



**Surrey County Council Local Committee (Guildford) 25 June 2014**

**Public Questions and Statements [Item 6]**

**1. Submitted by Colin Selvin on behalf of The Guildford Society, Transport Group.**

- Could we please be advised what progress is being made towards all bus companies having Real Time Passenger Information systems operating (as referred to in item 57/13 of the draft minutes of 12 March 2014 meeting)?
- Could it please be confirmed A2 format maps similar to the one shown in the Bus Timetable for Guildford will once again be posted in all bus shelters around Guildford as part of the upgrading exercise?

**Answer**

- 1 Surrey County Council has appointed Trapeze to upgrade the Real Time Passenger Information (RTPI) system. The Site Acceptance Test (SAT) is scheduled for August 2014 and should this be satisfactory it is at this point the upgraded system will be commissioned to go live. Relevant data arrangements are in place with Arriva, Abellio, Stagecoach and Safeguard. We will continue to work with other bus operators such as Buses Excetera and Compass Travel to include information on services operated by these companies to be included in the RTPI system.
- 2 The Local Sustainable Transport Fund programme, managed through the Surrey TravelSMART brand, includes a comprehensive Marketing and Information element to encourage the use of sustainable transport. As part of this overall behavioural change package enhanced printed and electronic travel information will be provided for bus users. This will include better mapping information to be displayed at the busiest bus stops to provide passenger information for onward travel.

**2. Submitted by Stephen Burder on behalf of the residents of Daryngton Drive.**

The residents of Daryngton Drive and our near neighbours in Carroll and Elles Avenues are VERY concerned about the lack of maintenance of the roadway curb stones and the footpaths consisting of tarmac and grass verges. I have lived here for over 30 years and in that time I think the road surface has been "dressed" once and there has been spot maintenance of some of the tarmac paths.

The roads are used by the parents of children at St Thomas's school, to park and walk to the school. While we understand the need, the parking can be dangerous particularly on the corners when they block the view. The

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children and parents will use both the tarmac path and grass verge, for example when the dustbins restrict the available tarmac area. It is therefore important that both the tarmac and grass walkway is properly maintained and the Council's liability for accidents minimised. In addition residents need to be encouraged not to put out posts on the verge, which is itself a result of frustration at the lack of maintenance and repair to the damage caused by people driving on the verges; another danger of course to walkers.

In summary the residents would like to know when the following matters will be addressed?

1. Proper maintenance of the road and pathway
2. Yellow lines at the junctions of Epsom/Daryngton, Daryngton/Carroll, and Daryngton/Elles. Note the white line priority at the Daryngton/Elles junction has recently been changed and is considered an additional danger.
3. Some means to discourage people parking on the verges, preferably trees.

### **Answer**

- 1 The Committee would like to thank Mr Burder for presenting the question on behalf of the local residents of Daryngton Drive, Carroll Avenue and Elles Avenue.

Surrey County Council has road and pavement maintenance programmes that are prioritised using a number of criteria, including traffic volume, types of usage, condition of the roads, broken paving slabs, issues with kerbs and potholes. A Community Highway Officer will inspect Daryngton Drive, Carroll Avenue and Elles Avenue for inspection and prioritisation.

- 2 Daryngton Drive, and a number of the other roads in the vicinity, are already on the list of 200 or so locations, being considered for formalised parking controls. The preliminary assessment of these locations is due to be reported to the 24 September meeting of the Local Committee, with recommendations as to which ones should be progressed to the next stage of investigation, the possible development of measures, and ultimately, perhaps the implementation of controls.

The road markings priority at the junction of Daryngton Drive and Elles Avenue has recently been laid correctly, during the county wide refreshing programme. The priority should be for drivers on Elles Avenue as it is a through road. The cul-de-sac section of Daryngton Drive is a short road with an angle that should not have a priority line.

- 3 Guildford Borough Council is responsible for planting new trees on verges. GBC has recently investigated the possibility of planting new trees in Daryngton Drive and carried out an inspection and a survey. GBC is hesitant to plant new trees due to the large amount of underground utility equipment in the area. Currently GBC is investigating an alternative option to trees.

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Although formalised parking controls apply from the centreline of the carriageway to the highway boundary, ordinarily such measures are not considered within the carriageway, specifically to resolve the issues that may be being caused by parking on the adjacent footways and verges. Indeed, if controls were to be used for such purposes, doing so may prevent parking in perfectly sensible locations within the carriageway. As such, physical measures (e.g. bollards, fencing, double kerbs & planting) tend to be more appropriate and effective in resolving these types of issue.

### **Member Questions [Item 7]**

From County Councillor Keith Witham (Worplesdon)

#### **Re Draft Guildford Local Plan**

In view of the Draft Guildford Local Plan expected to be approved by Guildford Borough Council and being put out to public consultation, what arrangements are there for:

- Members of Surrey County Council representing Guildford Divisions to be informed of the specific proposals relating to their Divisions;
- the impact of possible local housing developments on transport, road and travel infrastructure;
- the impact on the need for future school places;
- the impact on the requirements for any other County Council services
- and what opportunity will Guildford SCC Members have to comment on, and feed into the Consultation on the Draft Local Guildford Plan, in addition to the County Council as a Statutory Consultee?

