

Agenda

Guildford
Local
Committee

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

Discussion

**Guildford to Godalming
Greenway (cycle route)**

Highways Update

Community Safety Update



Venue

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

Date: Wednesday, 13 June
2018

Time: 7.00 pm



SURREY

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. All local committees provide an opportunity to raise questions, informally, up to 30 minutes before the formal business of the meeting 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.

Get involved

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 officer is here to help.

Email: joanna.long@surreycc.gov.uk

Tel: 01483 517336 (text or phone)

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



Follow [@GuildfordLC](https://twitter.com/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.



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

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

Chief Executive
Joanna Killian

MOBILE TECHNOLOGY AND FILMING – ACCEPTABLE USE

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

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

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

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

Thank you for your co-operation

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

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

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

1 APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2 OPEN FORUM - PUBLIC QUESTIONS

Before the formal Committee session begins, the Chairman will invite questions from members of the public attending the meeting. Where possible questions will receive an answer at the meeting, or a written response will be provided subsequently.

3 MINUTES OF PREVIOUS MEETING

(Pages 1 - 8)

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

4 DECISION TRACKER (FOR INFORMATION)

(Pages 9 - 14)

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

5 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.

6 CHAIRMAN'S ANNOUNCEMENTS

To receive any Chairman's announcements.

7 PETITIONS

(Pages 15 - 18)

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

Two petitions have been received

- The first petition was received from Mr Keith Saunders on behalf of Burden Way/Escombe Drive residents.

The petition asks for SCC to create a 20mph speed zone to encompass Burden Way/Escombe Drive (Stoughton).

- The second petition was received from Mr Gary Lewis on behalf of the Pirbright community.

The petition asks for SCC to install 4-Way Traffic Lights at the Junction of Connaught Road and Dawney Road Bridge, Brookwood.

8 PUBLIC QUESTION TIME

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

9 MEMBER QUESTION TIME

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

10 GUILDFORD - GODALMING GREENWAY (EXECUTIVE FUNCTION) (Pages 19 - 48)

The Godalming Cycle Campaign (GCC) in partnership with the Guildford Bicycle Users Group (G-Bug) have developed plans for a 'greenway' along the River Wey corridor. The spine of the route will run between Guildford town centre and Godalming but it also includes an extension to Milford and links to other key destinations along it.

The route is suitable for all ages and abilities so it would be safe, quiet and away from busy roads. It will be inclusive for others such as wheelchair users and parents with pushchairs. It would make many local journeys more attractive for walking and cycling.

11 MOVE TOWARDS A GUILDFORD JOINT COMMITTEE (OTHER COUNTY COUNCIL FUNCTIONS - FOR INFORMATION)

Supplementary papers to be dispatched relating to the establishment of a Joint Committee for Guildford once papers have been finalised.

12 HIGHWAYS UPDATE (EXECUTIVE DECISION) (Pages 49 - 68)

This report provides an update on the 2017/18 programme of highway improvement and maintenance works funded by this committee, an update on other projects in the local area such as the schemes within the Guildford Town Centre Transport Package, Tunsgate highway works, A25 cycle corridor (Woodbridge) and on other centrally funded projects being promoted in the local area, as well as details of the budgets allocated to the committee in 2018/19 and recommendations on expenditure of the same. The report also includes decisions on

parking including the advertisement of making of a traffic orders for Lysons Avenue and Sheepfold Road.

13 LOCAL COMMITTEE COMMUNITY SAFETY FUNDING (EXECUTIVE FUNCTION) (Pages 69 - 74)

The local committee has a delegated budget of £3,000 for community safety projects in 2018/19. This report sets 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 report provides a progress update regarding last year's funding.

14 REPRESENTATION ON TASK GROUPS AND EXTERNAL BODIES (EXECUTIVE FUNCTION) (Pages 75 - 80)

This report seeks the approval of local committee task group members and the appointment of representatives to external bodies.

15 FORWARD PLAN (Pages 81 - 82)

The Forward Programme of reports for the Local Committee for 2018/19.

This page is intentionally left blank

DRAFT

Minutes of the meeting of the
Guildford LOCAL COMMITTEE
 held at 7.00 pm on 21 March 2018
 at Council Chamber, Guildford Borough Council, Millmead, GU2 4BB.

Surrey County Council Members:

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

Borough / District Members:

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

* In attendance

30/18 OPEN FORUM - PUBLIC QUESTIONS [Item 1]

No informal public questions were asked during the Open Forum.

31/18 APOLOGIES FOR ABSENCE [Item 2]

Apologies for absence were received from Councillors: Marsha Moseley, Graham Ellwood, Nils Christiansen and Keith Witham

32/18 MINUTES OF PREVIOUS MEETING [Item 3]

The Guildford Local Committee agreed the draft minutes as a true reflection of the previous meeting.

33/18 DECISION TRACKER (FOR INFORMATION) [Item 4]

ITEM 3

The Chairman informed members that Item 12 Quiet Lane / Unsuitable HGV pilot zone in Shere Rural Area on the Decision Tracker had also been reported to Mole Valley and Waverley Local Committees. Mole Valley could not support the proposal as they did not wish to actively encourage HGV traffic. This had led to a parish-led workshop, facilitated by the Area of Outstanding Natural beauty (AONB) office, taking place on 11 April in Shalford to gain parish councillors and local Members and amenity groups input into rural traffic management and issues around HGVs.

34/18 DECLARATIONS OF INTEREST [Item 5]

There were no declarations of interest of made.

35/18 CHAIRMAN'S ANNOUNCEMENTS [Item 6]

The Chairman didn't have any announcements for the committee.

36/18 PETITIONS [Item 7]

One petition had been received from Mr Armstrong on behalf of Heath Mews Ripley residents.

The Petition wording and officer response were included in the supplementary agenda pack.

Councillor Julie Iles the local divisional member commented on the petition under the Highways item.

The Local Committee (Guildford) noted the officer's comment.

37/18 PUBLIC QUESTION TIME [Item 8]

No public questions were received.

38/18 MEMBER QUESTION TIME [Item 9]

One Member question had been received from Councillor Angela Goodwin.

The question wording and officer response were included in the supplementary agenda pack.

The Local Committee (Guildford) noted the officer's comment.

39/18 EARLY HELP PRIORITIES FOR GUILDFORD (EXECUTIVE FUNCTION FOR DECISION) [Item 10]

Declarations of Interest: None

Officers attending: Families Services Manager

Petitions, Public Questions, Statements: None

Surrey County Council has been working together with partners across the county and in Guildford to transform the system of early help that supports children, young people and families who are in need. This has been taking place to both improve outcomes for local families and also address more effectively a number of the demand pressures being faced across the public sector in Surrey.

To achieve this all partners who care about children and young people in local communities are being brought together to provide the best possible support, through new Local Family Partnerships (LFPs). The report provided local Members with an update on the new model that Surrey County Council and partners had been developing for early help for the county overall and how this has been progressing locally in Guildford.

Member Discussion – key points:

1. Members were informed that the team is concentrating on working collaboratively with partners to support children and have services available locally. The officer confirmed that the needs analysis completed has directed the priorities for Early Help, Members asked if there were the resources to support the priorities. The officer responded that the resources were in place however a different way of working with partners was needed.
2. Cllrs commented that some of the clusters of areas didn't seem to sit well together; the officer responded that they will be having a further look at the geography. Members asked what reassurance can be given to Children's Centres that they aren't going to face reductions or closures. Members were updated that there are ongoing discussions around Children's Centres unfortunately the Family Support Manager was not involved in that work so was unable to comment further.
3. The question was raised whether an individual would be accountable for services, Members were informed that there would be collective responsibility from all partners on the Early Help board. Since November three meetings of the Early Help Board had occurred and they had designed an Early Help Plan for Guildford and were starting to identify where there are gaps in services and taking actions.

Resolutions:

The Local Committee (Guildford):

- (i) Provided feedback on the latest early help developments in Guildford, including proposed early help priorities for re-commissioning and the location of Local Family Partnerships
- (ii) Endorsed the Local Committee representatives to the local Early Help Advisory Board, for the remainder of 2017/18 and 2018/19

REASONS:

ITEM 3

To inform Local Members about the proposals that have been developed in partnership for the early help system in Surrey. The belief was that these proposals would help realise better outcomes for children and young people within the early help resources that are available. However early help is most effective when it is planned and delivered locally, so the advice of the Local Committee was sought to inform the identified local priorities.

(The Local Committee representatives to the local Early Help Advisory Board for the remainder of 2017/18 and 2018/19 endorsed by the Committee were County Councillor Angela Goodwin and Borough Councillor David Wright).

40/18 LOCAL ENTERPRISE PARTNERSHIP LOCAL GROWTH FUND 3 TRANSPORT SCHEMES IN GUILDFORD - 'UNLOCKING GUILDFORD' CONSULTATION OUTCOME (EXECUTIVE FUNCTION FOR INFORMATION) [Item 11]

Declarations of Interest: None

Officers attending: Rob Curtis, Transport Strategy Project Manager

Petitions, Public Questions, Statements: None

The report presented the details of the consultation held on the package of projects known as “Unlocking Guildford”, which was previously discussed at the December 2017 Local Committee. The works would 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. The consultation closed on 4 March and a high level analysis of the results had been undertaken. In general there is support for each of the projects and many comments to take into account as each element progresses towards business case submission and then detailed design.

Member Discussion – key points:

The Committee thanked the Transport Strategy Project Manager and the team and everyone that took part in the consultation and hoped that now they could start to move forward with delivering the schemes. Members asked who had responsibility for bus shelters as sometimes it seemed to rest with different parties such as parishes and bus companies. The Transport Strategy Project Manager updated that he will shortly be discussing with County and Guildford Borough Council about bus shelters.

Action: The Transport Strategy Project Manager will clarify with Passenger Transport about the ownership of relevant bus shelters and come back to Councillor David Goodwin.

Councillor Kemp informed Members that the Enterprise M3 board have given their support to the scheme.

Resolution:

The Local Committee (Guildford) noted the consultation content and summary of results and that the proposed projects are to be submitted as part of a full business case to the EM3 LEP for funding and, if successful, subsequent detailed design and implementation.

Reason:

To ensure that Local Committee is content with the projects in the “Unlocking Guildford” package prior to submission to the EM3 LEP.

41/18 HIGHWAYS UPDATE (EXECUTIVE FUNCTION FOR DECISION) [Item 12]

Declarations of Interest: None

Officers attending: John Hilder, Area Highways Manager

Petitions, Public Questions, Statements: Heath Mews Residents Petition

The report provided an update on the 2017/18 programme of highway improvement and maintenance works funded by this committee, an update on other projects in the local area such as Tunsgate highway works and an update on New Pond Road Railway Bridge, as well as details of the budgets allocated to the committee in 2018/19 and recommendations on expenditure of the same.

Member Discussion – key points:

1. The Chairman informed the meeting that he also chaired the Transportation Task Group (TTG) and that they had given priority to some of the highways schemes that they'd supported in 2017/18 whilst achieving a spread across the borough. The TTG had recommended that a road scheme in North Street which had been a priority was going to be taken forward and the funding had now come through to do this.
2. Members asked what would happen to schemes that were on the list but hadn't been prioritised for this year, the Highways Manager informed Members that the schemes would still stay on the list.

Heath Mews Residents Petition

3. Councillor Julie Iles asked if she could comment on the earlier Petition item as she'd not been present at the beginning of the meeting which the Chairman agreed to.

Councillor Iles conveyed that Heath Mews, Ripley residents has asked for adequate signage, speed cameras markings and reduction to a 30mph speed limit.

4. Members raised that New Pond Road Bridge closure and diversions may lead to rat running. The officer stated that if there are unacceptable levels of rat running then Highways would review this.

Resolution:

The Local Committee (Guildford) agreed:

- (i) To note the capital works being progressed during 2017/18
- (ii) To note the ongoing revenue works being carried out.
- (iii) To delegate to the Area Highway Manager, in consultation with the Chairman and Vice Chairman and Divisional Member, the ability to resolve any problems encountered to facilitate scheme delivery.
- (iv) To agree the recommendations made by the transportation task group for utilising the available highways budget for 2018/19 made in this report.

REASONS:

The committee was asked to agree the recommendations to enable early progression of works orders.

**42/18 CABINET MEMBER FOR HIGHWAYS - UPDATE (FOR INFORMATION)
[Item 13]**

Declarations of Interest: None

Officers attending: Cabinet Member (Highways) Councillor Colin Kemp

Petitions, Public Questions, Statements: Public question

Member Discussion – key points:

The Cabinet Member attended the committee to improve communications and to provide information of highways works in the local area.

1. Members asked if the reporting of potholes online was now easier. Councillor Kemp informed Members that they have improved the descriptions of pot holes on the Surrey County Council web site but still needed to work on this.
2. The Cabinet Member stated that he wished to give the committee an opportunity to understand 2018/19 highway schemes before the work starts. The Area Highways Manager will put together any comments that Members have on schemes. Councillor Kemp encouraged Members to start discussions around the 2019/20 programme so that they have an opportunity to input locally. He stated that the team isn't able to achieve everything but that they do what they can within the envelope of the budget they have. Councillor Kemp wished to make things work better for the public and consequently the Highways

communications team would refresh the Highways works lists 2017/18 and 2018/19 every 3 months on the Surrey County Council website.

3. Members were informed that there is approximately £160k Highways budget for each Local Committee. Every local member is allocated £7.5k Highways fund in order to empower them to work with parishes, boroughs/districts etc to deliver what is needed. Councillor Kemp encouraged Members to think out of the box about what they can do, for example by talking to other local members nearby to see if can both put money into solving a highways issue. He informed Members that he is hoping to get the criteria on Members Highways funds out by the end of the week. The Committee Members were encouraged to let their Area Highway Manager know if any issues come up and to speak to Cllr Kemp if needed. The Cabinet Member updated the committee that he had written to the Government about gaining match funding for highways repairs after the recent bad weather and asked Members to let the Highways team know of any new road issues.
4. Councillor Angela Goodwin asked for update on 2017/18 Stoughton Rd scheme scheduled to take place in April during school holidays.

Action: the Highways Manager to come back to Councillor Goodwin with an update.

5. Members asked how they can affect highway scheme priorities. The Committee were informed that roads are reviewed in terms of feedback from Highways Managers, how much traffic is on a particular road etc and then they are scored and prioritised to decide whether work should go ahead. The Cabinet Member requested Members to feed into the system locally.
6. Councillor Furniss stated that the A31 is majorly effected by potholes and is used by a lot of traffic however highways works to improve the road seems to get pushed back. Councillor Kemp asked for priorities about which areas on A31 need work.
7. Councillor David Goodwin raised that re-surfacing of roads had taken place in his division that weren't on the list of highways works. The works are always described as patch work but it is a full resurfacing of the road.

Action: Councillor David Goodwin to e-mail Councillor Kemp the 3 roads where resurfacing has happened that weren't on the list and then he would find out why this has occurred and respond back to the whole committee.

8. Members asked whether there was work going on about breaking down silos, between the different highways teams. The Cabinet Member is working to bring all the teams together, instil joined up thinking and have a mind set to do more work at the same time e.g. doing jetting at the same time as re-surfacing.
9. Members requested that particular attention be given to potholes within 3 or 4 inches of the pavement to prevent cyclists falling off their bikes.

