proposals before presenting the final options to the Guildford Local Committee for approval and funding consideration.

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

- (i) The proposals to provide raised road tables at the signalised crossing points across Onslow Street at the junction with Bridge Street, described within this report as Option B, proceeds to implementation. This will be funded from central county council budgets separate from the budget allocated to the local committee for highway improvements.
- (ii) A traffic regulation order to implement the raised road tables will be advertised and authority delegated to the Area Highways Manager in consultation with the Chairman, Vice-Chairman and Divisional Members for Guildford South West and Guildford South East to consider any objections before proceeding.

**REASONS FOR RECOMMENDATIONS:**

Analysis has highlighted a pattern of pedestrian casualties at the junction of Bridge Street with Onslow Street in Guildford. The proposals presented here will help to reduce the risk of further pedestrian collisions and will improve the facilities for pedestrians when crossing the road at this important link between the railway station and town centre.

## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 There was a road traffic incident on Bridge Street on 20 February 2016 whereby a vehicle left the road and killed two pedestrians on the footway. A petition was submitted to the council on 17 May 2016 requesting that various improvements should be considered to improve pedestrian safety on this stretch of road. The council resolved that this issue should be referred to the Economic Prosperity, Environment and Highways Board.
- 1.2 A report was submitted to the Economic Prosperity, Environment and Highways Board on 9 June 2016 that provided an explanation of the extent and nature of the history of road casualties on Bridge Street. The report described an assessment of the options to reduce the risk of casualties in the future, based on this analysis. The Board resolved that
  - a) officers commission feasibility and design work for the repositioning of the stop lines at the junction of Bridge Street with Onslow Street;
  - b) officers commission feasibility and design work for the implementation of raised road tables at the crossing points at this junction;
  - c) officers commission a review of the pedestrian and traffic signal phasing and staging at this junction;
  - d) once completed, these options be presented to Guildford Local Committee for approval and funding;
  - e) for the board to receive an update on road safety improvements on Bridge Street in spring/ summer 2017.
- 1.3 Consequently a further report was presented to the Economic Prosperity, Environment and Highways Board on 2 March 2017 which provided an update on the development of proposals as well as a summary of the latest position with respect to a potential major scheme for the gyratory. The Board resolved that officers continue to undertake work to refine the design proposals before presenting the final options to the Guildford Local Committee for approval and funding consideration.

## **2. ANALYSIS:**

- 2.1 Every time there is a collision resulting in personal injury reported to the police, the police record the details to a national standard format called STATS19. This information is shared with the local highway authority Surrey County Council and the Department for Transport to identify locations where collisions are taking place and to inform upon measures to reduce road casualties. Summary information is available to the public via [www.crashmap.co.uk](http://www.crashmap.co.uk).
- 2.2 A full analysis of the collisions taking place on Bridge Street was provided in the report to the Economic Prosperity, Environment and Highway Board on 9 June 2016. In summary the collision resulting in the deaths of two pedestrians (whereby the vehicle left the road and mounted the footway) at the western end of Bridge Street was not found to form part of a pattern of similar collisions at this location. It was not thought that the cause of the loss of control of the vehicle was as a result of any highway defect or deficiency in the design of the highway environment. Therefore it would not be an effective use of resources to try to amend the highway at this location to reduce the risk of future similar collisions, because it is highly unlikely that an incident involving the same circumstances would take place again at the same location.

- 2.3 Instead analysis of all the injury collisions taking place on Bridge Street recorded by the police highlighted a pattern of pedestrian casualties focussed at the eastern end of Bridge Street at the junction with Onslow Street. There were a total of 31 road casualties in just over five years on Bridge Street (to the end of February 2016), 21 of which were pedestrians, and 15 of these took place at the Bridge Street junction with Onslow Street. These involved pedestrians being struck while in the road rather than on the footway. Since this analysis was completed there have been a further eleven slight injury casualties (to the end of May 2017), seven of which were pedestrians, and five of which took place at the Bridge Street junction with Onslow Street. It should be noted that while a small number of these took place in the late evening/early morning and could be associated with the night-time economy, there are many other pedestrian casualties taking place at all other times of the day.
- 2.4 The analysis above shows that this location remains as a serious pedestrian casualty hotspot. Consequently designs for a highway scheme to improve pedestrian safety at this location have been progressed and are described below.

### **3. OPTIONS:**

- 3.1 Work has already been completed to reposition the stop line slightly further back from the dashed line delineating the edge of the pedestrian crossing. The rationale for this is to provide as much of a buffer between the vehicles setting off from the stop line and any pedestrians that may still be on the crossing, or may be tempted to cross at the end of the pedestrian phase. The following describes the options for more substantial improvements that could improve the safety at this junction.

#### **OPTION A: Do nothing**

- 3.2 One option is to “do nothing” and leave the junction as it is. However based on the history of collisions in the past it is highly likely that there would continue to be pedestrian road casualties at this site in the future if no improvements are made to the pedestrian crossing facilities. Other improvements to Guildford Town Centre could increase the footfall on this crossing too. This option is not recommended.

#### **OPTION B: Provide raised road tables on the existing crossing**

- 3.3 In general drivers do not exceed the 30 mph speed limit on Bridge Street, especially at the junction with Onslow Street, due to the nature of the road layout. However travelling close to the 30 mph limit through the junction is an inappropriate speed given the large number of pedestrians that could be crossing or at the edge of the road waiting to cross. Therefore the provision of raised road tables at the main crossing points would help to slow traffic down and highlight the presence of pedestrians to vehicle drivers travelling through the junction, as well as encourage pedestrians to use the designated crossing points. Slower speeds through the junction would reduce the risk of collision, and would reduce the consequences should any collision take place. The proposal would reduce slightly the speeds of vehicles travelling through the junction, but would cause only negligible delay to overall journey times.
- 3.4 Appendix 1 shows Option B design for providing raised road tables on the existing crossing points at this location. It can be seen that a road table has not



been provided on the southwest corner of the junction. This is because of the comparatively tight radius of the curve in the road which means that if there was a ramp, the wheels of vehicles would not be perpendicular to the exit edge of the ramp. This could cause a hazard to motorcyclists and would cause rocking of other vehicles, which would be particularly uncomfortable and hazardous for bus passengers. The analysis of the pedestrian casualties showed that the overwhelming majority took place on the other arms of the junction (across Onslow Street) rather than on the southwest corner of the junction.

- 3.5 The guide price for Option B is £112,000, though with 25% added for risk, a conservative estimate of the cost would be £140,000.

**OPTION C: Reposition pedestrian crossing points, provide raised road tables, and improve the traffic signal sequence and signals for pedestrians**

- 3.6 Appendix 2 shows Option C design proposal. For this design the pedestrian crossings on the northwest and southwest corners of the junction have been repositioned a few metres to the west. This would help to improve the visibility between pedestrians waiting to cross and eastbound vehicles approaching on Bridge Street (though the view could still be obscured by other pedestrians on the footway).
- 3.7 Currently the traffic signals on the gyratory (including at the junction of Bridge Street with Onslow Street) work as part of an Urban Traffic Control system. This means the level of traffic on each arm entering the gyratory and the level of traffic within the gyratory is monitored and the traffic signal timings are adjusted automatically to try to maximise the throughput of vehicles throughout the system. As such the signal timings for southbound traffic on Onslow Street entering the gyratory will vary in comparison with the signal timings for northbound traffic exiting Bridge Street onto Onslow Street. This means that pedestrians are required to cross Onslow Street using pedestrian signals in two stages. On some occasions this may conveniently allow the pedestrians to cross the whole junction in one go, but more frequently requires the pedestrian to wait in the central island for a period of time. This can create confusion, frustration and could contribute to risk taking by pedestrians.
- 3.8 Consequently officers have investigated a new signal sequence (shown in Appendix 2) that would allow pedestrians to cross the whole of the Onslow Street arm during one stage. This sequence would also allow pedestrian countdown signals to be introduced. These indicate to the pedestrians the amount of time in seconds that remain to cross the road at the end of the pedestrian phase before the red man appears. This replaces the standard “blackout” period that usually takes place after the end of the green man and is intended to reduce uncertainty and risk taking by pedestrians. Pedestrian countdown signals were first trialled in the UK in London in 2010, and are now in wide use at hundreds of sites across London. Following the successful use of this equipment in London, the Department for Transport approved their use across the country in April 2016. They are now increasingly being used in other local authority areas across the UK.
- 3.9 However an important consideration of the proposed changes to the traffic signal sequence and timings is the likely effect that the changes would have on vehicle journey times through the town centre. Consequently the traffic signal sequence and timings have been modelled using “Paramics” micro simulation modelling software. This predicts that in both the AM (08:00-09:00) and PM

(17:00-18:00) peak hours, there would be increases in delay and mean travel time. Specifically, the modelling predicts an increase in average mean travel time for vehicles travelling through the gyratory and approach roads of 8.4% in the AM peak (equivalent to an average increase in travel time per vehicle of 27 seconds). In the PM peak the average mean travel time increases by 10.9%, which is equivalent to an increase of 38 seconds per vehicle.

