

**GUILDFORD BOROUGH COUNCIL AND  
SURREY COUNTY COUNCIL**

**GUILDFORD JOINT COMMITTEE**



**GUILDFORD  
BOROUGH**

**DATE: 18<sup>TH</sup> SEPTEMBER 2019**

**LEAD**

**OFFICER: STACEY CAPEWELL – TRANSPORT STRATEGY PROJECT  
MANAGER**

**SUBJECT: SURREY COUNTY COUNCIL-LED LEP-FUNDED SCHEMES IN  
GUILDFORD**

**AREA(S) ALL DIVISIONS IN GUILDFORD**

**AFFECTED:**

**SUMMARY OF ISSUE:**

The purpose of this paper is to provide an update on the programme and delivery of the schemes within the Guildford Quality Bus Corridor major project and to brief members on the Surrey-led Highway and Transport EM3 Local Enterprise Partnership (LEP) funded schemes.

**RECOMMENDATIONS:**

**The Guildford Joint Committee is asked to:**

(ii) Authorise the Area Highway Manager and Transport Strategy Project Manager in consultation with the Chairman, Vice Chairman, and relevant Divisional Member(s) to undertake all necessary procedures, including advertisement of notices and traffic regulation orders, to deliver the agreed pinch-point schemes within the Quality Bus Corridor project.

(iii) Note the updates provided for the Surrey County Council (SCC)-led Local Enterprise Partnership (LEP) funded schemes: Quality Bus Corridor, Town Centre Transport Package and A31 Resilience Corridor.

**REASONS FOR RECOMMENDATIONS:**

The purpose of this report is to provide sufficient information to enable the Joint Committee to agree the advertisement of the necessary statutory traffic regulation orders and notices for the Quality Bus Corridor pinch-point schemes. This will enable the progression of the major transport scheme works as per the business case that was approved and funded by the EM3 Local Enterprise Partnership. The report also includes updates on current SCC-led LEP funded highway schemes for information purposes.

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

- 1.1 In July 2014, the Government announced Local Growth Deals for each of the 39 LEP areas across England, for the 2015-2021 periods, based on their respective Strategic Economic Plans (SEPs). The Growth Deals set out the level of funding from the Local Growth Fund (LGF) that will be invested in each area.
- 1.2. To date, Enterprise M3 LEP has allocated funding to the Guildford Town Centre Transport Project from the 2<sup>nd</sup> tranche of the government Local Growth Fund and to the Unlocking Guildford Package of projects from the 3<sup>rd</sup> tranche of this fund.
- 1.3 Unlocking Guildford comprises six separate projects which are spread across the borough with a general focus on the Town Centre area and the western approaches. SCC are leading on 2 of these projects, although SCC is a key partner in the Surrey Flood Alleviation Scheme:
  - Quality Bus Corridor (QBC)
  - A31 Resilience Corridor
  - Surrey Flood Alleviation (Environment Agency-led)

## **2. ANALYSIS:**

### *Guildford Quality Bus Corridors (QBC)*

- 2.1 As part of the wider 'Unlocking Guildford' package, the Guildford QBC project is specifically a set of measures designed to improve journey time reliability and provide improved on-street infrastructure and an on-board experience to encourage growth in patronage along key bus routes into and around Guildford. This specifically involves addressing congestion pinch-points for buses on the highway network, bus priority signal technologies, new electric buses and improving bus stop accessibility and real time passenger information (RTPI).
- 2.2 The focus of the Quality Bus Corridor project is along key bus corridors for the major bus routes into and out of Guildford as shown in **Appendix A**.
- 2.3 Buses are a vital mode of transport for Guildford carrying approximately 15,000 people per day, enabling users to access employment, commerce and other key services. With further homes proposed in the borough over the next 20 years, the bus network will become even more important, ensuring that an already congested road network is not overwhelmed by the increased number of daily journeys.
- 2.4 The proposed improvements to the local bus network bolster the overall provision of sustainable transport facilities in the area, enabling the QBC project to fully complement the other schemes within Unlocking Guildford. The QBC Package has 3 main objectives:
  - Improved bus journey time reliability and punctuality
  - Increased levels of bus patronage
  - Reduced bus journey times
- 2.5 The total QBC project cost includes EM3 LEP funding and Local Contribution. The LGF needs to be spent by March 2021 and that is the completion date for the overall QBC project.