ITEM 3

Public Question

10. A member of the public asked if other applications can be used to report highways problems other than the Surrey County Council (SCC) web site. The Cabinet Member said they had looked at other applications but this hadn't been effective so any issues should be logged through the 'Report it' page on the SCC web site. The Chairman requested that any public questions be asked during the Open Forum session before the meeting or as part of the public question item.

Resolution:

The Local Committee (Guildford) commented on the information.

Reasons:

To update the committee on the highways works in the local area.

43/18 FORWARD PLAN [Item 14]

Members noted the Forward Plan of reports.

Meeting ended at: 8.15 pm

Chairman

Local / Joint Committee Decision Tracker

This tracker monitors progress against the decisions that the Local Committee has made. It is updated before each committee meeting. (Update provided at 30/05/2018).

- Decisions will be marked as 'open', where work to implement the decision is ongoing.
- When decisions are reported to the committee as **complete**, they will also be marked as 'closed'. The Committee will then be asked to agree to remove these items from the tracker.
- Decisions may also be 'closed' if further progress is not possible at this time, even though the action is not yet complete. An explanation will be included in the comment section. In this case, the action will stay on the tracker unless the Committee decides to remove it

Meeting Date	Item	Decision	Status (Open/ Closed)	Officer	Comment or Update
21 March 2018	10	<p>Provided feedback on the latest early help developments for children and families in Guildford, including proposed early help priorities for re-commissioning and the location of Local Family Partnerships.</p> <p>Endorsed the Local Committee representatives County Councillor Angela Goodwin and Borough Councillor David Wright to the local Early Help Advisory Board, for the remainder of 2017/18 and 2018/19.</p>	Open	Vicky Harris	
21 March 2018	12	<p>Noted the Highways capital works being progressed during 2017/18</p> <p>Noted the ongoing revenue works being carried out.</p>	Open	Frank Apicella	

		Agreed the recommendations made by the transportation task group for utilising the available highways budget for 2018/19 made in the Highways Update report.			
13 Dec 2017	10	<p>To formally advertise an amendment order to convert four parking bays for use by a car club car. If there are objections which cannot be resolved these will be determined by the Parking Manager in consultation with the Chair, Vice Chair and Divisional Member but if there are no objections that the order is made.</p> <p>To advertise an amendment order for further no waiting at any time parking restrictions in Chinthurst. If there are objections which cannot be resolved these will be determined by the Parking Manager in consultation with the Chair and Vice Chair but if there are no objections that the order is made.</p>	Open	Andy Harkin, GBC	Representations are currently being considered.
13 Dec 2017	11	<p>Propose that the recommended measures for the Sustainable Movement Corridor Transport schemes: West are taken forward to business case submission to the Local Enterprise Partnership.</p> <p>Note that the proposed consultation period for the remaining transport schemes commences in January 2018 and agree that the Area Highways Manager in consultation with the Transportation Task Group and the</p>	Open	Rob Curtis	<p>A bid to the Enterprise M3 Local Enterprise Partnership will be made later in 2018 for the main portion of funding to deliver the improvements.</p> <p>The Area Highways Manager in consultation with the Transportation Task Group and the Project Manager (Transport Policy) viewed and agreed the consultation material, prior to consultation. The</p>

		Project Manager (Transport Policy) view and agree the consultation material, prior to consultation.			consultation ran from 22 January- 4 March 2018.
19 Sept 2017	9	Implement the approved amendment to the Definitive Map of Rights of Way to include the prohibition of all vehicles on parts of Byways Open to All Traffic Nos. 518 & 519. (Following the highways plans being updated and a drainage plan having been agreed)	Open	Steve Mitchell	The Drainage plan for BOAT 518 and 519 to be drafted by SCC Countryside Access Team following discussions with GBC and developer of Minley Nursery site and site on northern side of BOAT 518 has been delayed but should be finalised in the next 2-3 weeks.
19 Sept 2017	10	Guildford On-Street Parking Review: Changes agreed to be advertised and implemented as Annex 3 of the report but not those relating to Pewley Hill (upper) and Tormead Road	Open	Andy Harkin	To be implemented in early 2018
19 Sept 2017	12	The concept of a 'Quiet Lane / Unsuitable HGV' pilot zone in Shere Rural Area be progressed when funding available.	Open	Jeff Wilson	The proposals have now been taken to both Waverley and Mole Valley Local Committees at the end of 2017. Waverley agreed to the proposals whilst Mole Valley could not support the proposal as they did not wish to actively encourage HGV traffic to use the B2126. They did however express a desire for further engagement on the proposed initiatives and a parish-led workshop, facilitated by the Area of Outstanding Natural beauty (AONB) office, which took place in April.

19 Sept 2017	14	Bridge Street: Proposed raised tables (Option B in the report) to be progressed, from central SCC funds.	Open	Duncan Knox, Frank Apicella	Bridge Street/Onslow Street road table scheme - the drawings have been finalised, and construction is scheduled to begin at the end of September 2018.
19 Sept 2017	15	North Street: Progress the implementation of the road table in North Street.	Open	Frank Apicella	The Transportation Task group proposed that the North Street Scheme be included in the Highways work budget for 2018/19 which was agreed by the Local Committee on 21 March.
6 July 2017		Chairman to continue to campaign for the inclusion of highways schemes previously identified by the committee to be carried out.	Open	Cllr Taylor	This is an ongoing piece of work, schemes were discussed by the Transportation Task Group in early March and were agreed at the 21 March committee.
13 Dec 2016	6	Cllr Ellwood to liaise with Mr White regarding raising issues with Aldi	Open	Cllr Ellwood	

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

21 March 2018	7	Petition to extend the current 30mph speed limit in Portsmouth Road, Ripley, in the vicinity of Georgelands to Burntcommon roundabout. The request was placed on the Guildford current running list, which will be discussed at the Task Group meeting in autumn 2018. If agreed, it will be included on the traffic improvement schemes proposal list to be presented at the Guildford Local Committee meeting for approval and funding. The new	Open	Frank Apicella	
---------------	---	--	------	----------------	--

		reduction in speed limit scheme will be included in the 2019/20 schemes, subject to approval.			
19 Oct 2017 & 6 March 2018		Walnut Tree Close Update	Open	Rob Curtis	Update in Highways report went to December 2017 Committee. A further update was given to the Transportation Task Group (TTG) on 6 March 2018.
19 Oct 2017 & 6 March 2018		Highways Schemes go through prioritised schemes and provisionally allocate budget the proposals will come to the 21 March committee.	Open	Frank Apicella	TTG prioritised schemes and provisionally allocated budget on 6 March which was agreed by the Committee on 21 March.

This page is intentionally left blank

SURREY COUNTY COUNCIL



LOCAL COMMITTEE (GUILDFORD)

DATE: 13 June 2018
 SUBJECT: PETITION
 DIVISION: GUILDFORD NORTH

PETITION DETAILS:

Creating a 20mph zone in Burden Way/Escombe Drive (Stoughton)

The petition asks for SCC to create a 20mph speed zone to encompass these two locations; whilst there is already some speed restrictions in place (speed humps) these are insufficient to allay the safety concerns of residents as drivers continue to drive too fast along these roads especially at school drop off/pick up and early evening driving home times of the day.

The residents are calling for speed measures and adequate signage to remind drivers that this is a residential area with young families and older residents.

RESPONSE:

The Committee would like to thank Mr Keith Saunders for presenting the petition on behalf of the local residents of Burden Way and Escombe Drive.

The SCC officers will discuss the proposal for a 20mph speed limit zone in Burden Way and Escombe Drive with the police as they are the only authority who can enforce speed limit rules. The police support is required for any change in speed limits.

If the police support the speed reduction, the proposal will be placed on the running list for recommended further investigation. The running list will then be taken to a Task Group meeting in autumn 2018 to be further discussed. The Task Group is comprised of local members, Surrey County Council Highways officers and Guildford Borough Council officers. The schemes that are approved by the Task Group will then be presented in a formal report and taken forward to a Local Committee Meeting to secure funding. Only the schemes that are approved and funded by the Local Committee will be progressed. The speed limit review in Burden Way and Escombe Drive will be included in the 2019/20 schemes subject to approval.

RECOMMENDATION

The Local Committee is asked to:

- (i) *Note the officer's comment.*

ITEM 7

Contact Officer: Frank Apicella, Area Highways Manager, Tel: 03456 009 009

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (GUILDFORD)



DATE: 13 JUNE 2018
SUBJECT: PETITION
DIVISION: WORPLESDON

PETITION DETAILS:

Installation of 4-Way Traffic Lights at the Junction of Connaught Road and Dawney Road Bridge, Brookwood.

WHAT- Accumulation of traffic at the Connaught/ Downey road bridge is unacceptable.

Residents are suffering every day & it is causing mental distress & significant disruption to daily life.

WHY- The current traffic light system is 3-way, sensor controlled. Residents commuting from the Billesden road are at the mercy of Connaught road drivers to 'give-way'. However, when a car stops to allow another driver through the lights, the sensor recognises the hesitancy & changes to red!

Facts- Over 25 cars on average pass from Dawney & Gole road towards Brookwood whereas only 7-10 cars at best go the other way.

The traffic is substantially higher & at busy periods can extend journey time by 30 mins+ from Billesden road compared to other directions due to:

1- School runs to Brookwood & Pirbright Primary by the military/ civilian communities
 2- Deepcut Army camp gate closure
 3- Cars cutting through to avoid traffic on A322

This hasn't been unacceptable for over 10 years & must be addressed. A 4-way sensor system would immediately fix this issue & provide critical support to the local community.

RESPONSE:

The Committee would like to thank Mr Gary Lewis for presenting the petition on behalf of the local residents. A SCC officer had a site meeting with an officer from the Pirbright Camp regarding the possibility of having traffic signals in Brunswick Road at its junction with Connaught Road junction. As a result, the Transport Studies Team had been requested to carry out option tests modelling for Brookwood Arch where there are traffic signals on Dawney Hill, Gole Road and Connaught Road.

ITEM 7

The results of the modelling will show whether an additional traffic signals setting can be installed in Brunswick Road.

RECOMMENDATION

The Local Committee is asked to:

- (i) Note the officer's comment.

Contact Officer: Frank Apicella, Area Highways Manager, Tel: 03456 009 009

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (GUILDFORD)

DATE: 13 June 2018



LEAD OFFICER: Becky Willson, Transport Planner: Cycling

SUBJECT: Guildford-Godalming Greenway

DIVISION: Guildford South East, Shalford

SUMMARY OF ISSUE:

The Godalming Cycle Campaign (GCC) in partnership with the Guildford Bicycle Users Group (G-Bug) have developed plans for a 'greenway' along the River Wey corridor.

The spine of the route will run between Guildford town centre and Godalming but it also includes an extension to Milford and links to other key destinations along it.

The route is suitable for all ages and abilities so it would be safe, quiet and away from busy roads. It will be inclusive for others such as wheelchair users and parents with pushchairs. It would make many local journeys more attractive for walking and cycling.

RECOMMENDATIONS:

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

- (i) The Guildford-Godalming Greenway route (as detailed in Annex B) is adopted into the Guildford Cycle Plan.

REASONS FOR RECOMMENDATIONS:

The Guildford-Godalming Greenway Proposal is a detailed and well-considered report. It has been produced by local residents who regularly travel along the corridor and has involved all the relevant local cycle groups.

The Surrey Cycling Strategy (2014-2026) invites local involvement to the local cycle plans and the aims of the Guildford-Godalming Greenway supports the objectives of the strategy.

Many of the sections identified for improvement have already been noted under the cycle plans for Guildford and Waverley. The proposal ties them all together under a strategic route which can be implemented in sections as and when opportunities are available.

The vision is to provide a route that a wide variety of users could comfortably share including pedestrians, cyclists, wheelchair users, and parents with pushchairs. By

www.surreycc.gov.uk/guildford

providing attractive alternatives to driving all will benefit from reduced pollution and congestion and walking and cycling provides many health benefits to the individual.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Surrey Cycling Strategy recognises the health, pollution and congestion reduction benefits of encouraging a shift away from personal motorised transport. A good quality cycling network also enables transport for those who are unable, or chose not, to use a motorised vehicle. As such the aim of the strategy is more people cycling in Surrey, more safely.
- 1.2 Under the cycling strategy local cycle plans have been developed for Guildford and Waverley to identify missing infrastructure and support cycling locally.
- 1.3 The Godalming Cycle Campaign (GCC) have developed a proposal called the Guildford-Godalming Greenway in support of the cycling strategy, and to encourage more provision for walking and cycling.
- 1.4 Many people travel on the corridor between Guildford and Godalming for work, school, shopping and leisure. According to census data 3,840 people commute for work daily between Guildford and Godalming. Of these only 50 cycle while 2,957 chose to drive. It is a relatively flat five miles between the two towns; a distance most people could easily cycle in about 30 minutes.
- 1.5 The combined population of the towns and villages served by the route is over 150,000. As well as residential areas there are train stations, bus routes, shops, businesses and leisure activities. Many shorter journeys would also be made along the Greenway.
- 1.6 Some of the route is already in place with paths that permit cycling as well as walking. However the quality of these paths renders them less than ideal and, in some places, there are issues that actively deter their use by bike or with pushchairs. The existing facilities also do not provide a continuous route.
- 1.7 The Guildford-Godalming Proposal from GCC presents a plan for improving the existing paths and joining them up to provide continuity. A considerable amount of work has gone into the proposal and the executive summary is attached as Annex A. By adopting the proposal into the local cycle plans we are recognising it as a key route and supporting the local residents who want it and will use it.

2. ANALYSIS:

- 2.1 The aim of the Guildford-Godalming Greenway is to provide a well-designed route suitable for day to day activities such as getting to school, going shopping, commuting to work, or walking or cycling for leisure. The route is designed to be accessible to a small family group, out together on bikes. If this 'yard-stick' is adopted the greenway will automatically be of a standard appropriate to a wide range of users.
- 2.2 While the route has been selected with utility in mind, most of it passes through scenic landscape making it suitable for leisure as well. However it is not intended that this should be a route for cycling at speed. Fast routes for commuting by bike may be better provided separately.

- 2.3 An objective of the Surrey Cycling Strategy is to make cycling a safe, attractive and convenient mode of transport for people of all ages and levels of confidence. For this it lists five design principles to ensure that new infrastructure is of high quality, drawing from national and international best practice. They are:
- Inclusive
 - Safe and secure
 - Comfortable and well maintained
 - Continuous
 - Go where people want to go
- 2.4 Walking and cycling are by their nature more **inclusive** for most as a form of transport. You don't need to be a certain age, pass a test or buy a car or ticket. A well designed and implemented route will provide inclusive access for many users such as older and young cyclists, pedestrians, wheelchair users, and parents with pushchairs.
- 2.5 Many people find road traffic intimidating and are discouraged from walking and cycling as a result. Parents are understandably reluctant to allow their children to cycle on or near busy roads. The provision of a well-designed and largely off-road route will offer a protected and suitable environment in which children and those who are less confident can be **safe and secure**.
- 2.6 As a utility route it should be **comfortable and well maintained**. It should not be prone to flooding or be reduced to mud after rain. Users should expect to be able to use it in ordinary, everyday clothing without arriving at their destination dirty. The surface should be relatively firm and flat. A loose or rutted surface greatly increases the effort required to cycle and can unseat the inattentive or inexperienced. A poor surface makes cycling particularly difficult for children riding bikes with smaller wheels. The standard of construction should follow recognised guidelines.
- 2.7 It is vital that the route is **continuous**. Stopping and starting is the most difficult aspect of cycling and so a route that allows people on bikes to keep going is important. This is amplified for families where parents face the additional challenge of managing children at every stop. The quality of the route should also be continuous, i.e. a user should expect a similar standard of provision throughout the route and not be faced with a section on a busy stretch of road part way along their journey.
- 2.8 As a key corridor this route will clearly **go where people want to go**. It will run close to a significant population, linking homes to many destinations such as shops, schools, leisure facilities and public transport while still taking a direct route.
- 2.9 Following these principles GCC have assessed the route in the proposal and given a red, amber, green status for each section depending on the level of intervention required to bring it up to standard. This can be seen on the map in Annex A.
- 2.10 The detail on each section, including links, is considered at length in the GCC Proposal. To keep the length of this report down this has not been attached in full however is available upon request. SCC officers including the Highways team have also gone through each section of the report and provided

additional comments based on their experience and expertise. This table, which includes the suggestions from the GCC proposal, is attached as Annex B.