- 3.10 The modelling described above does not take into account the possible impacts of separate proposals to trial a one way system and road closure halfway along Walnut Tree Close. It is intended that this scheme will be subject to trial later this year to measure the impact on travel patterns and delays to vehicles as drivers seek alternative routes and change their travel behaviour. This scheme is likely to have a significant impact on traffic flows on the gyratory as drivers seek alternative routes, and it is not clear what the consequences will be (hence the trial). If there are any negative impacts on traffic flows on the gyratory as a result of the trial, these could be compounded by the Option C proposal described above.
- 3.11 Although the provision of pedestrian countdown signals described above would improve the convenience and user experience of the crossing for pedestrians, it is not clear that it would directly address the casualty problem. This is because the vast majority of the pedestrian casualties have taken place as the pedestrians have stepped into the road from the far western or eastern footways, and not from the central island. Also we are not aware of any pedestrian countdown facilities in situ elsewhere that have a central island.
- 3.12 The guide price for Option C is £207,000, though with 25% added for risk, a conservative estimate of the cost would be £259,000.

### **Recommended Option**

- 3.13 It is recommended that Option B is chosen as the preferred scheme. This is because the provision of the road tables are likely to have the greatest impact in terms of improving safety. Although Option C with pedestrian countdown may improve the crossing experience for pedestrians, it is not clear that the additional countdown facilities would directly address the casualty problem. Crucially Option C would also result in significantly more delay for motor vehicles on the roads in and around the gyratory. There is also due to be a trial of a new one way system and road closure half way along Walnut Tree Close which will have an impact on traffic flows on the gyratory. The cost of Option C is also much greater at £259,000 compared with £140,000 for Option B.

## **4. CONSULTATIONS:**

- 4.1 The proposals presented here have been developed and discussed with county council colleagues from Area Highways, Traffic Systems, Transport Studies and with colleagues from from Surrey Police's Road Safety and Traffic Management team and Guildford Borough Council's Planning and Regeneration Directorate.

## **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

5.1 The guide cost estimate for implementing the recommended Option B scheme (including risk) is £140,000. The Department for Transport publish values for the prevention of road collisions for use in cost benefit analyses thus (June 2016):

- Fatal injury collision: £2,005,664
- Serious injury collision: £229,756
- Slight injury collision: £24,193

5.2 On average other highway safety schemes across Surrey have reduced casualties by 40 per cent. Therefore it can be seen that if the scheme is successful it is likely to have a significant cost benefit ratio based on the value of the casualties likely to be prevented.

## **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

6.1 The proposed improvements to the pedestrian crossing facilities would have a positive impact in that it would make it easier and safer for people with mobility impairment to cross the road.

## **7. LOCALISM:**

7.1 The proposals presented here have been developed following the submission of a petition from over 12,000 people expressing their concerns over the safety of pedestrians on Bridge Street after a collision that resulted in the death of two pedestrians.

## **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 & Public Health implications.

The proposals would reduce road danger for pedestrians and so would help support more sustainable modes of travel and walking which is healthier for the participants.

## **9. CONCLUSION AND RECOMMENDATIONS:**

9.1 Analysis of the history of road casualties on Bridge Street found that the collision resulting in the deaths of two pedestrians (whereby the vehicle left the road and mounted the footway) at the western end of Bridge Street was not part of a pattern of similar collisions that could be ameliorated by highway improvements. Instead the analysis highlighted a long history and pattern of



pedestrian casualties focussed at the eastern end of Bridge Street (at the junction with Onslow Street) which involved pedestrians being struck by vehicles while in the carriageway.

- 9.2 Two safety scheme Options B and C have been designed that both include the provision of raised road tables to slow traffic at the crossing points. The more expensive Option C also includes repositioning of the stop lines to improve visibility between pedestrians and drivers, and changes to the phasing and staging of the signals to improve the crossing for pedestrians (incorporating countdown signals). However Option C would result in increased delay for vehicles in and around the gyratory and it is not clear that the additional of the countdown signals would directly address the casualty problem. Therefore Option B is recommended.

## **10. WHAT HAPPENS NEXT:**

- 10.1 Following approval by the local committee, detailed design will proceed on the preferred Option during the current financial year with a view to implementation in the following financial year.

### **Contact Officer:**

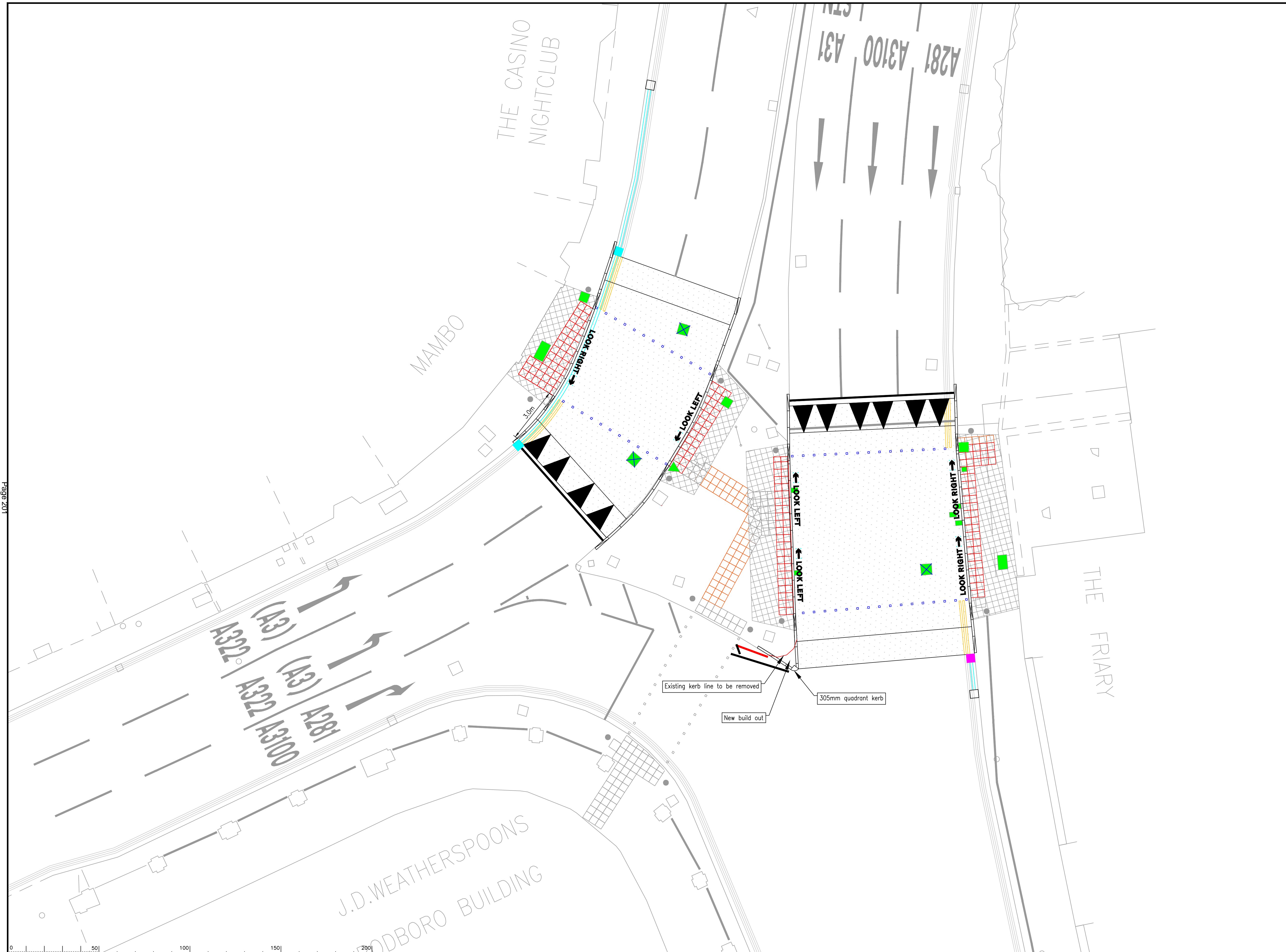
Duncan Knox, Road Safety and Active Travel Team Manager, 0208 541 7443