<b>Total Project Cost</b>	<b>£4,520,000</b>
EM3 LEP Local Growth Funding	£3,210,000
Local Contribution (Match Funding)	£1,310,000

*Work progressed to date*

- 2.6 The Local Contribution was match funding from Stagecoach, and this has been spent on a new electric bus fleet, operational since the end of 2018.
- 2.7 There are two highway bus pinch-point congestion schemes included in this report, along Woodbridge Road and Epsom Road. These will offer significant bus priority improvements and are currently at detailed design stage, thus requiring the necessary statutory advertisements to progress the schemes to construction. Feasibility of further congestion pinch-point improvements along the main bus corridors is progressing and further reports to Committee will follow, if required.
- 2.8 Bus stops within Guildford along the main bus corridors as shown in **Appendix A** have been reviewed and are being prioritised. There is £1million ring-fenced within the LGF LEP funding for bus stop improvements including shelters and waiting facilities, Real Time Passenger Information (RTPI) and accessibility improvements. Detailed design has commenced for the first tranche of bus stop improvements with a view to construction during 2020/2021. The RTPI works in line with on-board GPS technology and a radio which allows them to report their position to a central computer. The central computer then estimates how long the bus will take to reach all bus stops along the route and relays the information to the RTPI screen.
- 2.9 Feasibility work is progressing to review the installation of intelligent bus priority at approximately 22 junctions along the key bus corridors; see **Appendix A** which shows the main bus corridors. Trapeze software with Traffic Light Priority (TLP) is an intelligent transportation management system that reduces the impact of bus congestion by offering late running buses priority through signal junctions. This helps to promote modal shift by improving bus journey time reliability and punctuality. The software is not dependent on the presence of bus lanes; albeit bus lanes assist in reducing bus congestion along key corridors.
- 2.10 SCC is currently undertaking a programme of signal junction refurbishment within Guildford and the QBC project will fund the Trapeze software enhancements within the refurbishment package, which will result in overall cost savings and bus journey time reliability and punctuality improvements.

**Woodbridge Road Pinch-point Scheme**

- 2.11 Woodbridge Road is a key bus corridor from the north to the Town Centre and caters for 7 bus routes (5 frequent and 2 infrequent). There are approximately 48 two-way buses per hour at peak times. Woodbridge Road forms part of the Guildford Borough Council promoted Sustainable Movement Corridor (SMC) 3 & 4 with the vision for a priority pathway along Woodbridge Road for buses, pedestrians and cyclists.

*Existing issues*

- 2.12 There are existing sections of bus lane along Woodbridge Road but these are narrow and not coherent. There is also no bus priority where the bus operators

consider the most congested section to be, ie north of the Stockton Road roundabout to under the railway bridge. The southbound bus lane on Woodbridge Road heading towards the town centre stops short of the rail bridge leading to buses becoming delayed, particularly during peak periods, as they attempt to merge into a single lane with general traffic. The proposed bus priority improvements along Woodbridge Road aim to resolve the existing congestion points along one of the main bus corridors, and this is supported by the bus operators.

- 2.13 Buses also experience issues at the Woodbridge Retail Park southbound bus stop where the kerb alignment of the bus lay-by exit causes conflict with general traffic as the bus lane is very narrow and subsequently makes it difficult for buses to navigate the Stockton Road/Woodbridge Road roundabout. Additionally, the traffic lanes are narrow along Woodbridge Road, creating further delays as buses can get obstructed by vehicles in the adjacent lane and vice versa.