3. OPTIONS:

- 3.1 In determining the most appropriate route between Guildford and Godalming many alternatives were scrutinised. The route suggested in Annex B has been selected because it is most suitable for the target audience and best connects with adjacent sections to form a continuous route that should be achievable if funding is available.
- 3.2 Alternatives often represent the desire lines for different audiences, either faster, on-road commuters or off-road riders using cycles suited to rougher terrain. In future it may be appropriate to develop some of the alternative options to make them more accessible for cycling in its various forms.
- 3.3 At a detailed design stage it may be that slight routing changes need to be made. However any changes would be in keeping with the aim to provide a direct, safe and attractive route for all ages and abilities.

4. CONSULTATIONS:

- 4.1 The Surrey Cycling Strategy was fully consulted on when it was developed. The Guildford Cycle Plan is available online at www.travelsmartsurrey.info. This includes a link to an anonymous survey where comments or suggestions can be left on any aspect of the cycle plan.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 Providing all the necessary works on the Guildford-Godalming Greenway will require considerable capital investment. No funding has yet been allocated to any of the improvements.
- 5.2 However the route has been broken down into sections, with detail on what is required at each, to make it easier to identify sources of funding and construct in a piecemeal approach.
- 5.3 Possible sources of funding may involve developer contributions/CIL or bids to the Local Enterprise Partnership, DfT, or other grant bodies.
- 5.4 The Local Committee may choose to fund some improvements where there are lower costs involved.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 An Equality Impact Assessment was undertaken for the Surrey Cycling Strategy.

7. LOCALISM:

- 7.1 The Guildford-Godalming Greenway will provide a safe, attractive and useful route for those who live or travel in the vicinity. Increased walking and cycling has benefits to the health of the participants and encourages self-reliance. It helps to reduce traffic congestion and will reduce carbon emissions where it replaces other motorised transport.
- 7.2 As the 'tube-style' map in Annex A shows, the main route has a potential to serve a population of over 150,000 people living within a mile or so of the route.
- 7.3 When complete the route will result in improved accessibility to Guildford and Godalming town centres as well as other key destinations and residential areas along the route.

8. OTHER IMPLICATIONS:

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

8.1 Sustainability implications

Increasing levels of walking and cycling can have a positive impact in congestion reduction and a consequent reduction in carbon emissions.

The creation of an attractive greenway connecting residential areas with key destinations will encourage modal shift which has implications for health, improved mobility, accessibility and reduced dependency on private vehicles.

8.2 Public Health implications

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

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The Guildford-Godalming Greenway has the potential to be a safe and attractive route for a variety of users that also provides an alternative to driving.

- 9.2 It is recommended that the Local Committee adopt the Guildford-Godalming Greenway route (as detailed in Annex B) into the Guildford Cycle Plan.

10. WHAT HAPPENS NEXT:

- 10.1 If the recommendation is agreed the Guildford-Godalming Greenway will form a part of the Guildford Local Cycle Plan. It will be an annex to the plan and will be viewable online at www.travelsmartsurry.info. Opportunities for funding will continue to be sought to make the relevant improvements to complete the route.

Contact Officer:

Becky Willson, Transport Planner: Cycling, 020 8541 8042

Consulted:

Guildford and Waverley local ward and divisional councillors
Guildford and Waverley officers
Godalming Cycle Campaign
Waverley Cycle Forum
G-BUG

Annexes:

Annex A: A Guildford to Godalming Greenway: Executive Summary
Annex B: The Guildford-Godalming Greenway route with SCC comments

Sources/background papers:

A Guildford to Godalming Greenway: Executive Summary
A Guildford to Godalming Greenway: Proposal
A Guildford to Godalming Greenway: Alternative route assessments
A Guildford to Godalming Greenway: Index to maps
Surrey Cycling Strategy 2014-2026
Surrey Cycling Strategy Equality Impact Assessment
Census data

A Guildford to Godalming Greenway

Executive Summary

Surrey Cycling Strategy 2014-2026 sets out a vision to *get more people in Surrey cycling, more safely*¹. It presents the broad plan for achieving this and invites local involvement to contribute to the detailed, area specific plans².

This document has been prepared by The Guildford Bicycle Users Group (G-Bug) and Godalming Cycle Campaign (GCC) to propose a coherent plan for the development of a greenway in the River Wey corridor to the south of Guildford. The two groups wholeheartedly support the vision of the Surrey Cycling Strategy and have endeavoured, in this plan, to deliver many of its specific goals.

The creation of a continuous 'greenway' route from the centre of Guildford to Godalming is proposed. This spine will join up many shorter routes to shops, schools and other important destinations to create a local network. An extension to Milford is proposed from where it would be possible to continue to Elstead and beyond. The vision is to provide a route that a wide variety of users could comfortably share including pedestrians, cyclists, wheelchair and buggy users, and parents wheeling pushchairs.

At the Guildford end, the route takes into consideration the important route to Cranleigh (via the Downs Link) and its potential to link to Dunsfold Park.

Why create a Greenway?

The Surrey Cycling Strategy recognises the health, pollution and congestion reduction benefits³ of encouraging a shift away from personal, motorised transport. The most recent national census⁴ shows that many people commute daily in one direction or the other between Guildford and Godalming, but few currently cycle. Of course, journeys between the two towns are made for many other purposes as well. The relatively flat terrain between Guildford and Godalming recommend it as route for walking and cycling and a well-constructed greenway could attract people towards forms of transport other than the private motor car.

The Waverley Local Plan and The Waverley Cycling Strategy also propose the provision of cycle-friendly infrastructure as a means to encourage sustainable transport and to ease congestion on local roads.

Some of the route is already served by paths on which cycling is permitted. However, the quality of these paths renders them less than ideal and, in some places, there are issues that actively deter their use by bike. Also, the existing paths do not provide a continuous route. This document presents a plan for improving the existing paths and joining them up to provide continuity.

¹ Surrey Transport Plan – Cycling Strategy 2014 – 2026, Executive Summary, Page 4

² Surrey Transport Plan – Cycling Strategy 2014 – 2026, Executive Summary, Point 2, Page 5

³ Surrey Transport Plan – Cycling Strategy 2014 – 2026, Executive Summary, Page 4

⁴ National Census 2011 – Of the 3,840 people who recorded a commute between Guildford and Godalming (or vice versa) on the day of the census, the vast majority (2,957) travelled by car.

What would the Greenway look like?

A well-designed route suitable for walking and family-friendly, utility cycling is proposed.

The aim is to provide a route suitable for day to day activities such as getting to school, going shopping, commuting to work or simply enjoying time out in the fresh air. The route is designed to be accessible to a small family group, out together on bikes. If this 'yard-stick' is adopted, the greenway will automatically be of a standard appropriate to a wide range of users.

While the route has been selected with utility in mind, almost all of it passes through scenic landscape making it eminently suitable for leisure as well. However, it is not intended that this should be a route for cycling at speed. Fast routes for commuting by bike may be better provided separately.

What might a family group require? The Surrey Cycling Strategy lists 5 design principles⁵ all of which are very relevant to a family group:

- Inclusive
- Safe and secure
- Comfortable and well maintained
- Continuous
- Go where people want to go

The details set out in the introduction and in more detail below, demonstrate that this route will clearly **go where people want to go**. It will run close to a significant population, linking homes to many 'destinations' such as shops, schools, leisure facilities and public transport.

It is vital that it is **continuous**. Stopping and starting is the most difficult aspect of cycling and so a route that allows people on bikes to keep going is important. This is amplified for families where parents face the additional challenge of managing children at every stop. The quality of the route should also be continuous, i.e., a user should expect a similar standard of provision throughout the route and not be faced with a 'no-go-area' part way along their journey.

As a utility route, it should be **comfortable and well maintained**. It should not be prone to flooding or being reduced to mud after rain. Users should expect to be able to use it in ordinary, everyday clothing without getting dirty. The surface should be relatively firm and flat. A loose or rutted surface greatly increases the effort required to cycle and can unseat the inattentive or inexperienced. A poor surface makes cycling particularly difficult for children riding bikes with smaller wheels. The precise standard of construction should follow recognised guidelines.

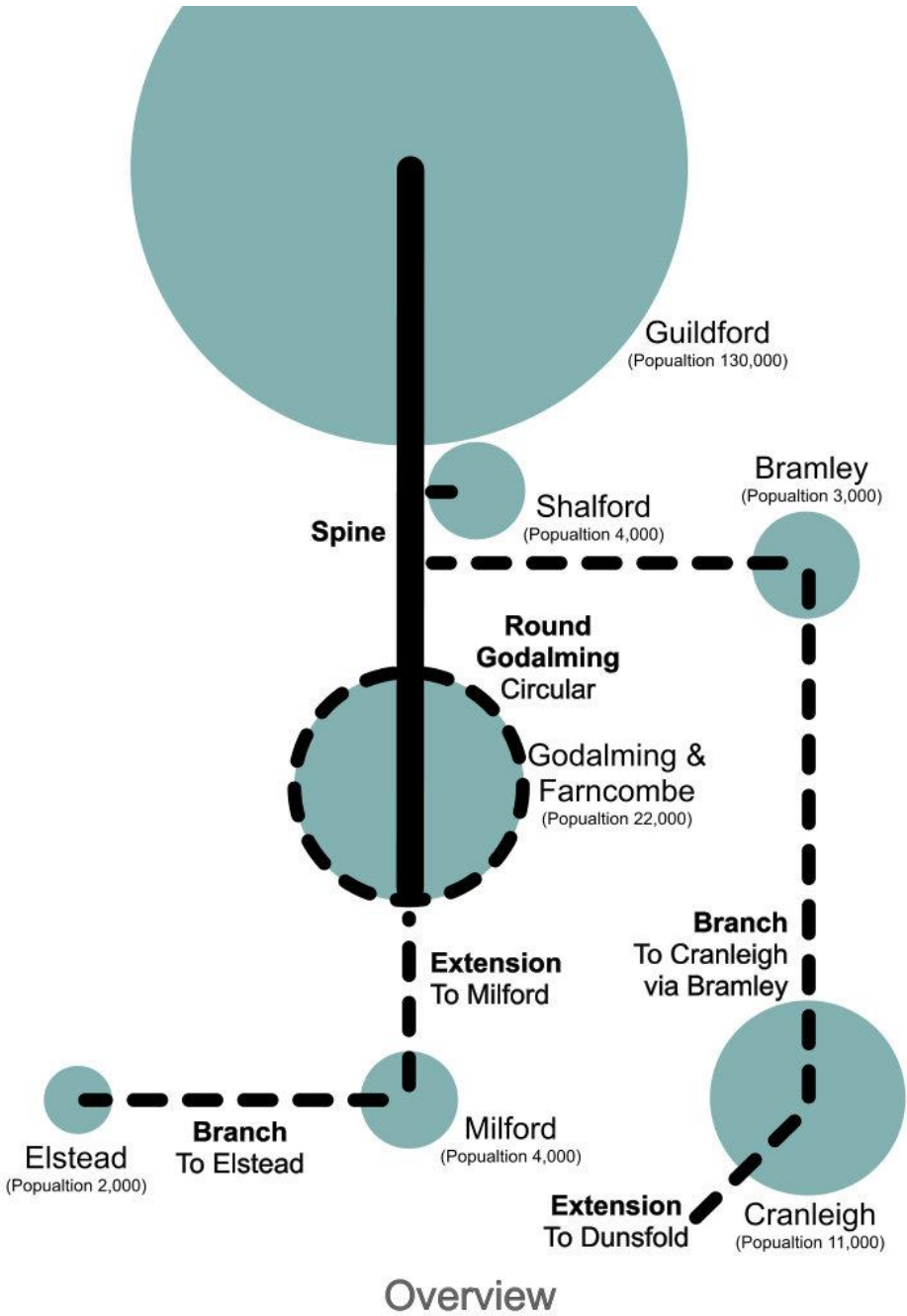
Many people find road traffic intimidating and are discouraged from cycling as a result. Parents are understandably reluctant to allow their children to cycle on or near busy roads. The provision of a well-designed and largely off-road route will offer a protected and suitable environment in which children and others can be **safe and secure**.

A well designed and implemented route will provide **inclusive** access for many users such as older cyclists, pedestrians, wheelchair and buggy users, and parents wheeling pushchairs.

