



Surrey County Council Local Committee (Guildford) 24 September 2014

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

**1. Question submitted by Andrew Bowden, Footpath Secretary, Guildford East Ramblers Association**

Local ramblers have raised the issue of pedestrian safety at Newlands Corner with the Council, specifically the crossing of the A25 to and from the car park to either The Barn cafe or the North Downs way, without success. They have written to Guildford Ramblers for support.

Guildford Ramblers make many crossings of the A25 at this point every year and consider that it is the most dangerous road crossing we know in our area. The crossing is on a bend and brow of a hill making for very sort sight lines in each direction. The problem is compounded by the entrance to the car part at this crossing point. The traffic is relatively fast and this is a very busy pedestrian crossing and someone will get hurt here soon.

Please can the Local Committee use their influence to get signs put up warning of crossing pedestrians (similar to those on the South Downs Way road crossings in Sussex) and/or get a speed limit put on to the road at this point?

**Answer**

The Committee would like to thank Mr Bowden for presenting the background information on the pedestrian crossings in Shere Road in the vicinity of Newlands Corner..

The SCC officers visited the location in question and reviewed the situation. It has been agreed that two new pedestrian warning signs be erected in Shere Road on either side of the North Downs Way crossing.

**2. Question submitted by Stephen Burder, Brian Miller and Andrew Matsis on behalf of the residents of Daryngton Drive.**

Through attendance at the last Local Committee meeting on 25 June we became aware of the list of Footway repair works currently scheduled within the Highways Update, Item 15 of the agenda and page 115 of the agenda papers. These were all programmed for work between July and November this year. We have carried out our own inspection of all the listed footways. While in common with nearly all the local footways within the Guildford area there is some need for repair, our conclusion is that all the listed items are in considerably better condition than Daryngton Drive. Example photographs of some of the sites visited by us can be provided. Given the result of our research, our questions are:

1. What is the criteria for including a footpath in the capital works programme and when was Daryngton Drive last considered for inclusion?
2. Why are the footways included in the July/November program considered a higher priority than Daryngton Drive?

## TABLED ITEM

3. Is Daryngton Drive included on any list of future work and if so where does it stand in priority and expected timing?

### **Answer**

This question has been referred to SCC Highways Asset Management Team and a response is awaited.

### **3. Neil Sellers, Resident of Horseshoe Lane West, Guildford, GU1 2SX**

Under Agenda Item 16 of the Local Committee Meeting on 24 Sept it is proposed that a report be provided utilising the CC Road Safety Outside Schools Policy with regard to Boxgrove Primary School, St Peters Secondary School and St Thomas Primary School. I raise the following points regarding consultation:

The consultation for the recent road table at the top of HLW was only directed at St Thomas of Canterbury School and their parents without involving the residents of HLW. I observe from reviewing the policy proposals for Road Safety Outside Schools that schools are embedded within the process but residents who are specifically affected by the school traffic and inconsiderate parking are not included.

Would you please reassure me that for any future road safety, parking or infrastructure works which the councils are considering that the residents of Horseshoe Lane West will be included in the consultation process and provided with sufficient time to make an informed response?

### **Answer**

The Committee would like to thank Mr Sellers for contacting SCC and expressing his views regarding the Epsom Road/ Horseshoe Lane West scheme consultation process.

The improvement scheme was mainly focused on and carried out in Epsom Road, with a view to improving the two existing pedestrian islands situated on either side of the Horseshoe Lane West junction for pedestrians crossing the road. New anti skid surfacing was installed on both approaches to the HLW and Epsom Road junction. Similarly, the road table at the junction of HLW and Epsom Road was installed to improve the crossing, particularly during peak times in the morning and afternoon.

Although the scheme was to improve the crossing, a short section of HLW, from its junction with Epsom Road, was resurfaced to improve the road surface.

This scheme was developed by SCC, Guildford Borough Council, the police and the Road Safety Team. St Thomas of Canterbury School was informed of the scheme. Consultation was not carried out with the school or parents.

Regarding parking issues, GBC will be responsible for introducing any new parking restrictions in Guildford.

The SCC officers noted Mr Sellers' comment regarding involving the residents in any future traffic improvement scheme consultation in the vicinity of HLW and they will make sure that this would be done.