### *Proposals*

- 2.14 There is a real opportunity for an enhancement of bus journey reliability and punctuality if the bus lane is extended southwards along Woodbridge Road from the Stockton Road/Woodbridge Road roundabout under the railway bridge. The proposed scheme, as shown in **Appendix B**, includes improved access and egress between the bus lay-by for the Woodbridge Retail Park southbound bus stop and the existing bus lane at the northern end of Woodbridge Road. This involves lining changes and a minor realignment of the traffic island on the southbound approach to the roundabout, to allow for wider traffic lanes. The bus stops along this section of Woodbridge Road are also to be enhanced with bus stop clearways.
- 2.15 The proposed extension of the existing bus lane southbound under the railway bridge requires the reconfiguration of existing on street parking arrangements. There are currently parking bays along the western side of Woodbridge Road which allow for 14-17 vehicles depending on the size and parking position of vehicles. The extension of the bus lane requires the removal of the first section of 8-9 parking bays to the south of the railway bridge but the re-provision of a parking bay section for approximately 5-6 parking bays opposite Gardner Road. Overall this results in the loss of formal parking for approximately 3-4 vehicles.
- 2.16 An on-street parking survey was undertaken on Sat 29<sup>th</sup> June 2019 and 2-4<sup>th</sup> July 2019 to assess occupancy levels, parking patterns and direction of occupant travel for the 3 separate sections of parking bays along the western side of Woodbridge Road. The surveys were undertaken between 7am and 7pm via CCTV which was then analysed. The survey was carried out to understand the usage of the parking bays sections and the purpose of occupants parking in the bays. The survey information has been used to understand the impact of reducing the parking by approximately 3-4 formal spaces which is required to facilitate the bus priority improvements. Guildford's Parking Team have also informed us that vehicles park on the single yellow line on the eastern side of Woodbridge Road. Woodbridge Road forms part of Guildford's Sustainable Movement Corridor and the aim is to improve and prioritise sustainable modes.
- 2.17 The parking bay sections on the western side of Woodbridge Road currently operate with the following restrictions:

- For general traffic, the bays are in operation between Monday to Saturday 8:30am to 6pm. Between these times, 2-hour parking is permitted (no return within 1 hour).
- Permit Holders for Guildford Zone A can park in these bays at any time, with no time limits.

2.18 **Appendix C** summaries the parking survey and results. The analysis shows that the loss of approximately 3-4 formal parking bays would not have a detrimental on-street impact. As might be expected, there is a significant amount of parking for the Woodbridge café within the bay fronting the café. The café opens at 6:45am every day of the week and closes at 2:30pm (Mon-Fri) and 1:00pm (Sat and Sun). After the café closes at lunchtime / early afternoon, the general occupancy of the parking bays can be seen to reduce. It is considered that there is sufficient spare capacity in the remaining and re-provided parking bay sections to absorb the loss of on-street parking.

2.19 The surveys also showed that permit holders and occupants travelling south into town also used the bays throughout the day. Permit holders that use the existing bays can park within the residential streets off Woodbridge Road. There is also a significant level of parking available within Guildford Town Centre to absorb the impact of town centre users which currently park on Woodbridge Road and walk south into town. Guildford Borough Council are currently consulting on CPZ changes which would extend the CPZ to 9pm and 7 days a week; through discussions with Guildford's Parking Team we have agreed this would not affect the proposals if the change of hours is implemented. Although Permit Zone A is one of the highest subscribed permit areas, the survey data shows that the bays have capacity to absorb a slight reduction of 3-4 spaces without any adverse implications. The recent Consultation GBC has undertaken includes allowing Zone A permit holders to park in Zone E to alleviate the pressure of Zone A being oversubscribed. Zone A permit holders can already park in Zone D.

2.20 It is concluded that on balance the extension of the bus lane and the significant benefits to bus congestion are offset by the loss of 3-4 formal parking spaces which can be reabsorbed on-street based on existing parking occupancy levels. This conclusions also aligns with GBC's ambitions for Woodbridge Road to become a Sustainable Movement Corridor. The statutory consultation required for the parking bay changes will allow for any objections to be assessed by Officers in consultation with the Chairman and Divisional Member. Woodbridge Road forms part of Guildford's SMC and the QBC proposals marry with the vision that the use of sustainable modes of travel should be encouraged and prioritised. Discussions with Guildford's Parking Team will continue and there is the potential for compensatory parking on adjacent residential streets which could be provided, depending on the outcome of the statutory consultation.

2.21 Bus lane enforcement is currently being investigated and process reviewed for Guildford Borough similar to other Boroughs like Woking which currently enforce via Automatic Number Plate Recognition ANPR cameras. Penalty Charge Notices (PCNs) are issued for unauthorised use. This is being undertaken as a separate but linked project with any bus lane enforcement being included within the Quality Bus Corridors, for example, on Woodbridge Road and Epsom Road. A code of practice is required for the bus lane enforcement which sets out the objectives and the rules by which the system will be operated. This ensures privacy, fairness and integrity issues are dealt with consistently and minimum enforcement standards are set out to ensure confidence within the scheme. The code of practice is designed to operate within the framework of relevant pieces of legislation and complement any guidance produced by the Department of

Transport. Guildford Joint Committee has set aside funding for bus lane enforcement equipment. The Joint Committee will be updated at a future committee on the progress of the bus lane enforcement project.