⁵Surrey Transport Plan – Cycling Strategy 2014 – 2026, Section 6.1, Page 13

Route Overview

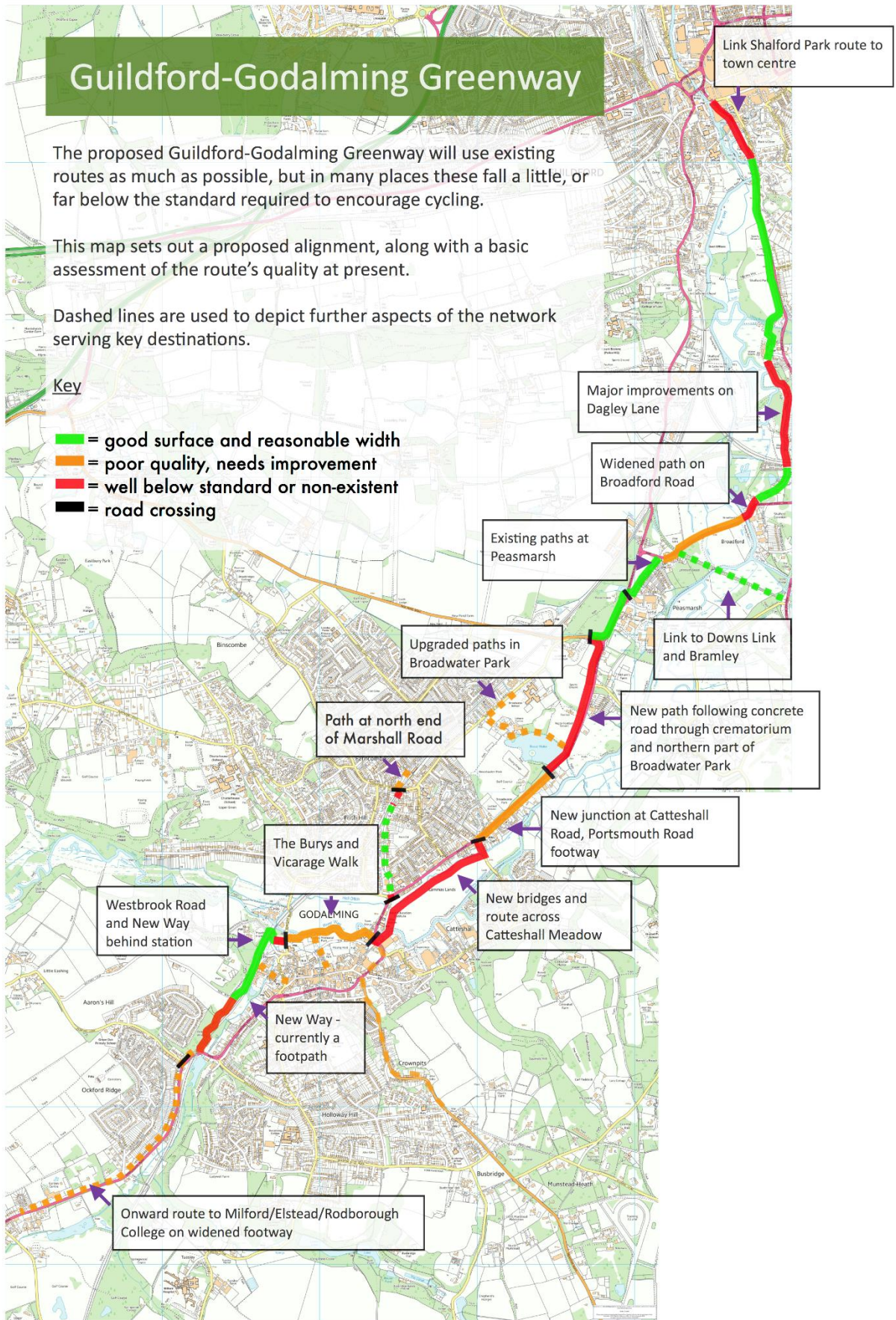
This 'tube map' style map provides an overview of the plan:



Proposed Guildford-Godalming Greenway

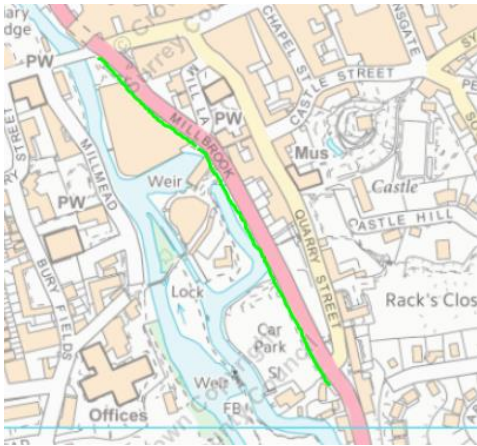
The 'spine' of the route runs from the centre of Guildford to Godalming with an extension to Milford. The route serves many key destinations directly and short 'links' are proposed to connect to others.


This map demonstrates that the proposed greenway has the potential to serve a population of over 150,000 people living within a mile or so of the route.

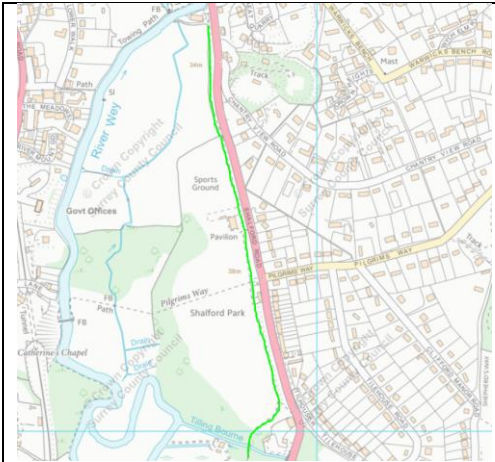


Guildford Godalming Greenway with SCC comments

Guildford Borough sections

Section (in green) and issues	Godalming Cycle Campaign proposal	SCC comments	SCC est. cost	Priority/ timescale
 <p>No cycle provision and a busy intimidating road environment.</p> <p>Not suitable for families or less confident cyclists.</p>	<p>Create a bi-directional, shared route along Millbrook.</p> <p>The existing pavements along the entire length of Millbrook are sufficiently wide for shared use. The road space is generous and some space could be reallocated to make the pavements even wider if pedestrian/cycle segregation is more appropriate in this busy area.</p> <p>The occasional junctions (i.e., the entrance to Debenhams loading bay, the turn into the Yvonne Arnaud Theatre and the car park entrance) should be adjusted to give level passage and clear priority to pedestrians and cyclists.</p>	<p>This is also a heavily-used pedestrian route to the town centre and while the footways are reasonably wide we would rather see a segregated cycle route as they aren't wide enough to reduce conflict between pedestrians and cyclists.</p> <p>The highway is wide here and so there is scope for a protected cycle lane on both sides of the carriageway. However this would require space being taken from the carriageway which would affect general traffic and public transport. This is a heavily congested area and a key link to the town centre so we couldn't cause a negative impact on other modes. The impact of this would have to be considered prior to advocating any alteration to the highway.</p> <p>Any changes made here would also need to tie into the wider plans for the gyratory.</p>	<p>20-25k if just simple cycle lane lining.</p> <p>Much more to create a suitable family-friendly route.</p>	<p>This is a high priority section however isn't straightforward due to busy town centre location.</p> <p>Likely to be long-term plan to tie into GBC plans for the town centre.</p>

		<p>An alternative route is via Millmead using the footbridge behind the theatre. However the existing bridges are too narrow and parapets too low and it is a considerably longer route to the town centre.</p>		
 <p>Surface is rough and uneven</p>	<p>Resurface and improve surface markings to guide users onto the route.</p>	<p>Awaiting confirmation of the landowner.</p>	<p>8-10k</p>	<p>Low priority Medium-term</p>
	<p>Raise the short section to bring it above flood level and allow drainage under the path.</p>	<p>This is a popular route and could do with widening however is a lower priority compared to other sections.</p> <p>Where the tree roots protrude also needs to be levelled to improve the comfort of the route.</p> <p>The Sustrans agreement with the landowner (GBC) needs to be checked.</p>	<p>90k</p>	<p>Low priority Medium-term</p>



There is a low-lying section that can flood and accumulate sediment.

This stretch is a sub-standard width. Tree roots make aggressive speedbumps for cycles, buggies and wheelchairs.




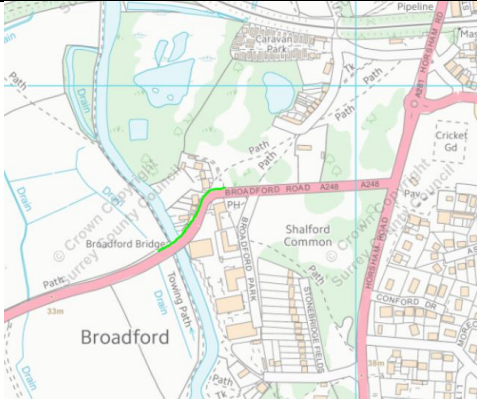

Adjust the entrance to give level passage and clear priority to pedestrians and cyclists.


We agree that it is preferable for pedestrians and cyclists to have priority however this requires a site specific assessment involving Highways and Road Safety colleagues.


The issue of who has priority at side roads depends on the environment at that location and should be based on factors such as safety and visibility, and where the highest flows are (drivers or non-motorised users). Any changes need

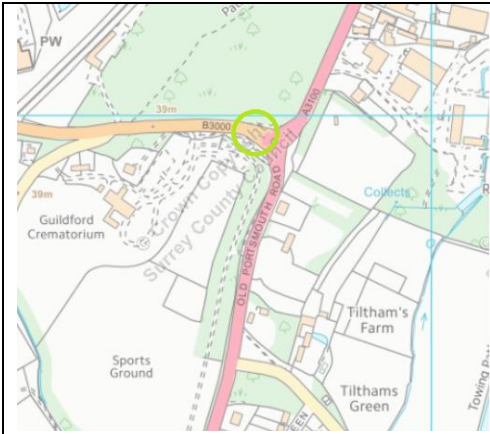
Low priority
Long-term

<p>Vehicles entering and exiting Shalford Park appear to have priority which puts cyclists at risk because the traffic is often approaching them from behind.</p> <p>Vehicles turning into the car park from Millbrook pose an especially high risk because the turn in is easy and they can therefore be travelling at speed.</p>		<p>to prioritise reducing personal injury accidents.</p>		
 <p>This bridleway is unsurfaced making it muddy and impassable at times.</p> <p>A short stepped section prevents pushchairs, wheelchairs and cyclists using this link.</p>	<p>Raise this low-lying section to bring it above flood level and allow drainage under the path and extend it to introduce a reduced gradient to the top of the incline.</p> <p>A good surface exists under the mud. An annual maintenance plan is all this is required to keep it in good order.</p>	<p>GBC have recently commissioned design work into this. The surface will be improved so it can be used all year round and the stepped section will be graded out.</p> <p>Options for low-level lighting will also be considered.</p> <p>Shalford Parish Council are also supportive of the scheme and may be able to cover the costs of an annual clearing of the path.</p>	<p>£150k</p>	<p>High priority – a popular bridleway which if improved would create an attractive walking and cycling route connecting the village of Shalford to Guildford town centre.</p> <p>Medium-term – no funding has yet been secured.</p>

 <p>Currently cyclists are required to re-join the road to get to and across Broadford Bridge. For north-to-south riders, this involves two crossings of what is often a very busy road. The surfacing of the road is poor.</p>	<p>Reallocate space away from the carriageway and eastern footway to create a wider, shared-use path on the west side of Broadford Road. This would also move traffic back away from the front of the cottages benefiting residents. Re-designate the current footbridge to shared use.</p>	<p>It will not be possible to reduce the carriageway as HGVs use this road however we may be able to reallocate space from eastern footway as suggested. It would likely still be a sub-standard width but only for a short distance. If Stats diversions are needed it would increase the cost considerably.</p> <p>The footway area on the west side of the bridge should be widened and surfaced too (~£10k).</p>	<p>50-100k</p>	<p>High priority section but difficult and expensive (with no available funding) so likely to be long-term aspiration.</p>
 <p>The path from the old railway bridge to the junction of Unstead Wood with Broadford Road is narrow and becomes</p>	<p>Widen and resurface.</p>	<p>Agree. Surface would need to be suitable for year round use. May also wish to consider low-level lighting bollards.</p>	<p>15-20k</p>	<p>Low priority Long-term</p>

<p>frequently overgrown. Tree roots have made the path uneven.</p>				
 <p>It is easy for vehicles to turn into Oakdene Road at speed putting pedestrians and cyclists at risk at the junction. This is particularly significant for cyclists travelling north along Oakdene Road wishing to turn right onto the short section of shared use path alongside Broadford Road.</p>	<p>Introduce traffic calming measures, e.g., adjust the junction to give level passage and clear priority to pedestrians and cyclists crossing the end of Oakdene Road.</p>	<p>Acknowledge that there is a desire to improve this junction for cyclists. It is another area that would require a site specific assessment to determine what the best intervention would be.</p> <p>It would be worth assessing the speeds of drivers on Broadford Road, especially on the bend. If there are speed issues these would need to be addressed and a raised table on Oakdene Road wouldn't help as could cause shunt collisions. Also if the table needed to be set back in Oakdene Road it would reduce visibility for cyclists turning right onto Broadford Road. The area would need to be looked at in more detail and colleagues in the design team may have alternative ideas to improve it.</p> <p>The shared use footway on Broadford Road needs vegetation to be cleared back to maximise the width available.</p>	<p>8-10k</p>	<p>Low priority</p> <p>Medium-term</p>

 <p>The A3100 has no formal crossing point for pedestrians or cyclists. The road is very busy at peak times and crossing can be difficult even at the refuges.</p>	<p>Provide a shared use crossing at the junction of the A3100, Old Portsmouth Road and (the closed off end of) Mill Lane.</p>	<p>The exact type of crossing facility provided needs to follow guidance from Local Transport Note 1/95.</p> <p>A signalised crossing needs to be a certain distance from the roundabout but if too far from the desire line won't necessarily be used.</p> <p>It may be possible to enhance the existing crossing point by widening the central refuge to accommodate cycles and slowing vehicles exiting and approaching the roundabout.</p> <p>Feasibility would need to be done to explore the most appropriate option and location.</p> <p>Maintenance cost will also be an issue.</p>	<p>150k</p>	<p>TBC</p>
---	---	---	-------------	------------



The B3000 crossing is currently via a refuge adjacent to the roundabout. Crossing here can be stressful. Traffic approaches from multiple directions, signage obstructs visibility and vehicles on the roundabout do not always indicate their turn. Traffic flow can be continuous at busy times of the day.

An alternative, shared use crossing point is needed. This should be set back from the roundabout (near to the crematorium entrance.).


As above the type of facility needs to follow guidance from LTN 1/95.

A standalone Toucan crossing would need to be staggered and would take space. May need to widen the central refuge but this may also create faster entry as would reduce deflection.

Maintenance cost will also be an issue.