### **Consulted:**

Surrey Police,  
Area Highways Traffic Systems,  
Transport Studies,  
Guildford Borough Council's Planning and Regeneration Directorate

**Background Annexes:** None

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- KEY:**
- NEW KERB
  - 150mm Ø uPVC CONCRETE ENCASED TWIN WALLED BRANCH DRAIN (23m)
  - NEW OR ROAD MARKINGS TO BE IN REINSTATED
  - ROAD MARKINGS TO BE REMOVED
  - DOUBLE YELLOW LINES TO REINSTATE
  - NEW ROAD GULLY POT (RG) (x3)
  - NEW ROAD CHUTE GULLY (RG) (x1)
  - EXISTING GULLY
  - NEW BITUMINOUS FOOTWAY AT NEW LEVELS(77.5m<sup>2</sup>)
  - NEW RED BLISTER TACTILE PAVING(27.6m<sup>2</sup>)
  - EXISTING BLISTER TACTILE PAVING TO BE REMOVED AND MADE GOOD WITH BITUMINOUS MATERIAL (8.4m<sup>2</sup>)
  - COVERS TO BE RAISED FOR NEW LEVELS (x12)
  - SHINY COVERS TO BE REPLACED AND RAISED FOR NEW LEVELS (x3)
  - NEW CROSSING STUDS
  - ROAD HUMP MARKINGS (TSRGD DIA 1062, 1500mm. X 10)
  - LOOK ROAD MARKINGS (TSRGD DIA 1029, 280mm HEIGHT. X 8)

Notes

TOTAL AREA OF TABLES INCLUDING RAMPS 230m<sup>2</sup>  
 TOTAL LENGTH OF NEW KERBS 61m  
 TOTAL LENGTH OF KERBS TO BE REMOVED 61m  
 42m<sup>2</sup> TACTILES TO BE REMOVED (TOTAL)

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

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Drawn by JW Sig. JW Date 09-06-17  
 Checked by originator Sig. Date  
 Approved by Sig. Date

Project

A322 BRIDGE STREET JW  
 JW ONSLOW STREET

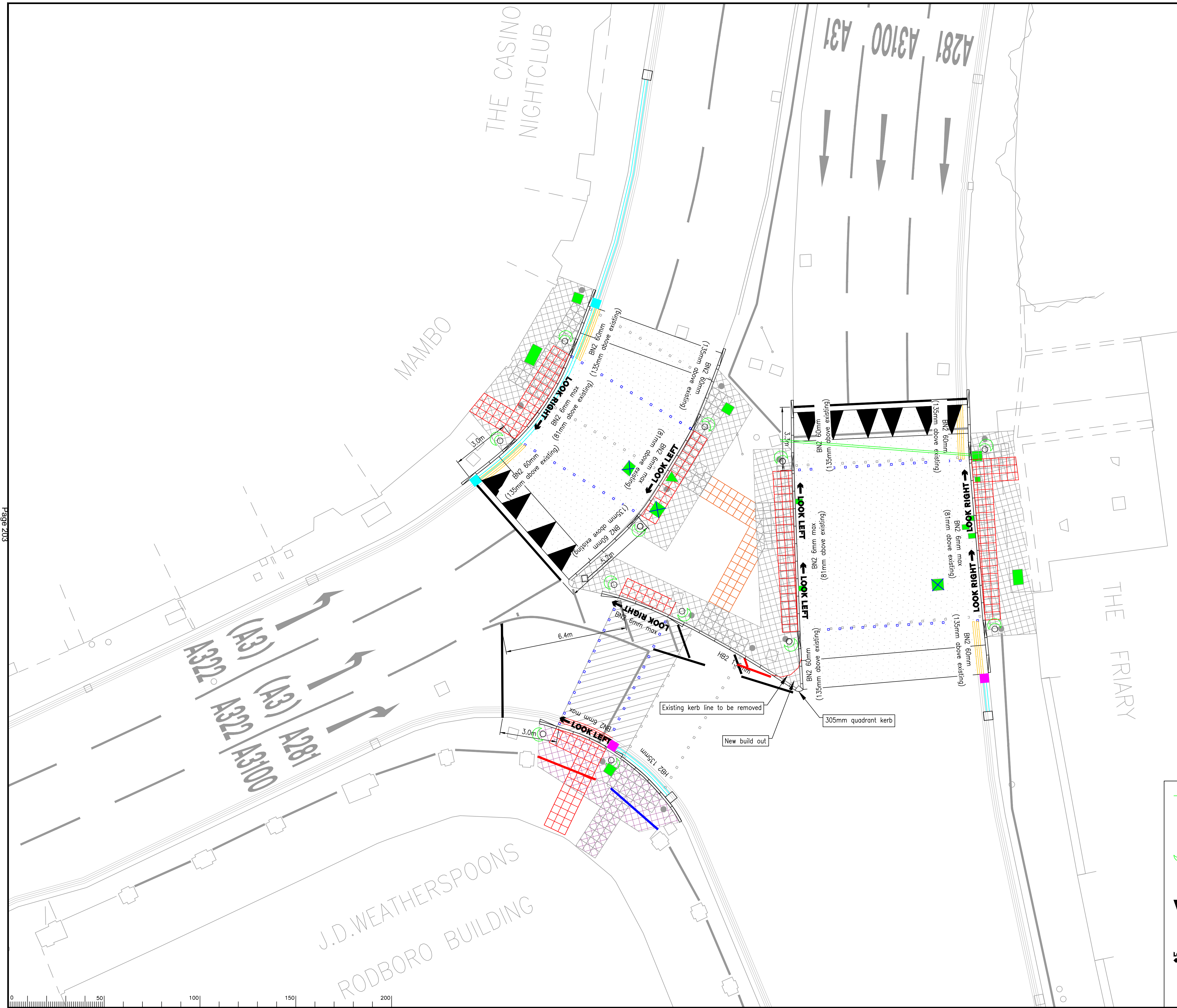
TWO TABLES AT EXISTING CROSSING LOCATIONS  
 INITIAL DRAWING

SHEET 1 OF 1

Project No. PC0745  
 Contract Sheet No. PC0745-14  
 Drawing No. Rev. -  
 Classification DRAFT



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- KEY:**
- NEW KERB
  - TRANSITION BETWEEN DIFFERENT KERB UPSTANDS
  - TRANSITION BETWEEN HB2 AND BN KERB
  - RAKER KERB
  - NEW OR ROAD MARKINGS TO BE IN REINSTATED
  - ROAD MARKINGS TO BE REMOVED
  - DOUBLE YELLOW LINES TO REINSTATE
  - NEW ROAD GULLY POT (X 2)
  - NEW ROAD CHUTE GULLY (X 2)
  - EXISTING GULLY
  - 150mm Ø uPVC CONCRETE ENCASED TWIN WALLED BRANCH DRAIN (28m)
  - NEW BITUMINOUS FOOTWAY (126.6m<sup>2</sup>)
  - FOOTWAY TO NEW LEVELS REUSING EXISTING PAVING WHERE POSSIBLE (21.8m<sup>2</sup>)
  - RESURFACE CARRIAGEWAY (29.7m<sup>2</sup>)
  - NEW RED BLISTER TACTILE PAVING (38.5m<sup>2</sup>)
  - EXISTING TACTILE PAVING TO BE REMOVED AND MADE GOOD WITH BITUMINOUS MATERIAL (8.5m<sup>2</sup>)
  - EXISTING BLISTER TACTILE PAVING TO BE CLEARED (42.8m<sup>2</sup>)
  - 100mm Ø TRAFFIC SIGNALS DUCT (2 x 10m)
  - RS115 POLE RETENTION SOCKETS SURROUNDED WITH 750mm<sup>2</sup> FOUNDATION (X 12)
  - ROAD HUMP MARKINGS (TSRGD DIA 1062, 1500mm. X 10)
  - LOOK ROAD MARKINGS (TSRGD DIA 1029, 280mm HEIGHT X 8)
  - COVERS TO BE RAISED FOR NEW LEVELS
  - SHINY COVERS TO BE REPLACED AND RAISED FOR NEW LEVELS
  - NEW CROSSING STUDS
  - EXISTING CROSSING STUDS TO BE REMOVED

Notes

TOTAL AREA OF TABLES INCLUDING RAMPS 224m<sup>2</sup>  
 TOTAL LENGTH OF NEW KERBS 76m  
 TOTAL LENGTH OF KERBS TO BE REMOVED 76m

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

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Drawn by	JW	Sig.	JW	Date	
Checked by		Sig.		Date	
Approved by		Sig.		Date	

Project  
 A322 BRIDGE STREET JW  
 JW ONSLOW STREET  
 TWO TABLES

Classification  
 DRAFT

Project No.  
 PC0745

Contract Sheet No.  
 PC0745-11

Rev.  
 -

Classification  
 DRAFT

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**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (GUILDFORD)****DATE:** 19 September 2017**LEAD OFFICER:** Frank Apicella  
Acting Area Highway Manager**SUBJECT:** Highways Update**AREA(S) AFFECTED:** All Divisions in Guildford**SUMMARY OF ISSUE:**

This report provides an update on the 2017/18 programme of highway improvement and maintenance works funded by this committee. It also provides an update on other centrally funded projects being promoted in the local area.