- 2.22 Members are asked to agree to authorise the Area Highway Manager and Transport Strategy Project Manager in consultation with the Chairman, Vice Chairman, and relevant Divisional Member(s) to undertake the statutory consultations and necessary procedures to deliver the scheme and address any objections that may be received. Discussions will continue with Surrey and Guildford's Parking Teams regarding the on-street parking changes on Woodbridge Road to facilitate the bus priority measures.

### ***Epsom Road/Bushy Hill Drive Pinch-Point Scheme***

#### *Existing Issues*

- 2.23 The A25 Epsom Road is a key corridor for a number of bus services, including being the link between the Merrow Park & Ride car park and Guildford town centre. There are delays to both general traffic and buses during the network peaks at the Epsom Road/Bushy Hill Drive junction as the existing right hand turn waiting facility is short. Vehicles can queue back and obstruct those heading straight ahead towards Guildford. The majority of the westbound lane into Guildford is a single lane width, resulting in general congestion along the corridor that can also create delays for buses as far back as the roundabout junction with Park Lane. The bus operators wish to see measures that will tackle existing congestion and "pinch points", thus improving their journey times and service reliability.

#### *Proposals*

- 2.24 Pinch point congestion improvement options are currently being assessed. The options currently being considered include increasing the benefit of the right turn lane by seeking to improve the width and length to reduce bus congestion delays by improving traffic flows; alterations to the existing on-street cycle lane to provide an off-street segregated facility to create the necessary additional carriageway width and improve safety; the removal and relocation of trees and a CCTV camera. The options are being considered to also provide road safety benefits for pedestrians and cyclists. Trapeze traffic signal software will also be included in the traffic signals operation to provide bus priority for late-running buses. Cost estimates for potential diversions of underground services are required to decide upon a preferred option for the junction. Discussions with the bus operators are planned for September 2019.
- 2.25 Members are asked to agree to authorise the Area Highway Manager and Transport Strategy Project Manager in consultation with the Chairman, Vice Chairman, and relevant Divisional Member(s) to undertake the statutory consultations and necessary procedures to deliver the scheme which will be dependent on bus operator discussions and statutory undertaker costs. The LEP funding is time-restricted and the delegated authority for this scheme is to ensure the improvements can move forward and not be reliant on future committee timescales which would prohibit procurement and construction timescales of the scheme which needs to be completed before March 2021. The main QBC project and aims were previously approved by Joint Committee. Consultations will be carried out in association with the relevant notices and Traffic Regulation Orders which allow for public comments. We also require further detailed

discussions with the bus operators during September 2019 for all pinch-point schemes and the aligned bus lane enforcement project.

### **Update on A31 Resilience**

- 2.26 The A31 Resilience business case was predicated on the poor asset condition and its impact on journey times, particularly during periods of high rainfall. The road is beset with drainage and carriageway issues which reflect its age, and the design standards of the era in which it was constructed. These defects create poor driving conditions during moderate rainfall, and flooding and restricted carriageway availability during more intense storms. Flooding has accelerated deterioration of the carriageway. A lengthy section of the Hogs Back carriageway failed during a period of hot weather in 2017 necessitating period of immediate closure, and a major unplanned reconstruction operation.
- 2.27 A programme of work has been established for the project, consisting of drainage work to resolve / attenuate six formally designated wetspots that are recorded along the Hogs Back, at Shepherd and Flock roundabout and in Alton Road, and resurfacing projects along the Hogs Back and in Alton Road. The limits of the project are from Guildford to the county boundary across both Guildford and Waverley Borough areas. The project has a total value of £3.712m of which 75% is funded by Enterprise M3 (the Local Enterprise Partnership) with the 25% funded by Surrey County Council as the required local contribution. Enterprise M3 agreed to accept £700,000 spent on the 2017 repair as retrospective contribution.
- 2.28 The first phase of the project, which commenced in early August, is to reconstruct the carriageway across all lanes as it transitions from the single lane Farnham Road to the dual carriageway Hogs Back, across the A3. This will be followed immediately by a significant length of carriageway resurfacing to both west bound lanes of the Hogs Back west of the Puttenham junction. The value of work at these two locations will be of the order of £1.4m.
- 2.29 Further drainage investigation and repair will continue through 2019 before major construction recommences in 2020/21. This will primarily be programmed to take place in Alton Road to the west of Coxbridge Roundabout.