### **4. Question & Statement submitted by Bill Frankland, resident of Horseshoe Lane West.**

I raise the following question in my capacity as a resident of Horseshoe Lane West and as a chartered civil engineer (FREng, FICE, CEng, FHKIE):

## TABLED ITEM

I understand that there is a proposal to consider using the Road Safety Outside Schools policy document as a basis to evaluate the various issues raised which further requires a report back to committee with outcomes and recommendations. I am concerned that whilst the three schools (Boxgrove Primary, St Peter's Catholic Secondary and St Thomas of Canterbury Primary) will be included the inter-relationship of traffic flows between these three schools does not appear to have been expressly covered with the proposed process. I am also aware that parking restrictions are being considered for implementation within Horseshoe Lane West (HLW) and would seek reassurance that these two formal processes can be considered in parallel particularly as inconsiderate parking immediately around St Thomas of Canterbury School is considered to be a major safety hazard as well as major issue with HSL residents. I am conscious that a process of analysis has been drawn up which does not appear to capture the following safety related issues so would request that these additional components are included:

1. Resurfacing and re-kerbing HLW:
  - a. to prevent traffic mounting the pavements as the road is restricted to one lane whilst cars are parked during school times
  - b. avoid cars swerving to miss dangerously deep potholes.
2. Undertake a coordinated Traffic Management Study involving the roads in vicinity of the three schools by professionally qualified traffic engineers to advise on controlling traffic flows by possible consideration of restricting lane access at peak tidal flows (school start and finish), road layout and signage and the like.
3. 20 mph speed limit.

In your response please take in consideration that I believe as schools form part of the process St Thomas of Canterbury School should:

- a. Be required to work with the process to coordinate traffic to ameliorate congestion in the way they marshal traffic at school start and finish times.
- b. Be required to find parking space for their school bus on campus as this is exacerbating traffic problems increasing pedestrian danger and causing a nuisance to residents by blocking access/egress to their driveways. If this cannot satisfactorily be achieved then a parking bay should be established which is not opposite residents driveways allowing unrestricted access/egress at all times.
- c. as pupil and staff numbers have significantly increased they should be required to ensure that all staff park on campus. This should be used as a specific Planning requirement for any future expansion.
- d. If restricted duration parking bays are to be considered they should be laid-out in such a manner as not to cause difficulties in accessing/egressing from resident's driveways on this narrow lane.
- e. Residents of HLW would not be in favour of a one-way system as this would generally increase traffic volume and speed as the lane is currently used as a short cut.

### **Answer**

The Road Safety Outside Schools policy process is intended to capture all the issues associated with traffic problems and road safety outside schools, including parking. In this case the Road Safety Outside Schools process is being applied to all three schools in parallel, in recognition that the schools are close by to each other. The process will involve qualified colleagues from the county council's area highway engineering team, the road safety team, the sustainability team and police, and will include site visits to complete on site observations as well as analysis of survey data. The policy has been designed to ensure that schools should part of the process because part of the solution can involve action by the school community as well as consideration of highway measures.

## TABLED ITEM

### 5. Keith Chesterton, Chair of Guildford Cycling Forum

Item 20 under 2014/15 schemes it states

"Consultation Q3, Install Q4". The year is not stated but is presumably 2014.

Item 21 Appendix 2 states "Local resident survey to be undertaken & report back to TTG & committee"

At an earlier Local Committee meeting I spoke on this item & pointed out on behalf of local cyclists & the Guildford Cycle Forum that it would create severe disadvantages to cyclists wishing to use this route & the dangers to cyclists of using the gyratory as an alternative. I pointed out that the suggestion was directly contrary to Surrey's own cycling Strategy. Additionally 2 local residents complained about this suggestion. I was assured that no decision had been taken & that consultation would take place on this before any recommendations were made.

Please can you further reassure me that the following will take place before any decision is made that others who use this road, especially cyclists (& pedestrians), as well as residents and the Surrey Cycling Officer will be consulted.

#### Answer

This question is understood to refer to the proposal to make Mount Pleasant one-way. Installation is expected in the fourth quarter of the current financial year, so January, February and March of 2015. Cycling representatives and the SCC cycle officer will be consulted.

### Member Questions [Item 7]

#### 1. Borough Councillor James Palmer (Shalford)

The footbridge over the railway line connecting Florida Road with Station Road in Shalford had to be demolished after it was hit by a Network Rail "Maintenance Train" on 3 September 2014. What action is Surrey County Council taking to ensure that this important pedestrian link is restored as soon as possible.

#### Answer

Disappointingly Network Rail did not contact Surrey County Council following the incident on 3 September. SCC highways officers have been pressing Network Rail for a timetable for replacing the footbridge which should be available in the near future and which will be shared with local members.

### Petitions [Item 8]

<b>Principal petitioner/ organisation</b>	Stephen Burder (attracting 50 signatures)
<b>SCC Division / GBC Ward</b>	Guildford East / Merrow
<b>Summary of concerns and requests</b>	<p>Petition to Surrey County Council and Guildford Borough Council from the residents of Daryngton Drive and Elles Avenue.</p> <p>We the residents of Daryngton Drive, Carrol Avenue and Elles Avenue request that proper maintenance of the highway and kerb stones takes place and that the grass verges be protected from vehicular traffic by the installation of trees or other suitable means.</p>
<b>Response</b>	A response to the petition will be provided at the next formal meeting.

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