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

- (i) Note the capital works completed and expenditure to date.
- (ii) Note the ongoing revenue works being carried out.
- (iii) Approve the introduction of the road table in North Street, as shown at Annex 2 (paragraphs 2.6.1 - 2.6.6 refer)

**REASONS FOR RECOMMENDATIONS:**

The recommendations are intended to facilitate delivery of the 2017-18 Highways programmes funded by the Local Committee, whilst at the same time ensuring that the Chairman, Vice Chairman and relevant Divisional Members are fully and appropriately involved in any detailed considerations.

## 1. INTRODUCTION AND BACKGROUND:

- 1.1 Surrey County Council's Local Transport Plan (LTP) aims to improve the highway network for all users. In general terms it aims to reduce congestion, improve accessibility, reduce the frequency and severity of road casualties, improve the environment, and maintain the network so that it is safe for public use.
- 1.2 The Local Committee in Guildford has been delegated a Highways budgets to be able to contribute to the objectives set out in Surrey County Council's LTP, according to local priorities.

## 2. ANALYSIS:

### 2.1 Local Committee finance

- 2.1 On the 28th March 2017 the Cabinet approved the Guildford Local Committee devolved budget for 2017/18 as follows.

Revenue Maintenance	£40,909
Capital (Maintenance & ITS)	£36,363

**Total £77,272**

### 2.2 Local Committee capital works programme

- 2.2.1 A number of the programmed 2016/17 Integrated Transport Schemes (ITS) were not completed before the 31st March 2017. This together with the revised budget restrictions, meant that only some of these schemes could be completed this financial year 2017/18.
- 2.2.2 It was approved at the June Committee that the 2017/18 capital budget be used to cover the cost of a couple of 2016/17 schemes, together with a budget to permit officers to continue to provide a service for ad-hoc signs and lines.
- |                                  |                      |
|----------------------------------|----------------------|
| Ad-hoc signs and lines (2017/18) | £ 5,363              |
| Gole Road scheme (2016/17)       | £24,000              |
| Boxgrove Lane signs (2016/17)    | £ 7,000              |
|                                  | <b>Total £36,363</b> |
- 2.2.3 Both the Gole Road and Boxgrove Lane schemes have now been completed to budget.
- 2.2.4 The remaining schemes from 2016/17 together with the balance of the list of approved ITS schemes by the Transportation Task Group have now been compiled into one list.
- 2.2.5 However with the current levels of funding, this list of projects is undeliverable, as it is currently valued in excess of £420,000.
- 2.2.6 Due to the committee reduction in funding and to enable simpler prioritisation of these Integrated Transport Schemes (ITS), each one has been scored by way of CASEE (Congestion, Accessibility, Safety, Environment, & Economy) assessment.

- 2.2.7 Using the approved countywide model each scheme now has a benefit cost, and a ranking provided. **Annex 1** details the schemes and their relative ranking.

#### **Local Committee revenue works programme**

- 2.2.8 Many new bids and requests for increased allocations had been received earlier in the year. All the town councils (TCs) and parish councils (PCs) were written to, once this reduced budget was known to advise of this change, and mitigate any risk of early expenditure by them, ahead of any committee resolution.
- 2.2.9 In order to attempt to somewhat lessen the impact of this, it was agreed at the June committee to allocate the entire revenue maintenance budget of £40,909, to the ordering of a vegetation gang under the direct control of the maintenance engineer. This work has been ongoing throughout the summer months.

#### **Parking**

- 2.2.10 Parking updates are provided directly to the Committee by Guildford Borough Council Officers as required under mini agency agreement with SCC.

#### **Other highway related matters**

### **2.3 Customer services**

- 2.3.1 The total number of enquiries received for the six months between January and June 2017 is 65,281, an average of 10,880 per month. The average for the first quarter January to March was 12,368 per month. The second quarter generally sees a reduction in enquiries and this is line with the seasonal trend. Compared to the same period last year this is a reduction of approximately 11%, for January to June 2016, 73,632 were received at an average of 12,272. The Service has been working hard to improve the information available to residents and customers to remove the need for them to contact us about routine matters and this reduction can be partly attributed to this work.
- 2.3.2 For Guildford specifically, 7,843 enquiries have been received since January of which 3,870 (49%) were directed to the local area office for action, of these 96% have been resolved. This response rate is slightly above the countywide average of 94%.
- 2.3.3 For the first half of 2017, Highways received 197 Stage 1 complaints of which 20 were for the Guildford area. These mainly concerned communication, service delivery and policies. In addition four have been escalated to stage 2 of the complaints process where the service was found to be partially at fault in one of those. Three complaints were referred to the Local Government Ombudsman but no fault was found in any.
- 2.3.4 The Service has recently undergone its annual Customer Service Excellence 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 for a further three years. The assessment highlighted a number of areas of best practice including “the

[www.surreycc.gov.uk/guildford](http://www.surreycc.gov.uk/guildford)



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](http://www.roadwork.org).” Members can sign up via the website to receive email alerts for works in their area. Surrey Highways & Transport is using two schemes; Runnymede Roundabout and a drainage scheme on the A22 to trial the use of proactive messaging. Customers can register to receive updates during the course of the works rather having to contact us or check the website for the latest position. If successful it is intended to roll this out to all major schemes.

## **2.4 Major schemes**

- 2.4.1 Members will recall that at its meeting of the 22 March 2017, approval was given for the Public Realm enhancements to the Tunsgate part of the town centre.
- 2.4.2 The scheme is being sponsored and funded by Guildford Borough Council (GBC) and implemented by Surrey County Council (SCC) through their contractor Kier.
- 2.4.3 Although there have been delays to the opening of the development, the highway works which commenced recently are continuing, and progressing in close liaison with GBC and the developer. This is to ensure that the highway works are expedited with minimal delay, whilst being programmed around deliveries and other necessary works, for the developer.
- 2.4.4 Local Members will also recall that Network Rail recently advised that their bridge on New Pond Road, Compton, close to the Guildford Crematorium, was life expired and required rebuilding.
- 2.4.5 Discussions were had with the 2 local MPs at an early stage, who supported the opportunity to improve and widen any new structure over the railway, however the huge financial implications of any additional widening were beyond economic reach of the County Council at this time.
- 2.4.6 Network Rail will now replace the bridge like for like, however the road will require a road closure during the main construction phase of the works.
- 2.4.6 SCC officers have met with Network Rail, their Consultants, and contractors. The initial programme indicates that the current plan is to close the road around the times they have track possession, which is currently shown to be from early March 2018 until early July 2018.
- 2.4.7 A full diversion route will be provided throughout this time and both SCC and Network Rail's public relations team will be working to keep residents, drivers, and members fully updated.

## **2.5 Centrally funded maintenance**

- 2.5.1 Operation Horizon reports for 2017-18 are available on the Surrey County Council website. These reports list roads that are due to be treated in the current Financial Year 2017-18.
- 2.5.2 Also on the same page of the Surrey County Council website are lists of roads for consideration for future Financial Years.

[www.surreycc.gov.uk/guildford](http://www.surreycc.gov.uk/guildford)

- 2.5.3 For more information please see here:  
<https://www.surreycc.gov.uk/roadsand-transport/highwaysinformationonline/horizonhighwaymaintenanceinvestment-programme>

## **2.6 Road safety**

- 2.6.1 There has been a pedestrian accident problem in upper section of North Street for some years, with 5 personal injury collisions involving pedestrians since the beginning of 2014.
- 2.6.2 The Road Safety Working Group (RSWG) meets every 6 months to review personal injury collision data provided by Surrey Police. The RSWG is attended by Surrey County Council Road Safety Engineers, Surrey County Council Highway Engineers and Surrey Police
- 2.6.3 The RSWG, in conjunction with officers of Guildford Borough Council, has developed a road table scheme shown at **Annex 2**, which will reduce traffic speeds on both approaches and provide a convenient and safer crossing point for pedestrians.
- 2.6.4 Importantly, the scheme can be implemented without impinging on other longer term proposals for the rest of North Street.
- 2.6.5 The scheme has been designed with a view to implementation during 2018/19 when this section of North Street is programmed to be resurfaced. Hence, the cost of the table will be borne by this maintenance work, so there will no additional financial burden to this committee.
- 2.6.6 Any minimal additional cost required to implement the scheme (advertising, additional asphalt) will come from the central road safety budget.
- 2.6.7 The Committee is asked to approve the scheme shown at **Annex 2**, to enable this project to be developed for construction.
- 2.6.8 **Annex 3** contains information on road casualties in Surrey in the 2016 calendar year, and also the trends in casualties between 1994 and 2016.