### **Update on Surrey Flood Alleviation Scheme**

- 2.30 The Environment Agency are leading on the Surrey Flood alleviation scheme with GBC and SCC as partners. It is closely linked to GBC's development plans in the town centre. A future report will be brought to the Joint Committee through discussions with the Environment Agency, depending on the progress of the project in December 2019.

### **Update for Town Centre Transport Package**

#### *Walnut Tree Close experimental one-way closure*

- 2.31 Further to the update to the Joint Committee in July 2019, detailed design of the turning facility at Walnut Tree Close is complete. A Stage 2 Road Safety Audit has also been completed and construction is expected to start in mid-September pending the finalisation of the land agreement between SCC and GBC.

- 2.32 A section of the land required for the turning facility has recently been found to be unregistered which is causing the delay in completing the legal agreement. SCC and GBC are awaiting the solicitor's response to this issue. SCC's Works Communication Team will be undertaking a comprehensive stakeholder engagement plan during the weeks building up to the trial to make road users aware of the scheme and plan accordingly once we receive confirmation from the solicitors.

#### *A25 Cycle Corridor (Woodbridge Road)*

- 2.33 Construction work began as scheduled during half term on 28 May 2019 to replace the existing narrow on-carriageway cycle lane and create a new three metre wide shared use pedestrian cycle facility on the A25 Woodbridge Road between Woodbridge Meadows and A322 Woodbridge Road.
- 2.34 The improvements will create the final link along the south side of the A25 cycle corridor, providing a full off-road cycle route over the 2.5km between Denis Roundabout and Boxgrove Roundabout. The works were completed 3 weeks early and the daytime closure has been removed and the U-turning facility has been reopened.
- 2.35 The tree works, which cannot be carried out at this time because of the bird nesting season, will be carried out in early September. This will be done under daytime lane closure for part of a day. High friction surfacing will be laid in September under night-time road closure.

#### *A25/A320 Stoke Crossroads*

- 2.36 Highways England have recently completed works on the A3 slip road to the north of the junction. SCC are working to install traffic signal equipment at this junction whilst the Road Safety Audit (3) recommendations are being implemented. Work is also underway to reconfigure the signals to enable signal control of the exit from A25 Parkway onto Stoke Road.

#### *A3100 London Road*

- 2.37 Outline design of improving the existing cycle facilities along A3100 London Road between the junction with York Road and Boxgrove Roundabout is currently being progressed. Surveys to investigate subsurface structures and to analyse the condition of the existing concrete are underway. The scheme is currently expected to begin construction early next year.

#### *Guildford College Link+*

- 2.38 Design work and officer engagement are ongoing on the first phase of a quiet residential route that will connect pedestrians and cyclists from the new Walnut Bridge to Guildford College. Delivery is currently expected to take place around winter 2019 and further updates will be provided to the Committee as design work progresses.

### **3. OPTIONS:**

- 3.1 The options for Epsom Road/Bushy Hill Drive will be confirmed once the statutory undertakers' costs are known and bus operator discussions have occurred. Discussions with Guildford and Surrey's Parking Teams will continue regarding the Woodbridge Road scheme and the future aims of the Sustainable Movement Corridor. Delegated authority is requested for the associated statutory advertisement of the traffic regulation orders and notices for the pinch-point schemes.
- 3.2 Officers will revert to the Chairman, Vice Chairman and Divisional Member, or indeed the Committee as appropriate, whenever preferred options need to be identified if further authorisation is required. The Chairman, Vice Chairman and Divisional Member will be kept updated on the relevant consultations if and when delegated decisions are required.
- 3.2 The Unlocking Guildford package and the Town Centre Transport Package have been agreed with the EM3 LEP and by Joint Committee; the funding has been set aside for the schemes and project elements as explained above. Though there may be opportunity to move money from one scheme to another as each scheme develops and more detailed cost estimates are produced, or if schemes do not receive the necessary approvals required to be progressed.