200k



TBC



 <p>A paved pathway exists from the entrance of the crematorium through to its boundary with the northern edge of Broadwater Park. While the ground it traverses appears to be associated with the crematorium, it is screened from the public area and is gated to public access.</p> <p>An earth mound lies across the existing path at the borough boundary.</p>	<p>Create access to the path suitable for cyclists and pedestrians. Clear/repair the surface of the path.</p> <p>Remove the mound to provide a connection for cyclists and pedestrians.</p>	<p>The Crematorium is being redeveloped and this will become a service road for use of the crematorium only. They are not willing to permit the greenway to use the service road.</p> <p>Instead the footway will need to be widened to create a shared use path adjacent to the road.</p>	<p>140k</p>	<p>High priority Long-term</p>
--	---	--	-------------	--


Waverley Borough Sections


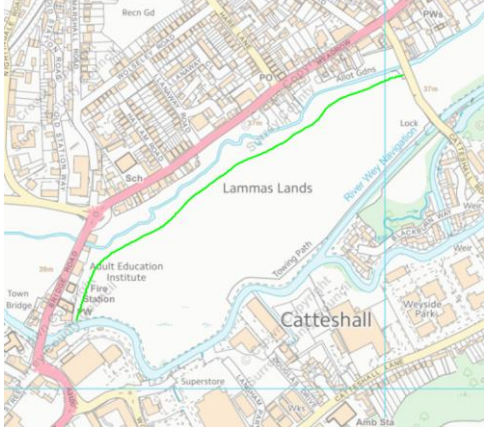
Section	GCC Proposal	SCC comments	SCC est. cost	Timescale/ priority
---------	--------------	--------------	---------------	---------------------


 <p>500 meters of paved roadway link the borough boundary to the lakeside. This comprises a substantial concrete base and is currently accessible to motorised vehicles. The surface has deteriorated in places. At the entrance to the Rugby Club area, there is a gate across the road to restrict vehicle access.</p>	<p>Surface to the appropriate standard. Manage parking. Provide cycle/pedestrian access when vehicle access is closed.</p>	<p>This land is owned by WBC and leased to the Broadwater Sports Club, and the Rugby Club who also sub-lease to Guildford croquet club. Discussions would need to include them to see what would be possible.</p> <p>An alternative would be to create a route adjacent to the A3100 but this would cost more and be less pleasant as next to traffic.</p>	<p>50-60k</p>	<p>Low priority Long-term</p>
	<p>Mark out the route to minimise cycle/vehicle conflict</p>	<p>This will be WBC owned.</p>	<p>1k</p>	<p>Low priority Long-term</p>



<p>The route needs to cross/skirt the small car park at this point.</p>				
 <p>The current bridge over the lake outflow is too narrow for shared pedestrian/cycle use.</p>	<p>Construct a second bridge to accommodate a continuous cycleway.</p>	<p>Should be possible to just widen the existing bridge.</p>	<p>TBC</p>	<p>Low priority Long-term</p>
	<p>Either the existing path should be widened or a separate path for cycling should be constructed parallel to the existing path.</p>	<p>Conformation is needed that WBC are supportive of cycling here. Path would need to be 3m wide to minimise conflict.</p>	<p>30k</p>	<p>Medium-priority Long-term</p>


<p>A surfaced path exists alongside the lake. It is rather narrow for shared use.</p>				
 <p>An area relatively free from vegetation exists between the woodland bordering the park and the road.</p>	<p>Early Broadwater estate maps show a track linking the lakeside to a former lodge (now the entrance to the golf course.) It has become overgrown with mostly shrubby vegetation but its alignment can be traced through the woodland.</p> <p>Clear vegetation and re-establish the route.</p> <p>Create a path through this area parallel to the A3100, Meadow.</p>	<p>The existing shared facility has been recently cleared back. Widening an existing path will be much cheaper than creating a new one.</p>	<p>100k</p>	<p>Medium-priority</p> <p>Long-term</p>
	<p>Reconstruct the crossing point to a standard suitable for shared pedestrian/cycle use. Ideally this should be light controlled.</p>	<p>The type and location of crossing facility provided needs to follow guidance from LTN 1/95.</p> <p>Would need to explore where along this section would be the most useful location for crossing. Surveys assessing demand may be relevant.</p> <p>Maintenance cost will also be an issue.</p>	<p>150k</p>	<p>Medium-priority</p> <p>Long-term</p>

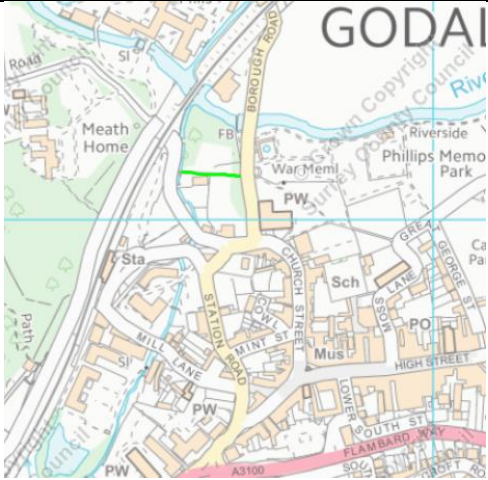
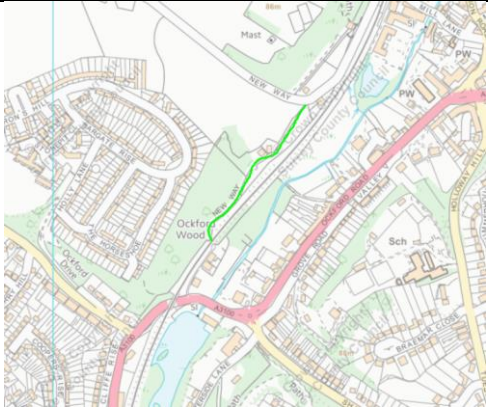
<p>The A3100 crossing is currently via a refuge. The refuge is not big enough to accommodate cycles and the road can be very busy making crossing difficult.</p>				
 <p>No cycle facilities exist here but the footway is wide.</p>	<p>The roadside pavement is wide throughout this length and could accommodate shared use.</p> <p>Redesignate and sign for shared use.</p>	<p>Agree although it does become very narrow at the Catteshall Road end and would like to see this widened to prevent the pinch-point. This would need to be done as a part of any junction improvements mentioned below.</p>	<p>5k for signs and dropped kerbs</p>	<p>Medium-priority</p> <p>Medium-term</p>


 <p>This short section of Catteshall Road is narrow and frequently completely blocked by vehicles queuing to exit onto Meadow. There have been accidents including one fatal.</p>	<p>Introduce light control at the junction and set back the stop-line for traffic emerging from Catteshall Road to the bridge over Hell Ditch (point 2.10 on the map.) Operate single-line-alternate working up to the junction, releasing space for the cycleway. (This also moves queuing traffic away from the neighbouring properties reducing noise, pollution and intrusion for the residents.)</p>	<p>This suggestion has been looked into and it is not feasible. As it's a bus route the stop line would need to be set very far back and a feasibility study concluded this wouldn't work.</p> <p>Other options have been considered. These include adding a roundabout, or signalling the junction. A suitable option is still to be agreed on.</p>		<p>High priority</p> <p>Long-term</p>
	<p>Widen the existing path and surface appropriately for the rural setting. (Examples of surfacing that could prove appropriate can be found alongside the River Wey Navigation at Guildford.)</p>	<p>This is all common land and a flood area so will be very difficult to achieve.</p> <p>Suggest that the Wey navigation would be a better route and make improvements to the towpath instead. Although this would need permission from the National Trust.</p>	<p>50-150k</p>	<p>Medium priority</p> <p>Medium term</p>

<p>An unsurfaced path exists through to the Town Bridge</p>				
 <p>The existing route, via the car-park of Godalming United church, connects to the Town Bridge where the busy A3100 crosses the River Wey. Even for experienced cyclists, this road is intimidating, with its uphill approach to a junction designed for maximum traffic flow rather than cyclist safety. An alternative route, suited to family-friendly cycling, is required.</p>	<p>A new pedestrian/cycle bridge is proposed to cross the River Wey just downstream from the Town Bridge.</p>	<p>Might be slightly easier to put a crossing nearer Sainsbury's but will need to be high enough for boats to get underneath.</p> <p>Realistically this will be very difficult to fund and achieve.</p>	<p>High</p>	<p>High priority Long-term</p>

 <p>Bridge Street/Woolsack Way junction. There is currently only a refuge to assist crossing between Homebase and Bury Fields. It is a busy junction, designed to keep traffic moving quickly. People crossing the road must contend with traffic approaching from multiple directions.</p>	<p>Provide a shared use crossing.</p>	<p>This is a tricky area where the whole junction needs to be rethought out.</p> <p>Congestion is a problem here too.</p> <p>Maintenance cost will also be an issue.</p>	<p>150k</p>	<p>High priority</p> <p>Long-term</p>
	<p>Provide appropriate signage. Also, where the path emerges from behind the bowls club pavilion, just to the north of the band-stand, some adjustments may be required to make the route clear.</p>	<p>Formalising this route may create issues, would need to be discussed further with WBC.</p> <p>Will want to widen it in places but avoid mature trees.</p>	<p>35k</p>	<p>Medium priority</p> <p>Medium-term</p>

<p>The pathway through the Phillips Memorial Park has recently been upgraded and provides a generally adequate route for shared-use.</p>				
 <p>Borough Road crossing. Although there have been recent, beneficial improvements here, traffic is still unwilling to give way to people who need to cross. A stronger, clearer priority to pedestrians and cyclists is needed here.</p>	<p>Provide a shared use crossing.</p>	<p>Recently installed a road table here. Couldn't do anymore here at the time as it is a conservation area.</p>	<p>40k – if a zebra crossing is possible</p>	<p>Medium priority Medium-term</p>

 <p>Vicarage Walk. This path carries limited and mostly commuter foot traffic (essentially to and from the station and Westbrook Mills), it is too narrow for pedestrians and people on bikes to pass comfortably.</p>	<p>Increase the width of the path and with a wider bridge at its junction with Westbrook.</p>	<p>This will require land take and converting a footpath to a cycle track.</p> <p>Given the expense and difficulties in achieving this it would be considered very low priority.</p>	<p>TBC</p>	<p>Low priority</p> <p>Long-term</p>
	<p>Engineer a more gentle slope and widen and resurface the path. Upgrade to shared use, resurface and provide suitable lighting.</p>	<p>Further comments are needed from the Rights of Way team.</p>	<p>50k+</p>	<p>Low priority</p> <p>Long-term</p>

<p>Footpath at the point it leaves the surfaced section of New Way. The surface is badly eroded resulting in a significant drop in level.</p> <p>Section of New Way linking to A3100. The surface has significant pothole damage and the land is unlit throughout. It is thus unsuitable for use in inclement conditions, or at night.</p>				
 <p>Portsmouth Road from the New Way junction to the rail bridge. The footway is too narrow for shared use.</p>	<p>Widening the footway for shared use to continue south towards Milford.</p>	<p>Unlikely to be able to widen this to create a sufficiently wide enough footway to be shared use. Would still be a pinch-point.</p> <p>The section all the way to Milford is about 1.8km and could easily cost hundreds of thousands to widen it. In places the highway is wide however there may be some pinch-points along the route. Measures would need to be taken to prevent anti-social pavement parking.</p>	<p>10k</p>	<p>Low priority</p> <p>Long-term</p>

This page is intentionally left blank

SURREY COUNTY COUNCIL



LOCAL COMMITTEE (GUILDFORD)

DATE: 13 JUNE 2018

LEAD OFFICER: FRANK APICELLA – ACTING AREA HIGHWAY MANAGER (SW)

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, an update on other centrally funded projects being promoted in the local area, as well as details of the budgets allocated to the committee in 2018/19 and recommendations on expenditure of the same.

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

- (i) To note the committee approved works being progressed during 2018/19
- (ii) To resolve to advertise the making of a traffic order for Lysons Avenue and Sheepfold Road as detailed in paragraphs 2.3.1 & 2.3.4 respectively and shown in Annex 3 and 4.
- (iii) To delegate to the Acting Area Highway Manager, in consultation with the Chairman and Vice Chairman and Divisional Member, the ability to resolve any problems encountered or objections received from the advertising of the TRO but additionally to facilitate scheme delivery during the year of the schemes identified on Annex 2.

REASONS FOR RECOMMENDATIONS:

The committee is asked to agree the recommendations to enable early progression of works orders.

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 for Guildford has an annual delegated highways budget with which to implement measures that contribute towards the objectives set out in Surrey County Council's LTP, according to local priorities.

2. ANALYSIS:

2018/19 Budget Programme of Works

Available Highway Budget

- 2.1.1 At the full Council meeting of 6 February 2018 it was agreed to establish a new Member Local Highway Fund from 2018/19 of £7.5k per divisional member, rising to £10k in 2019/20 and £15k in 2020/21
- 2.1.2 Additionally the countywide devolved Committee revenue budget has increased from £450k in 2017/18 to £1.85m in 2018/19. It is proposed to rise to £2m in 2019/20 and £2.5m by 2020/21.
- 2.1.3 This is to be allocated equally across the 11 Committees equating to £168,182 of revenue monies per Committee.
- 2.1.4 The countywide devolved Capital will remain at £400k for 2018/19, and again this is to be shared equally between the 11 committees, equating to £36,363.
- 2.1.5 *In summary:-*

Budget	Amount
Capital maintenance	£ 36,363
Revenue maintenance	£168,182
Revenue Highway Fund (£7500 per divisional member)	£ 75,000

Programme of Works

Capital

- 2.1.6 Annex 1 details the Local Transport Plan (LTP) list of capital schemes, their estimated costs, and relative priorities, which have been approved previously by the committee.
- 2.1.7 The transportation task group that reports to this committee met on 6th March 2018 to agree recommendations on how to expend the devolved budget. They prioritised a number of improvement schemes which had been deferred due to budget constraints during 2017/18.
- 2.1.8 The task group recommended that the capital schemes detailed in Annex 2 are implemented during 2018/19 at a total forecast estimate of £143,000 of the Committee allocation.

Revenue

- 2.1.9 The task group further recommended that the revenue schemes identified on Annex 2 are also implemented in the coming year at a total forecast estimate of £60,000
- 2.1.10 It was also agreed to continue utilising a community gang for small ad hoc vegetation works throughout the year which has proved a successful and well received in the past
- 2.1.10 The £7500 Highway fund per member needs to be allocated to enable early commitment to contractors for proposed expenditure. Could members who have not yet provided their choices please let the Acting Area Manager have these as soon as possible to ensure that these proposals can be programmed and avoid the funding being lost.
- 2.1.11 Annex 2 also identifies the member expenditure currently planned from the Highways fund allocation.

Other highway related matters

2.2 Customer services

- 2.2.1 Highways & Transport received 45,357 enquiries and reports during the first quarter of 2018, an average of 15,119 per month, this is a significant increase from the same period in the last three years.
- 2.2.2 For Guildford specifically, 5,486 enquiries have been received of which 2,289 were directed to the local area office for action, 91% of these have been resolved. This response rate is slightly below the countywide average of 92%.
- 2.2.3 Between January and March, Highways received 85 stage 1 complaints of which seven were for the Guildford area. In addition one was escalated to Stage 2 of the complaints process, no fault was found following independent investigation.

2.3 Parking

- 2.3.1 Lysons Avenue (B3166), Ash Vale – To advertise the intent to make permanent the temporary TRO covering the double yellow lines.
- 2.3.2 The temporary TRO was introduced following many complaints from local residents, Parish Council, effected due to vehicles being parked close to the traffic islands on Lysons Avenue, and vehicles being forced to drive on the wrong side of the road facing oncoming traffic, to continue their journey.
- 2.3.3 A temporary TRO was made to come into effect on the 10th April 2017 which introduced temporary double yellow lines for a maximum period of 18 months. As result of introducing the waiting restrictions, road safety has been improved. It is, therefore, proposed to make a permanent TRO for the existing double yellow lines, before the temporary TRO expires.
- 2.3.4 Sheepfold Road (D4021), Guildford – Re-advertising the provision of a “time limited” free on-street parking place

The proposal below was advertised and consultation carried out at the same time. However, the markings and signs were not implemented until after the completion of the process and as a result the Surrey County Council lawyer (highways) suggested that the waiting restriction in the road be re-advertised. In addition, the existing double yellow lines on the north side of the road will be extended in line with the proposed parking place.

“Vehicles have routinely mounted the footways to park immediately adjacent to the shops situated on the A323 Worplesdon Road at the junction with Sheepfold Road. This represents a serious hazard to pedestrians and other drivers and to prevent this bollards have recently been installed in the footway. However, in the interests of trade at these shops, it is now intended to provide a “time limited” all-comers, free on-street parking place in that length of the south-east side of Sheepfold Road, which extends from a point 15 metres south-west of the south-western kerb-line of Worplesdon Road south-westwards for a distance of 20 metres.

The parking place will operate between 8.30 a.m. and 6 p.m. on Mondays to Saturdays inclusive, with waiting limited to a period of thirty minutes, no return permitted for a further period of two hours. The local shopkeepers are in support of this measure, which should provide an area for vehicles to park whilst visiting the local shops but by limiting the time that any one vehicle can be left in the parking place ensure a reasonably quick turnover of vehicles and therefore of people visiting the local shops. Any vehicle displaying a disabled person’s Blue Badge will, of course, be able to wait for any period without time limit in the parking place, thereby ensuring that any disabled person with such a Badge can park their vehicle in the parking place for any period without time limit.”