## **2.7 Passenger Transport**

- 2.7.1 There was no update at the time of writing this report.

## **2.8 Other key information, strategy and policy development**

- 2.8.1 **North Street** - As a result of a site visit by SCC officers in 2016 and working with G-BUG (Guildford Bike User Group), several locations for improving the highway network in Guildford for cyclists have been identified.
- 2.8.2 A report that highlighted all these locations, including low cost improvements, was presented to the Guildford Local Committee at the March 2016 meeting.

- 2.8.3 From the report, and further discussion with the local cycle officers, three locations have been prioritised by the Cycling Programme Team;
- Collingwood Crescent cut-through
  - Cunningham Avenue cut-through
  - Nelson Gardens/Duncan Drive cut-through
- 2.8.4 The Transport Strategy Project Team agreed to fund the improvements for the above three locations and the Local Highway Team have now instructed the SCC contractors to carry out the works. It is expected that improvements should be completed within this financial year.
- 2.8.5 **Walnut Tree Close** -: The detailed design to facilitate the experimental traffic restriction is currently progressing well to enable comprehensive plans to be produced which may be used to construct the scheme.
- 2.8.6 At present, the first stage of the trial is set to begin on the 3 November 2017 with a section Walnut Tree Close operating as one-way northbound only; this is contingent on final legal details being agreed.
- 2.8.7 The trial is set to last for up to 12 months and would then be replaced with the second stage of the trial: an experimental closure of the road. Traffic levels will be monitored throughout the trial and officers will be able to return the road to its previous layout quickly if there are repeated cases of prolonged traffic congestion resulting from the trial.
- 2.8.8 During the weeks prior to the scheme going live communications exercises will be undertaken with local residents and businesses to provide advanced notification of the trial and arrangements for access. This work will aim to minimise the potential short-term disruption that may occur in the days immediately following implementation from people being unaware of the new road layout.

### **3. OPTIONS:**

- 3.1 Officers seek to implement the most cost effective measures which meet scheme objectives. Officers will revert to the Chairman, Vice Chairman and Divisional Member, or indeed the Committee as appropriate, whenever Preferred options need to be identified.

### **4. CONSULTATIONS:**

- 4.1 None at this stage. Officers will consult the Chairman, Vice Chairman and Divisional Members as appropriate in the delivery of the programmes detailed above.

### **5. FINANCIAL IMPLICATIONS:**

- 5.1 The financial implications of this paper are detailed in section 2 above.



**6. WIDER IMPLICATIONS:**

<b>Area assessed:</b>	<b>Direct Implications:</b>
Crime and Disorder	A well-managed highway network can contribute to reduction in crime and disorder as well as improve peoples' perception of crime.
Equality and Diversity	It is an objective of Surrey Highways to take account of the needs of all users of the public highway.
Localism (including community involvement and impact)	The Local Committee prioritises its expenditure according to local priorities.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report.
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.

**7. CONCLUSION AND RECOMMENDATIONS:**

- 7.1 This Financial Year's approved programmes are currently in the process of being delivered.

**8. WHAT HAPPENS NEXT:**

- 8.1 The Area Highway Manager will work with Divisional Members, the Chairman and Vice-Chairman to deliver this Financial Year's approved programme of works.

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**Contact Officer:** Frank Apicella  
 SCC Acting Area Highway Manager SW  
 Tel 0300 200 1003

**Consulted:** As detailed within the report.

**Annexes:**

1. ITS scheme assessment.
2. North Street Road table scheme.
3. Road casualties in Surrey 2016.

**Background papers:**

Local Committee (Guildford) 6 July 2017 Highways Update  
 Local Committee (Guildford) 23 March 2016 Item 12 Local Cycling Plan

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Guildford LTP schemes ranking - Aug 2017			Possible developer funding	Congestion					Accessibility					Safety					Environment					Economy				FINAL SCORE	Cost														
Rank	Scheme / Title	Division	(£k)	15%					15%					35%					15%					20%																			
				Vehicle delay impact	Traffic growth impact	Support travel plan	Technological congestion management	Parking management	Score	Wgt'd adj.	15%	Improve mobility for impaired	Promote public transport	Encourage walking	Reduce community severance	Encourage cycling	Score	Wgt'd adj.	15%	Reduce KSI	Reduce child KSI	Reduce slight casualties	Reduce vehicle speeds	Support safe routes to school	Improve street lighting	Reduce fear of crime	Score	Wgt'd adj.	35%	Improve streetscene inc. reducing tipping	Reduce vehicle CO2 emissions	Reduce traffic noise	reduce HGV impact	Score	Wgt'd adj.	15%	Aligns with planned maintenance	Supports local economy	Score	Wgt'd adj.	20%		
1	Boxgrove Road, Guildford - Footway reinstatement	Guildford South East		0	0	5	0	0	5.00	75.00	3	0	4	3	5	15.00	225.00	0	0	0	0	5	0	0	0	5.00	175.00	-1	0	1	0	0.00	0.00	1	0	1.00	20.00	495.00	8000				
2	Burpham Lane, Guildford Traffic calming measures (feasibility)	Guildford East		0	0	3	0	0	3.00	45.00	4	0	3	2	2	11.00	165.00	0	0	0	1	3	0	0	0	4.00	140.00	0	-1	-1	1	-1.00	-15.00	0	0	0.00	0.00	335.00	7000				
3	New Road, Chilworth Crossing improvement	Shere		0	0	1	0	0	1.00	15.00	1	0	0	0	0	1.00	15.00	0	0	0	0	2	0	0	0	2.00	70.00	0	0	0	0	0.00	0.00	4	0	4.00	80.00	180.00	5000				
4	Fairlands, Guildford Dropped kerbs	Worplesdon		0	0	2	0	0	2.00	30.00	4	0	3	0	0	7.00	105.00	0	0	0	0	3	0	0	0	3.00	105.00	0	0	0	0	0.00	0.00	2	0	2.00	40.00	280.00	10000				
5	Woodruff Avenue, Guildford Bollards	Guildford East		0	0	1	0	3	4.00	60.00	1	0	0	0	0	1.00	15.00	0	0	0	0	2	0	0	0	2.00	70.00	0	0	0	0	0.00	0.00	1	0	1.00	20.00	165.00	10000				
6	North Street, Guildford Pedestrian refuge & road table	Guildford South East		0	0	0	0	0	0.00	0.00	1	0	1	0	1	3.00	45.00	0	0	0	1	0	0	0	0	1.00	35.00	0	-1	-1	0	-2.00	-30.00	2	0	2.00	40.00	90.00	40000				
7	The Street, West Clandon Traffic calming measures	Shere		0	0	2	0	0	2.00	30.00	1	0	1	0	1	3.00	45.00	0	0	2	2	2	0	0	0	6.00	210.00	-1	-1	0	0	-2.00	-30.00	0	0	0.00	0.00	255.00	50000				
8	Woking Road, Guildford Traffic calming measures (feasibility)	Guildford North		0	0	1	0	1	2.00	30.00	2	0	1	0	1	4.00	60.00	0	0	1	2	2	0	0	0	5.00	175.00	-1	-1	0	0	-2.00	-30.00	0	0	0.00	0.00	235.00	5000				
9	Trodds Lane, Guildford Speed limit	Guildford East		0	0	0	0	0	0.00	0.00	0	0	0	0	0	0.00	0.00	0	0	0	4	0	0	0	0	4.00	140.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	140.00	5000				
10	The Street, West Horsley Pedestrian crossing	Horsleys		0	0	0	0	0	0.00	0.00	2	0	1	0	0	3.00	45.00	0	0	0	1	0	0	0	0	1.00	35.00	-1	-1	0	0	-2.00	-30.00	0	0	0.00	0.00	50.00	40000				
11	Aldershot Road, Guildford Upgrading zebra to puffin crossing	Guildford West		0	0	1	0	0	1.00	15.00	0	0	0	0	0	0.00	0.00	1	1	0	0	1	0	0	0	3.00	105.00	-1	-1	0	0	-2.00	-30.00	0	0	0.00	0.00	90.00	120,000				
12	Wodeland Avenue, Guildford Speed cushions	Guildford South West		0	0	0	0	0	0.00	0.00	0	0	0	0	0	0.00	0.00	0	0	0	0	0	0	0	0	0.00	0.00	0	-1	-1	1	-1.00	-15.00	0	0	0.00	0.00	-15.00	10,000				
13	Onslow village, Guildford Road safety scheme	Guildford South West		0	0	4	0	0	4.00	60.00	2	0	3	0	1	6.00	90.00	0	0	0	2	3	0	0	0	5.00	175.00	0	0	-1	0	-1.00	-15.00	2	0	2.00	40.00	350.00	40,000				
14	Aldershot Road, Worplesdon Pedestrian refuge	Worplesdon		0	0	3	0	0	3.00	45.00	0	0	2	0	0	2.00	30.00	0	0	0	1	3	3	0	0	7.00	245.00	-1	0	0	0	-1.00	-15.00	0	0	0.00	0.00	305.00	25,000				
15	The Street, Shalford Pedestrian refuge	Shalford		0	0	2	0	0	2.00	30.00	1	0	1	0	0	2.00	30.00	0	0	0	2	2	0	0	0	4.00	140.00	-1	0	0	0	-1.00	-15.00	0	0	0.00	0.00	185.00	25,000				
16	Avenue De Cagny Traffic calming measures	Worplesdon		0	0	0	0	0	0.00	0.00	1	0	2	0	0	3.00	45.00	0	0	0	2	1	0	0	0	3.00	105.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	150.00	20,000				