#### **Answer**

As clearly stated at the special meeting of Guildford Borough Council's full Council on 19 June, we want to ensure that the Draft Local Plan's 12 week consultation, which will commence on 1 July, targets all areas of the community as well as those in elected positions whether that be at the parish, ward or County level. In order to ensure that the Council maximise on this opportunity to consult on the Draft Local Plan, we have commissioned some additional support from a professional company, URS, who have experience of large scale consultation processes and can help the Council in ensuring that the consultation strategy is as comprehensive as possible.

A clear message from Full Council on Thursday, 19 June, was that councillors wanted a better understanding of how their own areas were going to be impacted by the proposals of the Draft Local Plan; to be better informed and be able to have more input in what happens in their own areas and divisions. These messages have been received by officers and passed on to our supporting consultants so that these aspects can be catered for.

Part of the brief for the consultants was to develop a range of targeted workshops including one for councillors at both the local and county level. Contact details of 53 local and county councillors for Guildford borough have been given to the consultants who have now begun to put together ideas for the content of this workshop. Invites will be sent out in due course. As you will appreciate, so much work has gone into preparing the Draft Local Plan so far and evidence gathering continues to happen, particularly in terms of where infrastructure should go and how much. The issue of infrastructure to accompany development, the number of

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homes and the sites selected is always at the heart of the views of communities and councillors alike and so it's important to show that the Draft Local Plan has regard and makes provision for new schools, roads, healthcare services and other social infrastructure. There are all key topics for discussion at the workshop and will help the Council inform the final Local Plan when the consultation closes in September. Given the County Council's role as the Local Education Authority and Highway Authority, we will also be looking to have County officers on hand at the workshop.

We understand that County Councillors have an important role to play and we have ensured that plans for the workshop has included them. We hope that all councillors will recognise the opportunity the workshop presents in terms of sharing information and discussing the details of the Draft Local Plan in greater depth.

In addition to the workshop, we would encourage councillors, both local and County to 'be part of the plan' to attend roadshows and events and encourage their constituents to formally submit their comments either online or in a written form and indeed, submit their own responses as residents and interested parties of Guildford, which can be in addition to their role as a consultee, providing this complies with the rules of conduct associated with their role. The full consultation agenda is still being finalised, venues booked, and informative materials printed, as soon as this has been completed it will be widely publicised and we hope this will enable all of those with an interest in the plan to find out more and get involved.

### **Petitions [Item 8]**

<b>Principal petitioner/ organisation</b>	Shere Parish Council Attracting 236 signatures Speaker: Parish Councillor Ray Davey
<b>SCC Division / GBC Ward</b>	Shere / Shere
<b>Summary of concerns and requests</b>	<i>We the undersigned residents of Shere – the Parish and the Village – urge the Local Committee to proceed immediately to authorise and implement a 7.5ton HGV ban through Shere Village. This ban was one of the key points supported by residents at the Parish's public consultation on the Shere Traffic Calming measures. This will improve safety for pedestrians who currently experience heavy lorries passing too close to them in the village environment. It will remove this route from HGV Satellite Navigation data which currently directs lorry drivers through Shere and on to Hound House Road when they are seeking a route from the A25 to Ewhurst, Cranleigh and other points south or when driving from the south to access the A25 / M25 road network. It will also help to protect and preserve our beautiful village, especially the listed buildings at the Middle Street junction which are frequently damaged by large articulated trucks. All HGV's delivering to or collecting from addresses within the village will still be allowed access.</i>

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<b>Response</b>	The petition will be considered by the committee's Transportation Task Group and a response will be provided to the next formal meeting of the committee on 24 September 2014.
<b>Principal petitioner/ organisation</b>	Parish Councillor Michael Urban Attracting 112 signatures (online) Speaker: Parish Councillor Michael Urban
<b>SCC Division / GBC Ward</b>	Shere / Shere
<b>Summary of concerns and requests</b>	<i>URGENT REQUEST: For a 20 MPH speed limit on Peaslake Lane, Peaslake, Surrey. Peaslake Lane is a very narrow road in places less than 3.4 meters wide. Visibility to the entrance to Peaslake lane when entering from Ewhurst Road is very poor because of the trees and vegetation along and overhanging the road. Residents walking to the village along Peaslake Lane have to take extreme care whilst walking along this stretch of road. In the morning and afternoon parents take their very young children (and some with other children in prams) to and from school along this road. There is no pavement or safety area for them, Vehicles going to the Duke of Kent school in Ewhurst use this road, and commuters traveling to work via the A25 also use this road in the morning and evenings. The area has "hidden" drive ways. This is an area waiting for a serious accident which you can minimize by reducing the speed limit to 20MPH. Traffic in the area has dramatically increased with the Duke of Kent opening a sixth form, the building of more houses in Cranleigh, the Shere traffic scheme, and visitors to the village bringing with them mountain bikes to be used on the Hurtwood, We all know traffic will only increase.</i>
<b>Response</b>	The petition will be considered by the committee's Transportation Task Group and a response will be provided to the next formal meeting of the committee on 24 September 2014.