### **4. CONSULTATIONS:**

- 4.1 The QBC project was included in the public consultation which encompassed 5 of the 6 Unlocking Guildford Projects (excluding the Sustainable Movement Corridor) which ran from 22<sup>nd</sup> January 2018- 4<sup>th</sup> March 2018 and included public exhibitions. The business case for the QBC project was submitted to the LEP in April 2018 and funding was approved September 2018.
- 4.2 Public consultations were carried out on the Guildford TCTP as a whole and on the Walnut Tree Close scheme specifically in autumn 2015 and summer 2016 respectively.
- 4.3 Engagement on the implementation of Traffic Regulation Orders and Notices for various aspects will take place as per the council's statutory requirements.

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

- 5.1 The schemes within the Guildford QBC Project, A31 Resilience, Surrey Flood Alleviation and the Town Centre Transport Package are fully funded as per the business cases submitted to the EM3 LEP and form part of an agreed capital programme.
- 5.2 Non-delivery of any scheme within the agreed Projects would create a risk that the LEP may ask the council to refund any costs to date spent on developing said scheme.

## **6. WIDER IMPLICATIONS:**

<b>Area assessed:</b>	<b>Direct Implications:</b>
Crime and Disorder	No significant implications
Equality and Diversity	No significant implications
Localism (including community involvement and impact)	Implications
Sustainability (including Climate Change and Carbon Emissions)	Implications
Corporate Parenting/Looked After Children	No significant implications
Safeguarding responsibilities for vulnerable children and adults	No significant implications
Public Health	Implications
Human Resource/Training and Development	No significant implications

### *Localism Implications*

6.1 The schemes will require local changes to the road network. Statutory consultations are needed for various elements of the schemes and the consultation allows for objections to be received. The consultation information is delivered to every property in the consultation area. This will include all the relevant information, for example relating to any on-street parking changes, and the response will help us decide whether the scheme should be introduced and how it will operate. Any representations will be assessed and a response compiled. The results of the consultations will be discussed with the Chairman and Divisional Member under delegated authority.

### *Sustainability implications*

6.2 Increased use of public transport, specifically buses, where it replaces motorised forms of transport such as single occupancy car journeys, will improve air quality and reduce carbon emission levels, which is a key objective of the Surrey LTP3. Transport is responsible for one third of carbon emission in Surrey. The council's LTP3 has a target to reduce carbon emissions from (non-motorway) transport by 10% (absolute emissions) by 2020, increasing to 25% reduction by 2035 from 2007 baseline of 2,114k tonnes.

### *Public health implications*

6.3 Increased use of sustainable modes of travel has a positive impact on the health of a person. The emerging Surrey Health and Wellbeing Strategy has identified obesity as one of the priority public health challenges.

## **7. CONCLUSION AND RECOMMENDATIONS:**

7.1 Work continues to deliver the schemes and sustainability improvements within the Guildford QBC Project with funding time-limited until March 2021. Future reports or updates will be brought to Committee for members decisions as and when required.

7.2 A recommendation is made to facilitate the necessary legal notices and statutory advertisements of the associated Traffic Regulation Orders to undertake the

implementation of the Woodbridge Road and Epsom Road bus priority pinch-point schemes.

- 7.3 An update is provided for the other Surrey County Council LEP funded schemes and future reports or updates may be brought to Committee as required.

## **8. WHAT HAPPENS NEXT:**

- 8.1 The Guildford QBC project team will arrange for the necessary legal notices and traffic regulation orders to be advertised for the schemes, in consultation with the Chairman. Any representations will be assessed and discussed with the Chairman and Divisional Member under delegated authority. Subject to the consultations, preparations for the construction and implementation will commence.

### **Contact Officer:**

Stacey Capewell

Transport Strategy Project Manager, Transport Policy Team SCC

### **Consulted:**

SCC Network Management Traffic Signals Team

SCC Passenger Transport Projects Team

SCC Parking Team

GBC Parking Team

SCC Local Area Highways

### **Annexes:**

Appendix A - Guildford Quality Bus Corridor Major Bus Routes

Appendix B - Proposed plan of Woodbridge Road Bus Priority Pinch-point Scheme

Appendix C - Summary of Woodbridge Road Parking Survey

Appendix D - Proposed plan of Epsom Road/Bushy Hill Drive Bus Priority Pinch-point

### **Background papers:**

None

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