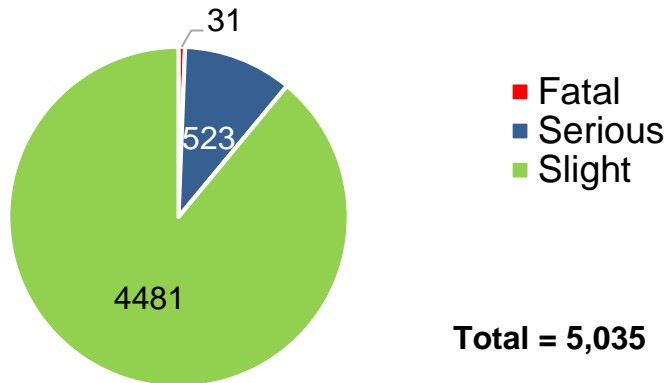
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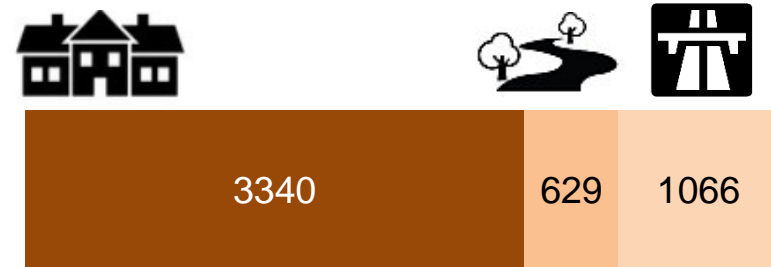
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# Reported Road Casualties in Surrey 2016

## Casualties by Severity



## Casualties by Type of Road

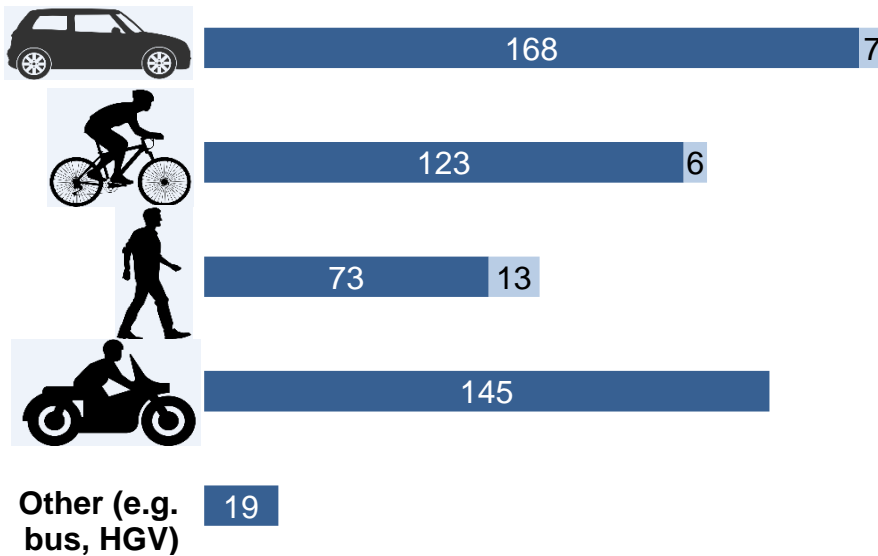


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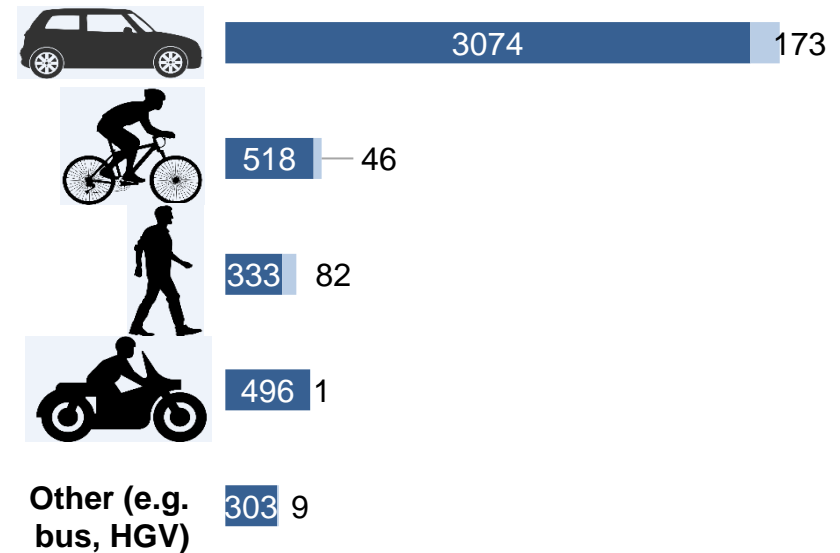
## Adult and Child Casualties by Mode and Severity