2.4 Street Lighting

- 2.4.1 The County Council’s Street Lighting engineers are currently investigating the potential of converting all of the current street lights to LEDs. A detailed

report will be taken to the County Council's Cabinet in the autumn for a final decision.

2.5 Major schemes

- 2.5.1 The following provides updates on schemes within the Guildford Town Centre Transport Package that are being progressed. The package was agreed by the Local Committee in December 2015 and awarded funding by the EM3 Local Enterprise Partnership in the Spring of 2016.

Millbrook Car Park

- 2.5.2 Construction work is now substantially complete on the scheme at the junction of A281 Millbrook and the car park.
- 2.5.3 The new layout enables vehicles to turn right out of the car park and head southbound from Guildford without the need to circulate the gyratory first.

A25 / A320 Stoke Crossroads

- 2.5.4 The Stoke Crossroads scheme, previously reported to Guildford Local Committee in June 2016 is due to commence construction during the next cycle. Originally planned as part of the Local Sustainable Transport Fund, the scheme was ultimately included to be built as part of the Guildford Town Centre Transport Package.
- 2.5.5 The scheme will provide new controlled crossing facilities at surface level on all arms of the junction for pedestrians and cycles, upgraded signal phasing to make the junction work more efficiently for traffic and carriageway resurfacing. Construction is programmed to take place from August until November 2018. As the work will involve temporary lane closures and diversions, the majority of the work will take place at night to minimise the impact on local traffic.
- 2.5.6 During the same period, Highways England will be undertaking work to widen the A3 off-slip and provide a new toucan crossing at the junction of the slip with Woking Road. Detailed planning is taking place between officers from Surrey, Highways England and Kier to ensure that the works are carried out in coordination with each other.
- 2.5.7 A series of communications activities will be taking place in the lead up to, and during, construction to minimise impacts during the works and enable residents and businesses to plan accordingly. This will include a letter drop to properties/businesses near the junction, social media notifications and a regular email subscription newsletter. The Works Communication Team at Surrey County Council is also planning a meeting with divisional and borough members in the vicinity of the junction to brief them on further details of the project prior to the commencement of work.

A25 cycle corridor (Parkway)

- 2.5.8 Construction work began in April to widen the shared-use facility on the south side of A25 Parkway. The existing shared-use pathway narrows to 2.5 metres

in places and alternates between shared use and segregation between pedestrians and cycles.

- 2.5.9 The path is being widened up to 4 metres and segregated along its length between Boxgrove Roundabout and Stoke Crossroads to enable pedestrians and cyclists to pass each other more easily. The scheme is expected to complete in July 2018 and will tie in with the upgraded Stoke Crossroads junction, due to start later this year.

Walnut Tree Close

- 2.5.10 During the last period officers have continued to engage with land owners to seek an area of land that might be used as a vehicle turning head for the trial scheme.
- 2.5.11 Solutions for alternative turning locations are now being concentrated on as it has not been possible to reach an agreement for a turning location as per the original design.

A25 cycle corridor (Woodbridge)

- 2.5.12 This scheme will fill another gap along the A25 cycle corridor by providing a shared use path of up to 3 metres wide on the south side of the A25 between Woodbridge Road and Woodbridge Meadows. This will include raising the height of the bridge parapet, widening the footway and converting the mandatory cycle lane over Woodbridge (Old) to provide a safe off-road route.
- 2.5.13 The work is programmed to start in January 2019 and be completed in May 2019. It is expected that one lane of the westbound carriageway over the bridge will be temporarily closed during the construction works on the bridge. Further updates will be provided to the local committee on the scheme in the lead up to the work.

Tunsgate

- 2.5.14 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.
- 2.5.15 The scheme is being sponsored and funded by Guildford Borough Council and implemented by SCC through their contractor Kier.
- 2.5.16 Highway works commenced in September 2017 and works have been progressing up from the Tunsgate arch with setts being laid along the carriageway, and Yorkstone slabs laid to the widened footways. The contractor has not always been able to work productively, in order to facilitate the Queensbury development, which opened on 12th March. The latest revised programme for these highway works is for completion in late June.

Farnham Road Rail Bridge

- 2.5.17 It is anticipated that works will commence on this bridge in December 2018. No update has been received from Network Rail at the time of writing this report.

B3000 New Pond Road Rail Bridge

2.5.18 The Network Rail bridge works commenced at the end of April, as planned, and are ongoing as per the schedule below.

2.5.19 Unfortunately as anticipated these works have created additional delays in the area, but this is being closely monitored, and if changes are deemed necessary to the temporary traffic management locally, then then will be upgraded to suit.

Summary of scheduled works:

Date	Time	Activity
Monday 23 April to Friday 13 July 2018	08:00 – 18:00	Full closure of New Pond Road (B3000) with diversions
Sunday 29 April to Monday 30 April 2018	01:15 - 04:00	Preparatory work; installation of temporary scaffold bridge for road utility diversion
Saturday 26 May to Tuesday 29 May 2018	00:55 – 04:55	Removal of old overbridge and replacement of new overbridge
Sunday 24 June 2018	00:55 – 10:40	Removal of the temporary utility cable scaffold bridge
Sunday 24 June to Friday 13 July 2018	08:00 – 18:00	Reinstate utilities, completion of road surfacing, road markings
Friday 13 July 2018	18:00	New Pond Road (B3000) re-opened

2.6 Centrally funded maintenance

Onslow Street / Bridge Street

2.6.1 The road tables proposed for this pedestrian crossing point are programmed to be constructed in mid-September. The proposal is to carry out off carriageway works during the day and carriageway works at night, in order to expedite the scheme and reduce the unavoidable congestion in this busy part of the town centre.

2.6.2 The formal process to advertise the intent to locate the tables on carriageway is currently in process.

Horizon 2

2.6.3 Horizon 2 is the name given to the Council's Asset Management Programme for the period 2017 – 2021. The programme of works to be delivered for Guildford remains as presented in the annex to the March Local Committee and can be found on the website at :-

<https://www.surreycc.gov.uk/roads-and-transport/roadworks-and-maintenance/horizon-highway-maintenance-investment-programme>

2.6.5 Some of the Major Maintenance schemes programmed for 18/19 anticipated for construction during July/ August (Permits permitting), are shown below. Other identified schemes may not be as far progressed and will be delivered in due course, and members will be advised nearer the time.

- C93 North Street – High Street to Commercial Road
- B3000 Puttenham Heath Road, Compton - A3 (northbound) Roundabout to The Street
- D44 Bisley Camp Road, Pirbright – Connaught Road to Brunswick Road
- A248 Dorking Road, St Marthas – Blacksmith Lane to Mill Lane

Additional £5m – Winter damage programme

- 2.6.6 The focus for this has been on the Surrey Priority Network SPN 2 &3 (essentially B & C roads) and the list of schemes identified for this funding is currently being assessed.
- 2.6.7 If additionally some A & D roads were suggested by members, then most of these have been removed from the list and will be considered for inclusion in the existing county programmes. There are however some A roads which are included on the list due to these already being categorised as a SPN 2 and having similar characteristics to B roads.
- 2.6.8 Officers have already started to walk these roads to determine what treatment (patching or Local Structural Repair) is needed in each of these locations and the extent of the work needed. This will be done over the next few weeks, and it is hoped that the majority of this work will be effected over the next 2-3 months. This is obviously subject to clashes with other programmed highway work that is going on around the network and our ability to find network space and permitting.
- 2.6.9 In addition to the £5m being invested during 2017/18, the cabinet approved on the 29th May to further investment during 2018/19 of £7m and then a further £8m in 2019/20 to improve the condition of the highways network.

2.7 Passenger Transport

- 2.7.1 The University of Surrey has recently completed a tendering exercise to appoint a bus operator to provide the local bus network which primarily supports their students and staff, but also many other residents of Guildford. On 29 July 2018 the Stagecoach bus company will replace Arriva as the local bus service provider which has access to the main Campus and Manor Park.

2.8 Other key information, strategy and policy development

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

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:

Area assessed:	Direct Implications:
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 programmed and delivered as identified in Annex 2.
- 7.2 The £7500 Highway fund per member needs to be allocated to enable early commitment to contractors for proposed expenditure. Members who have not yet provide their choices do need to do so as soon as possible to ensure that the works can be programmed and to avoid the funding being lost.

8. WHAT HAPPENS NEXT:

ITEM 12

- 8.1 The Acting Area Highway Manager will work with Divisional Members, the Chairman and Vice-Chairman to deliver this Financial Year's approved programme of works.

Contact Officer: Frank Apicella
SCC Acting Area Highway Manager SW
Tel 0300 200 1003

Consulted:

As detailed within the report.

Annexes:

Annex 1 – Capital prioritised list of schemes.

Annex 2 – Progress of Committee capital and revenue schemes 2018/19.

Annex 3 – Details of proposed waiting restrictions in Lysons Avenue.

Annex 4 – Details of proposed waiting restrictions in Sheepfold Road.

Background papers:

Local Committee (Guildford) March 2018 Highways Update.

Annex 1

Guildford LTP schemes ranking - June 2018		Possible developer funding (£k)	Congestion					Wgtd		Accessibility					Wgtd		Safety					Wgtd		Environment				Economy		FINAL SCORE						
Rank	Scheme / Title		Division	15%					Score	adj.	15%					Score	adj.	35%					Score	adj.	15%				Score		adj.	20%				
Factors should be assessed considering whether the proposed scheme will have a positive or negative effect, using the range of (-5 -4 -3 -2 -1 0 1 2 3 4 5), with negative figures denoting disbenefit, and positive ones benefit. The score given should reflect factors such as the type of road, traffic volumes, likely impact of scheme etc. For KSI and accident statistics, the number of accidents over the preceding three year period should be entered, but only if these are directly relevant to the purpose of the scheme.			Vehicle delay impact	Traffic growth impact	Support travel plan	Technological congestion management	Parking management			Improve mobility for impaired	Promote public transport	Encourage walking	Reduce community severance	Encourage cycling			Reduce KSI	Reduce child KSI	Reduce slight casualties	Reduce vehicle speeds	Support safe routes to school	Improve street lighting	Reduce fear of crime			Improve streetscene inc. reducing tipping	Reduce vehicle CO2 emissions	Reduce traffic noise	Reduce HGV impact			Aligns with planned maintenance	Supports local economy			
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	5.00	175.00	-1	0	1	0	0.00	0.00	1	0	1.00	20.00	495.00
2	Aldershot Road, Worplesdon - Speed limit review	Worplesdon	0	0	0	0	0	0.00	0.00	0	0	0	0	0	0.00	0.00	3	0	4	3	0	0	0	10.00	350.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	350.00
3	Church View, Guildford - New footway	Ash	0	0	5	0	0	5.00	75.00	2	0	0	0	0	2.00	30.00	0	0	0	0	5	0	0	5.00	175.00	2	0	0	0	2.00	30.00	0	0	0.00	0.00	310.00
4	Lower Road, Effingham - Zebra crossing	Horsleys	0	0	3	0	0	3.00	45.00	1	0	0	0	1	2.00	30.00	0	0	1	1	3	1	0	6.00	210.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	285.00
5	Guildford Road, Ash - Speed limit review	Ash / Worplesdon	0	0	0	0	0	0.00	0.00	0	0	0	0	0	0.00	0.00	0	0	3	3	1	0	0	7.00	245.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	245.00
6	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	5.00	175.00	-1	-1	0	0	-2.00	-30.00	0	0	0.00	0.00	235.00
7	Woodbridge Road / Stocton Road, Guildford - Improving safety for pedestrians	Guildford South West/North	0	0	0	0	0	0.00	0.00	1	0	0	0	0	1.00	15.00	2	0	1	1	0	0	0	4.00	140.00	1	0	0	0	1.00	15.00	2	0	2.00	40.00	210.00
8	Harvey Road, Guildford - Pedestrian refuge	Guildford South East	0	0	2	0	0	2.00	30.00	2	0	0	0	0	2.00	30.00	0	0	0	2	2	0	0	4.00	140.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	200.00
9	The Avenue, Compton - Prohibition of motor vehicles	Shalford	0	2	0	0	0	2.00	30.00	0	0	3	0	3	6.00	90.00	0	0	0	0	0	0	0	0.00	0.00	0	2	2	1	5.00	75.00	0	0	0.00	0.00	195.00
10	Worplesdon Rd/ Shepherds Lane, Guildford - Additional pedestrian phases	Guildford West	0	0	2	0	0	2.00	30.00	3	0	1	0	0	4.00	60.00	0	0	0	1	2	0	0	3.00	105.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	195.00
11	Eashing Lane, Shalford- Safety scheme	Shalford	0	0	0	0	0	0.00	0.00	0	0	0	0	0	0.00	0.00	0	0	3	2	0	0	5.00	175.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	175.00	
12	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	3.00	105.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	150.00
13	Kings Road, Shalford - Traffic calming measures	Shalford	0	0	0	0	0	0.00	0.00	0	0	0	0	0	0.00	0.00	0	0	2	2	0	1	0	5.00	175.00	0	-1	-1	0	-2.00	-30.00	0	0	0.00	0.00	145.00
14	Guildford Rd/Beech Ave - New right turn light	Horsleys	0	0	0	0	0	0.00	0.00	0	0	0	0	0	0.00	0.00	0	0	3	0	1	0	0	4.00	140.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	140.00
15	Farnham Road, Guildford - Signs and markings	Guildford South West	0	0	0	0	0	0.00	0.00	2	0	0	0	0	2.00	30.00	0	0	1	2	0	0	0	3.00	105.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	135.00
16	Elstead Road, Shackford - Traffic calming measures	Shalford	0	0	0	0	0	0.00	0.00	0	0	0	0	0	3.00	45.00	0	0	1	2	0	0	0	3.00	105.00	0	0	-1	0	-1.00	-15.00	0	0	0.00	0.00	135.00
17	Newark Lane, Ripley - widening the road	Horsleys	0	0	0	0	0	0.00	0.00	1	0	1	0	0	2.00	30.00	0	0	1	2	0	0	0	3.00	105.00	0	-1	0	0	-1.00	-15.00	0	0	0.00	0.00	120.00
18	London Road, Guildford - Pedestrian refuge	Guildford South East	0	0	0	0	0	0.00	0.00	1	0	0	0	0	1.00	15.00	0	0	0	2	1	0	0	3.00	105.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	120.00
19	Minor improvements to the Guildford Cycle Network	Guildford South West/North	0	0	3	0	0	3.00	45.00	0	0	0	0	4	4.00	60.00	0	0	0	0	0	0	0	0.00	0.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	105.00
20	Grove Heath Road, Ripley - Speed limit review	Horsleys	0	0	0	0	0	0.00	0.00	0	0	0	0	0	0.00	0.00	0	0	0	3	0	0	0	3.00	105.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	105.00
21	Priorsfield Road, Hurtmore - Speed limit review	Shalford	0	0	0	0	0	0.00	0.00	0	0	0	0	0	0.00	0.00	0	0	1	2	0	0	0	3.00	105.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	105.00
22	Aldershot Road, Guildford - Pedestrian refuge	Guildford West	0	0	0	0	0	0.00	0.00	0	0	0	0	0	0.00	0.00	0	0	1	2	0	0	0	3.00	105.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	105.00
23	Kingfisher Drive, Guildford - Dropped kerbs	Guildford East	0	0	2	0	0	2.00	30.00	2	0	0	0	0	2.00	30.00	0	0	0	0	1	0	0	1.00	35.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	95.00
24	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	3.00	105.00	-1	-1	0	0	-2.00	-30.00	0	0	0.00	0.00	90.00
25	Clay Lane, Guildford - Kerbside detectors	Guildford East	0	0	0	0	0	0.00	0.00	0	0	0	0	0	0.00	0.00	0	0	0	0	2	0	0	2.00	70.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	70.00
26	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	1.00	35.00	-1	-1	0	0	-2.00	-30.00	0	0	0.00	0.00	50.00
27	Station Parade, East Horsley - Dropped kerb	Horsleys	0	0	0	0	0	0.00	0.00	2	0	0	0	0	2.00	30.00	0	0	0	0	0	0	0	0.00	0.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	30.00
28	Oxenden Road, Tongham - replace the existing build out by a road table	Shalford	0	0	0	0	0	0.00	0.00	0	0	0	0	0	0.00	0.00	0	0	0	0	0	1	0	1.00	35.00	0	-1	-1	0	-2.00	-30.00	0	0	0.00	0.00	5.00
29	Newark Lane, Ripley - Speed survey	Horsleys	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	0.00	0.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	0.00
30	Friary Street, Guildford - TRO review	Guildford South East	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	0.00	0.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	0.00