■ Adult ■ Child

### Fatal and Serious Casualties Combined



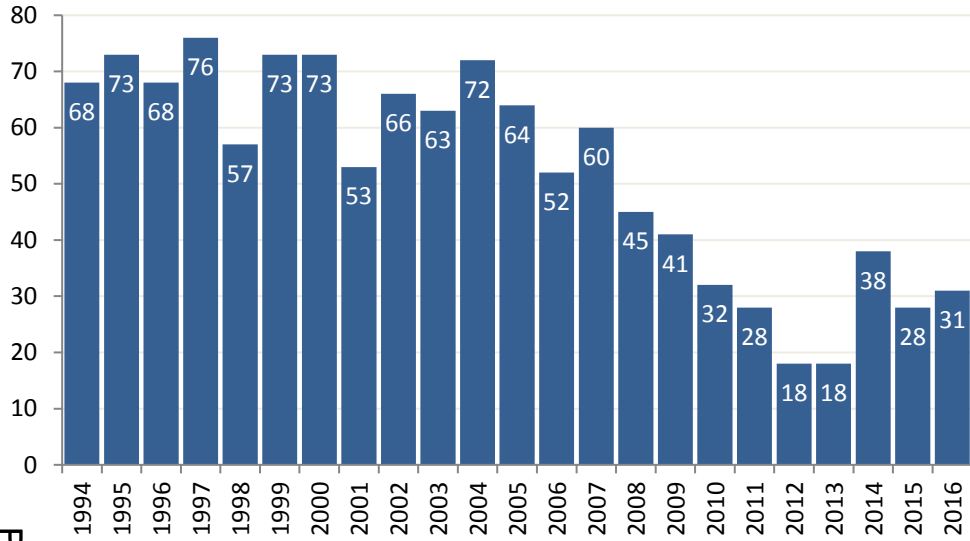
### All Severities



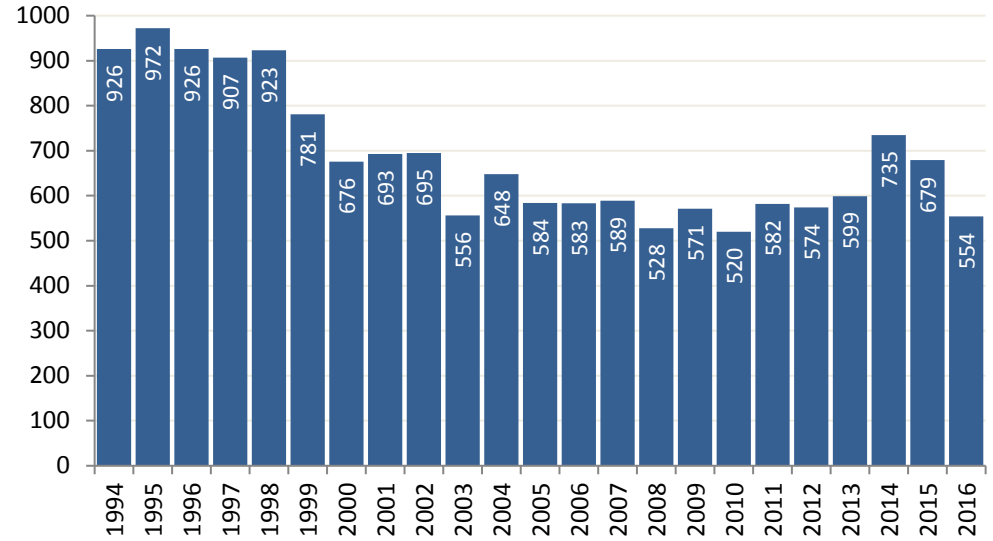
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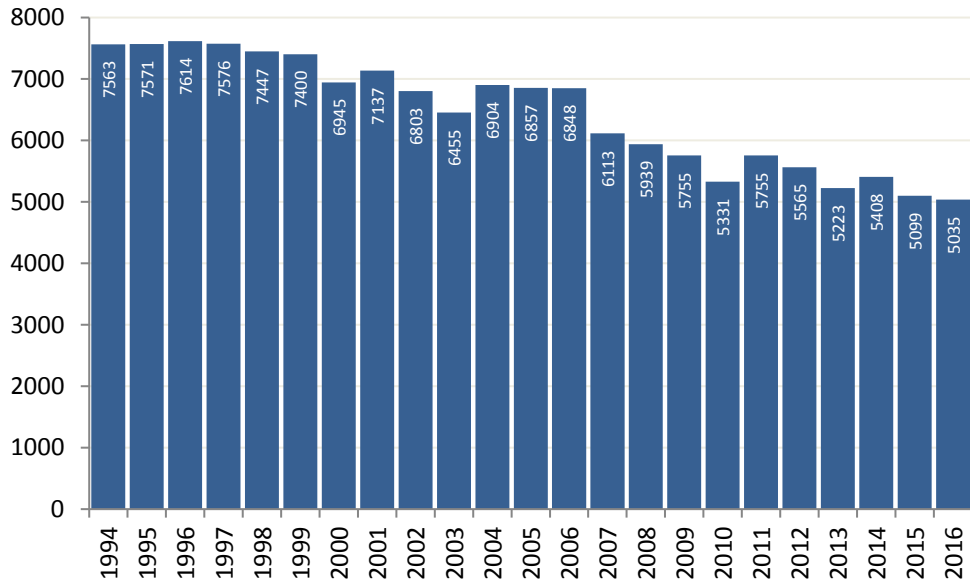
### Fatal Road Casualties



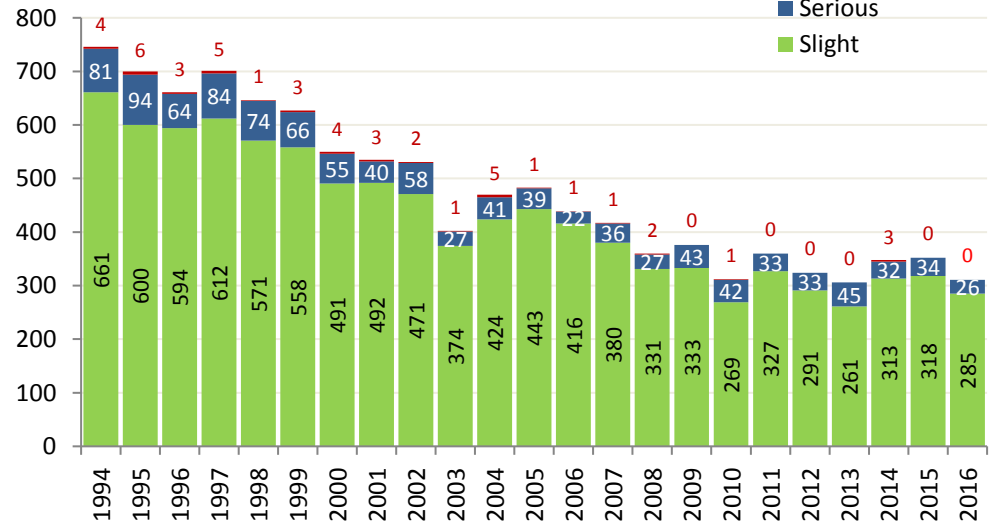
### Fatal and Serious Road Casualties



### All Road Casualties



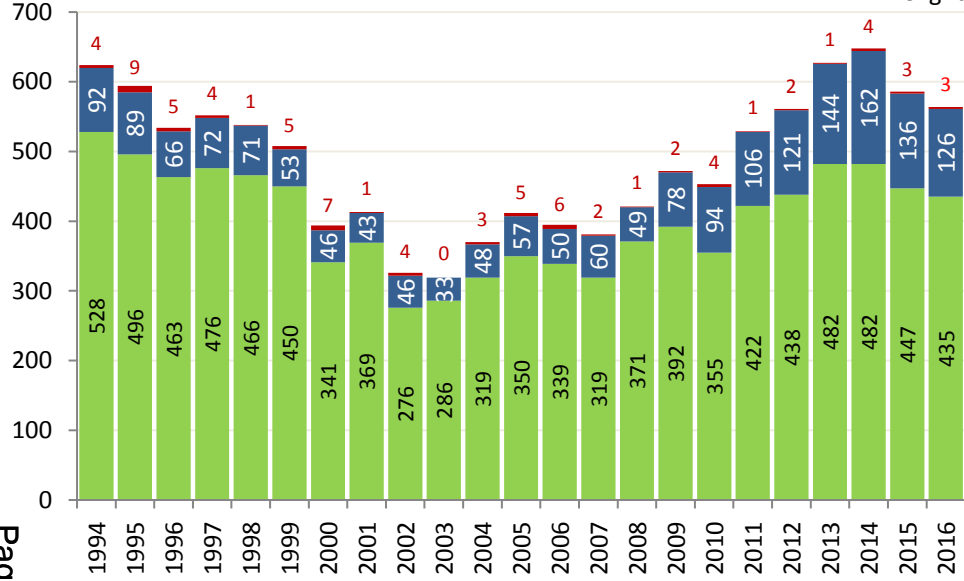
### Child (under 16) Casualties (all modes) by Severity





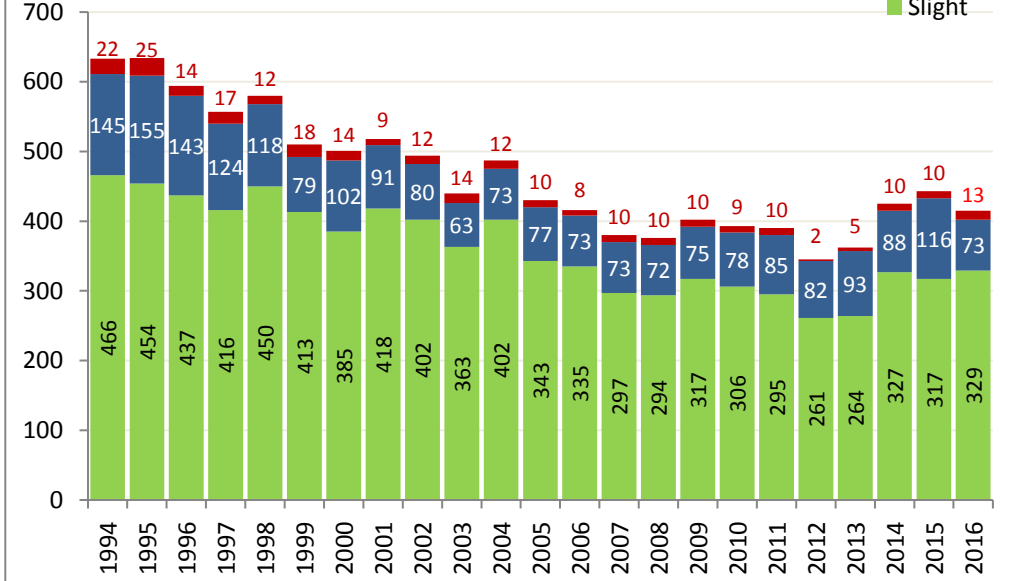
### Cyclist Casualties by Severity

Fatal  
Serious  
Slight



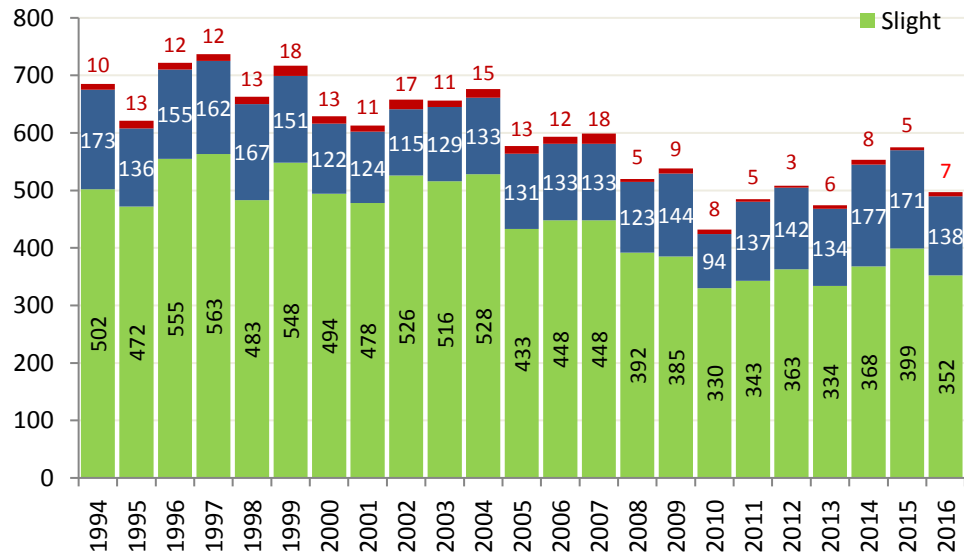
### Pedestrian Casualties by Severity

Fatal  
Serious  
Slight



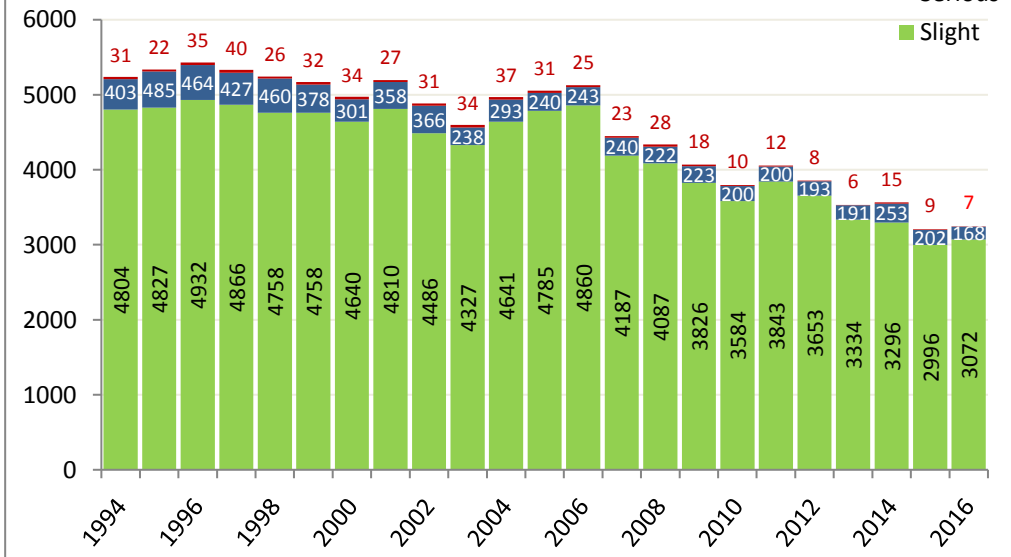
### Motorcycle Casualties by Severity






Fatal  
Serious  
Slight



### Car Occupant Casualties by Severity

Fatal  
Serious  
Slight



Trends in casualties in Surrey		2010	2011	2012	2013	2014	2010-2014 average	2015	2016	2016 percentage change over 2010-2014 average		
<b>Total Casualties</b>	Fatal	32	28	18	18	38	26.8	28	31			
	Serious	488	554	556	581	697	575.2	651	523			
	Slight	4,811	5,173	4,991	4,625	4,673	4,854.6	4,420	4,481			
	Fatal & Ser	520	582	574	599	735	602.0	679	554	Fatal & Ser	-8	↓
	Total	5,331	5,755	5,565	5,224	5,408	5,456.6	5,099	5,035	Total	-8	↓
<b>Car Occupants</b>												
	Fatal	10	12	8	6	15	10.2	9	7			
	Serious	198	200	193	190	252	206.6	200	167			
	Slight	3,579	3,835	3,641	3,317	3,282	3,530.8	2,974	3,051			
	Fatal & Ser	208	212	201	196	267	216.8	209	174	Fatal & Ser	-20	↓
	Total	3,787	4,047	3,842	3,513	3,549	3,747.6	3,183	3,225	Total	-14	↓
<b>Pedal Cyclists</b>												
	Fatal	4	1	2	1	4	2.4	3	3			
	Serious	94	106	121	144	162	125.4	136	126			
	Slight	355	422	438	482	482	435.8	447	435			
	Fatal & Ser	98	107	123	145	166	127.8	139	129	Fatal & Ser	+1	↑
	Total	453	529	561	627	648	563.6	586	564	Total	0	
<b>Pedestrians</b>												
	Fatal	9	10	2	5	10	7.2	10	13			
	Serious	78	85	82	93	88	85.2	116	73			
	Slight	306	295	261	264	327	290.6	317	329			
	Fatal & Ser	87	95	84	98	98	92.4	126	86	Fatal & Ser	-7	↓
	Total	393	390	345	362	425	383.0	443	415	Total	+8	↑
<b>Motorcyclists</b>												
	Fatal	8	5	3	6	8	6.0	5	7			
	Serious	94	137	142	134	177	136.8	171	138			
	Slight	330	343	363	335	368	347.8	399	352			
	Fatal & Ser	102	142	145	140	185	142.8	176	145	Fatal & Ser	+2	↑
	Total	432	485	508	475	553	490.6	575	497	Total	+1	↑
<b>Children (under 16 years old, all modes of travel)</b>												
	Fatal	1	0	0	0	3	0.8	0	0			
	Serious	42	33	33	45	32	37	34	26			
	Slight	269	327	291	261	313	292.2	318	285			
	Fatal & Ser	43	33	33	45	35	37.8	34	26	Fatal & Ser	-31	↓
	Total	312	360	324	306	348	330	352	311	Total	-6	↓

Trends in casualties in Surrey							2010-2014			2016 percentage
	2010	2011	2012	2013	2014	average	2015	2016	change over 2010-2014 average	

### Built-Up SCC Roads (Speed Limit 20, 30 & 40 mph)



Fatal	16	15	11	9	15	13.2	19	20	
Serious	338	372	426	429	482	409.4	473	377	
Slight	3,181	3,337	3,234	2,942	3,202	3,179.2	2,987	2,943	
Fatal & Ser	354	387	437	438	497	422.6	492	397	Fatal & Ser -6 ↓
Total	3,535	3,724	3,671	3,380	3,699	3,601.8	3,479	3,340	Total -7 ↓

### Non Built-Up SCC Roads (Speed Limit 50mph, 60mph & 70 mph)



Fatal	12	7	3	3	14	7.8	6	9	
Serious	82	116	79	101	130	101.6	99	94	
Slight	739	814	736	743	595	725.4	518	526	
Fatal & Ser	94	123	82	104	144	109.4	105	103	Fatal & Ser -6 ↓
Total	833	937	818	847	739	834.8	623	629	Total -25 ↓

### Motorway and Trunk Roads



Fatal	4	6	4	6	9	5.8	3	2	
Serious	68	66	51	51	85	64.2	79	52	
Slight	891	1,022	1,021	940	876	950	915	1,012	
Fatal & Ser	72	72	55	57	94	70	82	54	Fatal & Ser -23 ↓
Total	963	1094	1076	997	970	1,020	997	1,066	Total +5 ↑



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