This page is intentionally left blank

Annex 2

SCHEME TITLE	2018/19 ALLOCATION	FORECAST EXPENDITURE	STATUS/PROGRAMME/COMMENTS	External /Member highways fund £
--------------	--------------------	----------------------	---------------------------	----------------------------------

2018/19 ITS schemes

Ad hoc signs and lines	£9,500	£9,500	General signage & street furniture	
Burpham Lane, Guildford - Traffic calming	£30,000	£30,000	Design in progress	
New Road, Chilworth - Crossing improvement	£5,000	£5,000	Design in progress	
Fairlands, Guildford - Dropped kerbs	£10,000	£10,000	Design in progress	
Woodruff Avenue, Guildford - Bollards & waiting restrictions	£10,000	£10,000	In progress	
North Street, Guildford - Road table	£40,000	£40,000	Design in progress	
The Street, West Clandon - Speed limit	£7,000	£7,000	In progress	
Trodds Lane, Guildford - Speed limit	£2,500	£2,500	In progress	£2,500 - Cllr Ellwood
Wodeland Avenue, Guildford - Speed cushions	£3,000	£3,000	In progress	£7,000 - Cllr D Goodwin
Aldershot Road, Worplesdon - Pedestrian refuge	£2,500	£2,500	Design complete - Common land involved, with SCC legal	£25,000 - Parish Council
The Street, Shalford - Pedestrian refuge	£25,000	£25,000	In progress	
Sub Total	£144,500	£144,500		

Revenue Maintenance: Allocations approved at March 2018 LC

Road name & town	Type of work	Committee budget £
Hurtmore Road, Shackleford	Footway resurfacing	5,000
Various	Vegetation gang for 26 weeks	45,000
Various	White works	5,000
Various	Drainage investigation	5,000

Sub Total

60,000

Carry forward to page 4

Members	ALLOCATION	COMMITTED
Mark Brett-Warburton	£7,500	
Graham Ellwood	£7,500	£2,500
Matt Furniss	£7,500	£210
Angela Goodin	£7,500	
David Goodwin	£7,500	£7,000
Julie Iles	£7,500	
Marsha Moseley	£7,500	
Keith Taylor	£7,500	
Fiona White	£7,500	
Keith Witham	£7,500	

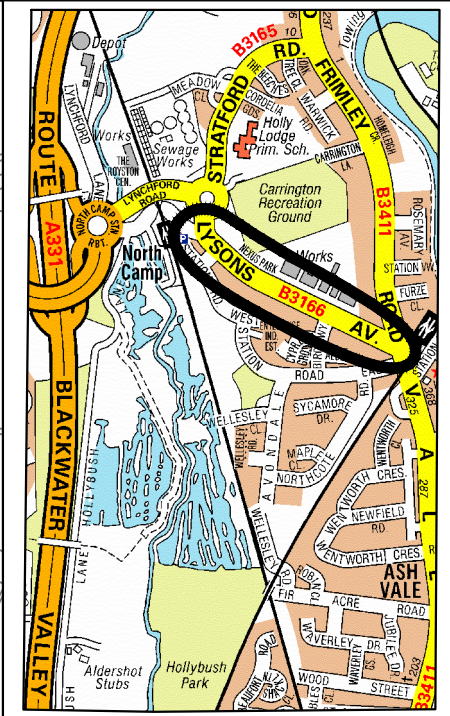
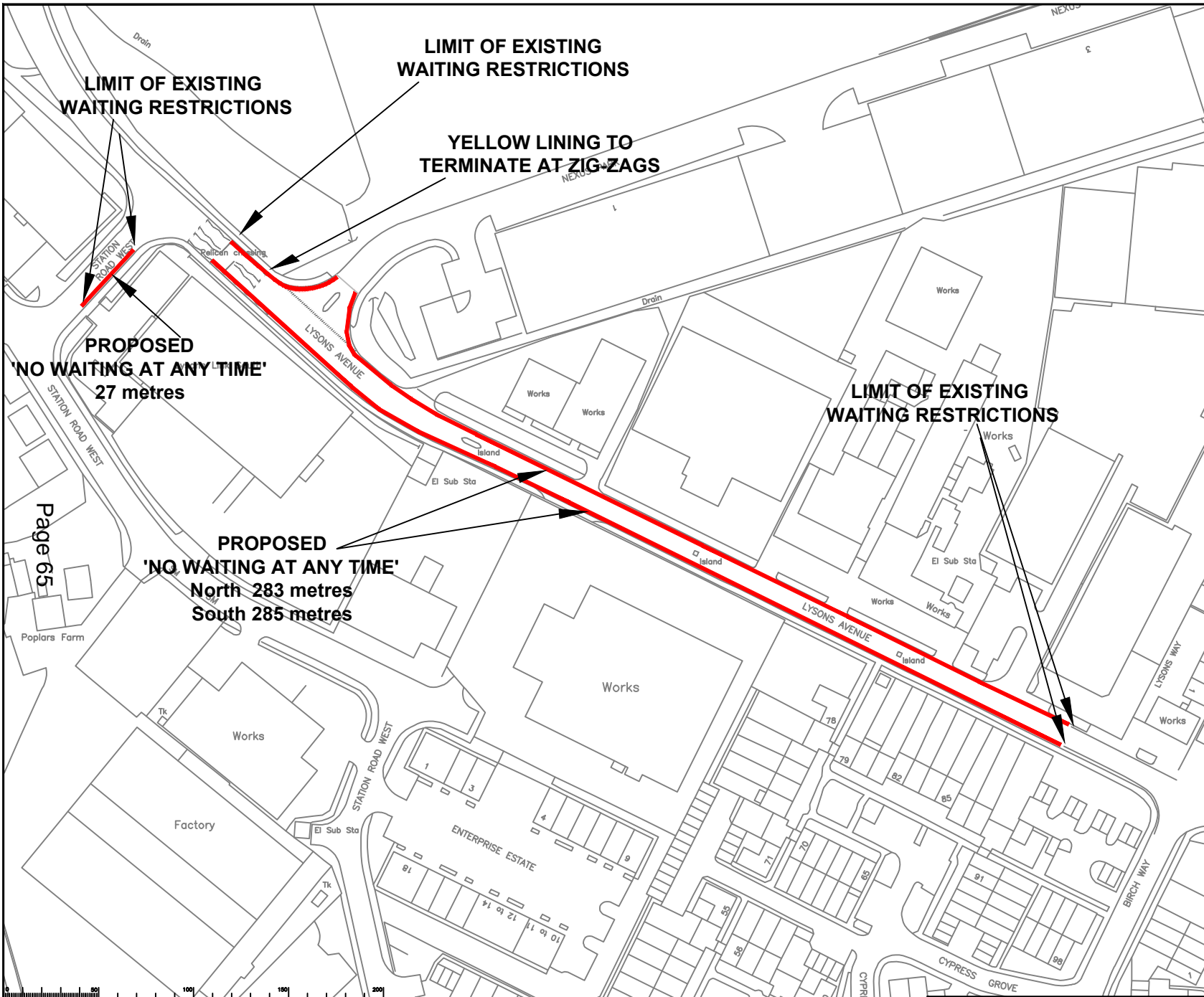
Sub Total	£75,000	£9,710	
------------------	----------------	---------------	--

Highway budgets and forecast expenditure for 2018/19

2018/19 Local Committee Budget

2018/19 Forecast Expenditure

ITS schemes	£144,500	ITS schemes including ad hoc signs and lines	£144,500
Revenue	£60,000	Revenue	£60,000
Members Allocation	£75,000	Members Allocation	£75,000
TOTAL	£279,500	TOTAL	£279,500



Page 65

Notes

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

North Point

I warrant that the information shown on this plan was obtained from a reliable source and that I am a duly qualified and registered professional person.
 Drawn by: [] Sig. [] Date []
 Checked by: [] Sig. [] Date []
 Approved by: [] Sig. [] Date []

Project: LYSONS AVENUE, ASH VALE

Drawing: PROPOSED 'NO WAITING AT ANY TIME' RESTRICTIONS

Scale: 1:1000

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks. (Reference shall also be made to the Design Hazard Log)

CONSTRUCTION

MAINTENANCE/CLEANING

USE

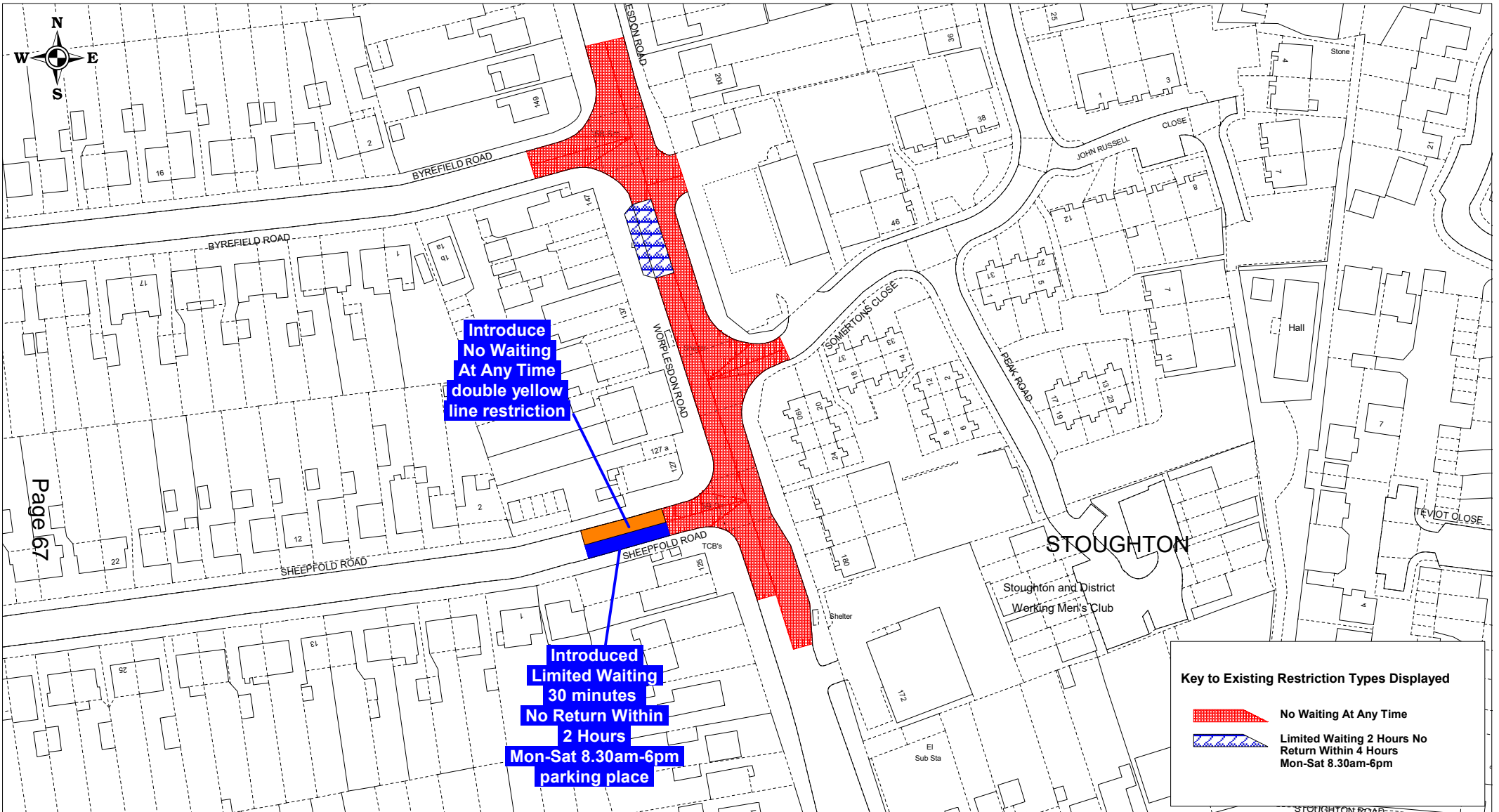
DECOMMISSIONING/DEMOLITION

If it is assumed that all works will be carried out by a competent contractor working, where appropriate, to an agreed method statement.

Project No. []
 Contract Sheet No. []
 Drawing No. 1
 Revision []
 Classification: LINING

TEM 12

This page is intentionally left blank



Reproduced from Ordnance Survey Material.
 HMSO Crown Copyright. All rights reserved.
 Guildford Borough Council
 Licence No. 100019625, 2018

Proposed amendments to parking controls highlighted - Sheepfold Road, Guildford

SCALE	1 : 1250 @ A4	ITEM 12
DATE	01/06/2018	
DRAWING No.	GBC/APH/SheepfoldRdProp2018	
DRAWN BY	ANDREW HARKIN	

This page is intentionally left blank

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (GUILDFORD)

DATE: 13 June 2018

LEAD OFFICER: Louise Gibbins, Community Safety Officer

SUBJECT: Local Committee Community Safety Funding

DIVISION: All Guildford



SUMMARY OF ISSUE:

The local committee has a delegated budget of £3,000 for community safety projects in 2018/19. This report sets 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 report provides a progress update regarding last year's funding.

RECOMMENDATIONS:

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

- (i) The committee's delegated community safety budget of £3,000 for 2018/19 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 this report.
- (ii) Authority be delegated to the Community Partnership Manager, in consultation with the Chairman and Vice-Chairman of the local committee and divisional members as appropriate, to authorise the expenditure of the community safety budget in accordance with the criteria and principles stated in section 3 of this report.
- (iii) The committee receives updates on the project(s) that was funded, the outcomes and the impact it has achieved.

REASONS FOR RECOMMENDATIONS:

The report sets out a process for allocating the committee's delegated community safety budget of £3,000 to local organisations to achieve the recommendations outlined above.

There is also an update on how last year's funding was used in order to provide visibility and promote accountability within the Community Safety Partnership.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Prior to 2016, the local committee had historically chosen to passport its delegated community safety funding to the local Community Safety Partnership (CSP) to assist in their efforts to tackle crime and anti- social behaviour on behalf of residents.
- 1.2 Following countywide analysis of the projects that were funded through CSPs and the outcomes achieved, the local committee agreed that its local CSP should firstly be invited to provide an outline of any prospective projects that could be supported from the committee's funding for approval. This aimed to provide greater oversight of the committee's expenditure. In the context of the County's Medium Term Financial Plan and the requirement upon all county services to contribute to significant savings, the process would also help to achieve better value for money from projects in support of the County Council's wider community safety priorities.
- 1.3 In 2016/17, the committee awarded £3,000 to the Guildford Community Safety Partnership to support Alpha Extreme to deep cleanse properties of some of the most vulnerable clients being considered at CHaRMM and Joint Action Forums.
- 1.4 In 2017/18, the committee awarded £1,900 towards the Safe Drive Stay Alive Theatre based education production requesting £1 per young person booked to attend SDSA based on bookings from Nov 2016.
- 1.5 Safe Drive, Stay Alive in Surrey is a theatre based education production that aims to raise road safety awareness amongst young people and to positively influence their attitudes to driving. The ultimate aim is to reduce the number of road traffic collisions involving young people and the number of deaths and injuries amongst this at risk driver group.

2. ANALYSIS OF PREVIOUS FUNDING:

- 2.1 2016/17 Alpha Extreme property cleaning – A community enterprise business owned by Catalyst, supports the communities they work in. The charity worked with the council to offer deep cleans and regular maintenance for vulnerable people to keep their homes clean and to monitor their well-being. The aim to prevent clients from reverting back to old behaviours and to offer support at a time when their life felt out of control or when they were in need of a helping hand.
- 2.2 2017/18 Safe Drive Stay Alive – Over eleven thousand people attended 19 performances in late October and early November, bringing the total audience, since April 2005, to just under 138 000. The audience comprised 11 700 students, teachers/tutors/instructors from over 90 schools, colleges, youth groups, the British Army and over 100 invited special guests.
- 2.3 In 2017, every attendee received a copy of the Young Driver's Guide, a SDSA logo'd trolley/locker coin key ring, a logo'd wrist band and were encouraged to 'check in' to register their details via an online platform using the link www.safedrivesurrey.org/checkin in order to receive driver and road safety information updates in the 12 months post performance. All schools

have received copies of the Follow Up Tutor resource to support follow up work on Impulsivity, Distraction, Peer pressure, Mobile phones and Drink/Drug driving.

3. 2018/19 FUNDING:

- 3.1 As in the previous year, a clear and simple process designed to support CSPs will be adopted in order that funds can be processed efficiently this year.
- 3.2 Local CSPs will be invited to submit a brief outline of the projects that they would like to put the committee's funding towards, on a simple template designed for this purpose.
- 3.3 To assist CSPs in identifying suitable projects, the following criteria will be provided as a guide:
 - (a) Results in residents feeling safer
 - (b) Has clear outcomes that align with the priorities of the local committee and/or the CSP
 - (c) Is non recurrent expenditure
 - (d) Does not fund routine CSP activities (e.g. salaries, training)
 - (e) Is not subsumed into generalised or non-descript funding pots
 - (f) Does not duplicate funding already provided (e.g. domestic abuse services, youth work, transport costs, literature which could be co ordinated across all CSPs)
- 3.4 To ensure funds can be utilised within the current financial year, it is suggested that a deadline of **29 September 2018** is imposed for the submission of outline projects by CSPs and/or local organisations. This deadline will be communicated widely to local CSPs and partner organisations.
- 3.5 To ensure that funds can be distributed speedily and efficiently, it is recommended that authority is delegated to the Community Partnership Manager, in consultation with the Chairman and Vice-Chairman of the Local Committee, along with the relevant divisional member, to authorise the expenditure of the committee's funds outside the formal quarterly committee meeting cycle. This should allow local organisations to obtain approval, initiate and implement projects with the minimum of delay.
- 3.6 Once implemented, the CSP and any other recipients of this funding will be required to provide the local committee with a short update on each project, outlining how the funding was used and the difference and impact it has made in the local community.

4. OPTIONS:

- 4.1 All viable options were considered and appraised when forming the recommendations to the Local committee. The previous arrangement, whereby the committee transferred both its funding and the decision-making about how the funding could be used to the CSP was not considered to provide sufficient information on the impact that the funding or the outcomes it had achieved.
- 4.2 The recommended funding arrangements will employ a simple process for the commitment of funds by the committee to enable greater scrutiny over the use of this funding.

5. CONSULTATIONS:

- 5.1 Local committee chairmen were collectively consulted about this process for allocating community safety funding as recommended in this report, before its implementation last year.

6. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 6.1 The costs of the recommendations in this report are contained within existing revenue budgets. Early scrutiny of proposed projects by CSPs and local organisations will help to achieve better value for money for the Committee’s funding.

7. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 7.1 There are no direct equalities or diversity implications. However, through its membership of the local CSP and external bodies, the County Council can help to ensure that local services are accessible to harder to reach groups. The CSP also maintains ongoing monitoring of hate and domestic abuse crimes.

8. LOCALISM:

- 8.1 The proposals contained in this report will enable CSPs and/or other suitable local organisations to submit projects that support the County Council’s strategic goal of enhancing resident experience.

9. OTHER IMPLICATIONS:

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

9.1 Crime and Disorder implications

The county council's membership of local CSPs helps ensure the achievement of its community safety priorities. The committee's funding for local community safety projects enables the CSP and/or other local organisations to help to promote safety, reduce crime, and tackle antisocial behaviour and raise awareness of safer practices and behaviours.

10. CONCLUSION AND RECOMMENDATIONS:

- 10.1 The recommendations contained in this report are intended to secure greater oversight of the committee's community safety expenditure and achieve better value for money through projects that help to achieve the County's community safety priorities.

11. WHAT HAPPENS NEXT:

- 11.1 The CSP will be advised of the funding process agreed by the Local Committee and invited to access this funding.

Contact Officer:

Louise Gibbins, Community Safety Officer, 0208 541 7359

Consulted:

Surrey's local committee chairmen and local committee members.

Annexes: None

Sources/background papers:

- Guildford Local Committee, September 2016. Local Committee funding of Community Safety Projects
- Guildford Local Committee, 6 July 2017, Local Committee Community Safety Funding report

This page is intentionally left blank

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (GUILDFORD)

DATE: 13 June 2018



SURREY

LEAD OFFICER: JOANNA LONG PARTNERSHIPS AND COMMITTEE OFFICER (GUILDFORD)

SUBJECT: REPRESENTATION ON TASK GROUPS AND EXTERNAL BODIES

DIVISION: All

SUMMARY OF ISSUE:

This report seeks the approval of local committee task group members and the appointment of representatives to external bodies.

RECOMMENDATIONS:

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

- (i) Members be appointed to the Transportation Task Group
- (ii) The nominated members for the Transportation Task Group for the municipal year 2018-19 be as set out in paragraph 2.4, and the terms of reference be as set out in Annex A;
- (iii) To appoint nominees from the Local Committee to the local partnerships as set out in the report.

REASONS FOR RECOMMENDATIONS:

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

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Local Committee has historically established task groups to aid the committee in detailed consideration of topics of interest. Each year the committee is asked to review the task groups and establish groups that aid with the work of the committee for that municipal year.

2. ANALYSIS:

- 2.1 The Local Committee considered and comments on a range of highways issues that are relevant to the Guildford borough area. It is therefore proposed that there be a Transportation Task Group that considers items prior to formal committee consideration.

TRANSPORTATION TASK GROUP (TTG)

- 2.2 The Transportation Task Group (TTG) comprises of members of the Committee who have been selected and nominated by the Committee. The TTG has no decision-making powers itself but provides advice and recommendations to the full Committee. The TTG has the flexibility to meet more regularly than the full Committee and to consider matters on a level of detail which is not always possible during the agendas of the formal meetings of the Local Committee. The recommendations and advice of the Task Group are reported to the full Local Committee for formal discussion and decision.
- 2.3 The membership of the TTG has traditionally been broadly representative of the Committee as a whole, both politically and in terms of balance between the urban and rural areas of the borough. Its members are required to act in the interests of the borough as a whole, rather than representing the interests of their divisions and wards.
- 2.4 Previously the Committee had resolved that the TTG membership should comprise of three members from each council. Additionally, membership has included the Local Committee Chairman and the Borough Lead Member for Infrastructure.
- 2.5 For the 2018/19 it is proposed that the county membership would be Keith Taylor (Chairman), Mark Brett-Warburton and David Goodwin. The borough representatives would be Paul Spooner (Vice-Chairman), Matt Furniss (Lead Member for Planning and Infrastructure) and Nigel Kearse.

The Committee agreed to adopt an enhanced remit with items for consideration being brought by both Councils. The enhanced remit included parking, transportation and infrastructure. It is likely the work programme for the TTG will increase. The terms of reference reflecting the enhanced remit for the Local Committee can be found at **Annex 1** and the Committee is invited to confirm its approval of these for the year ahead.

MEMBERSHIP OF OUTSIDE BODIES

2.6 Local Early Help Advisory Board

The representatives to the Local Early Help Advisory Board for 2018/19 were made at the Local Committee on 21 March 2018, please refer to Minutes.

2.7 Guildford Health and Well-Being Board

The Board is a non-statutory partnership with a strategic membership and objective to focus public health and well-being priorities in the borough. Committee should nominate one representative to sit on the Board. This Group is convened by Guildford Borough Council.

2.8 Safer Guildford Partnership

The Safer Guildford Partnership is a statutory partnership tasked with reducing crime and disorder in the community, as well as tackling negative perceptions of crime. The Committee should nominate one representative to sit on the Executive. This Group is convened by Guildford Borough Council.

3. OPTIONS:

- 3.1 The committee can either make the appointments to external bodies, as set out within the report, or amend these appointments.

4. CONSULTATIONS:

- 4.1 Local committee member views are being sought on the nominations for representatives on external bodies and on the membership of local committee task groups.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The costs of the recommendations in this report are contained within existing revenue budgets. Early scrutiny of local organisations will help to achieve better value for money for the Committee's funding.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 There are no direct equalities or diversity implications.

7. LOCALISM:

- 7.1 Membership of task groups and representation on external bodies allows local councillors to consider, recommend and influence policies and services in response to local residents' needs.

8. OTHER IMPLICATIONS:

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

9. CONCLUSION AND RECOMMENDATIONS:

ITEM 14

- 9.1 The recommendations contained in this report are intended to achieve better value for money through projects that help to achieve the County's community safety priorities.

10. WHAT HAPPENS NEXT:

- 10.1 Should the task groups be established, meetings will be convened to discuss topics, and outside bodies will be informed of the new nominations.

Contact Officer:

Joanna Long, Partnership and Committee Officer, Guildford, Telephone 01483 517336

Consulted: Local committee members.

Annexes:

Annex 1 – TTG Terms of Reference

Sources/background papers:

Not applicable.

SCC LOCAL COMMITTEE (GUILDFORD)**Annex 1****Transportation Task Group Draft Terms of Reference 2018-19****General**

1. The Transportation Task Group is a Task Group of the Guildford Local Committee. The Local Committee will:
 - (i) determine the role, appointees and lifespan of the Transportation Task Group
 - (ii) review the operation of the Transportation Task Group over the previous year
 - (iii) confirm the remit for the Task Group and make this remit available to all Members of the Committee.

2. The Task Group has no formal decision-making powers as a body, but exists to advise and to make recommendations to Guildford Local Committee. The areas of work that the Task Group may consider and provide advice to the Local Committee will include:
 - (i) On and off street parking and Park and Ride services and any surplus income arising from on-street parking available to the Local Committee.
 - (ii) The Community Infrastructure Levy (CIL) and the regulation 123 list along with other developer contributions.
 - (iii) Joint strategic and strategic highways and transportation matters including the development of a Local Transportation Strategy for the borough.
 - (iv) The Local Committee highways budget and Integrated Transport Schemes (ITS) and including monitoring progress as appropriate.
 - (v) As required by a Local Committee decision or advised by the Area Highways Manager the Task Group can consider and comment on the nature, extent and format of consultations on schemes.
 - (vi) The Task Group may consider and review in detail referrals made by the Local Committee e.g. matters related to local petitions, issues raised at local 'Cluster' meetings.
 - (vii) The Task Group may consider and advise the Local Committee on relevant matters referred to the Local Committee by the Guildford Surrey Board.

3. Recommendations to the Local Committee will be supported by a summary of the reasoning behind the Task Group's position and reflect any professional advice of the Area Highways Manager or appropriate officer(s).

4. Officers supporting the Task Group will consult that Group and will give due consideration to the Group's reasoning and recommendations prior to the officer writing their report to the Local Committee.

Operation

5. The Task Group will:
 - meet in private
 - develop an annual work programme

ITEM 14

- formally record its actions
- if appropriate respond to an officer report
- if appropriate submit its own report to the Local Committee or, alternatively, report to the Local Committee via the Area Highways Manager's update.

Membership & Governance

6. The Task Group will contain three county councillors and three borough councillors which will include the Chairman of Guildford Local Committee and the Borough Lead Member for Infrastructure.
7. The Task Group will be chaired by the Chairman of Guildford Local Committee.
8. Membership of the Transportation Task Group will be agreed by the full committee at the first meeting of the new municipal year. Other changes to the membership will either follow local elections or on the advice of the full committee.
9. Members of the Transportation Task Group may nominate another member of the Guildford Local Committee to attend the Task Group as a substitute in the event they are unable to attend a meeting. However, the balance of the representation as described in Item 6 and 11 will be retained. A list of substitutes will be agreed at the first municipal meeting.
10. All members sitting on the Task Group will be required to represent the interests of the borough as a whole rather than representing the interests of individual divisions or wards.
11. Members of the Task Group should broadly represent the Committee as a whole, both politically and in terms of balance between the urban and rural areas of the borough.
12. Meetings held in private will base an assumption that any Task Group documentation will be similarly confidential unless officers and members are instructed otherwise.

Surrey County Council Local Committee (Guildford) Forward Programme 2018/19

Formal public	19 Sept 2018	7pm	Guildford Borough Council Chamber * **
Formal public	12 Dec 2018	7pm	Guildford Borough Council Chamber * **
Formal public	20 March 2019	7pm	Guildford Borough Council Chamber * **

Topic	Purpose	Contact Officers
19 September 2018		
People and Places	Roadshows – Cabinet Members for People and Places	Cllrs Tim Oliver and Colin Kemp
Parking	Parking Enforcement	Andy Harkin/Chris Wheeler GBC
Parking	GBC Overview and Scrutiny task group – On Street Parking	James Dearling GBC
Highways	Highways Update	Frank Apicella
Rights of Way	Proposed Diversion of Public Footpath No.69, Ripley	Debbie Primsall

Topic	Purpose	Contact Officers
Questions/petitions		
12 December 2018		
Highways	Highways Update	Frank Apicella
Parking	Annual Parking report (TBC)	Andy Harkin/Chris Wheeler GBC
Transport	Local Transport Strategies (TBC)	Dug Tremellan, Caroline Prince
Questions/petitions		

* Guildford Local Committee 'Plus' refers to the agreement undertaken in 2014 by both councils to extend joint working arrangements through this committee.

** Meetings will be webcast.