

Shalford Air Quality Action Plan – consultation responses

Consultee	Response	Comments
Local resident/member of public - 1	<ol style="list-style-type: none"> 1. Air quality issue is a symptom of much wider problem – excessive amount of traffic in the area; and should not be treated in isolation. The proposed park and ride is an excellent option which will contribute to resolution of a lot of local issues. I support it. 2. Not sure 3. This approach would be beneficial, if it included schools, which older Shalford children travel to in Guildford; private as well as state schools. 4. This sounds like a good idea – would assist resolving the wider problems caused by excess traffic, whilst also contributing to improved air quality. 5. Increased number of EVs will assist and is a good thing for other reasons; I cautiously support this approach, although it would not help with the wider related issue of traffic congestion 6. No comments 7. No comments 8. This would not be of significant benefit unless/until a safe cycle route from Guildford to Shalford and beyond is in place 9. Excellent idea; should be coupled with improved public transport overall with integration of bus and train timetables. <p>In my view this issue is just a symptom of a much bigger problem – excess traffic/inadequate road. It is unlikely to be solved in isolation. We need a comprehensive transport strategy. Meanwhile every little helps!</p>	<ul style="list-style-type: none"> - Support for Park and Ride noted - Noted - A wider range of schools to be included in the schools programme within the plan - Support for Easit is noted - Acknowledge concern about congestion - Cycle path improvements to be explored with relevant GBC and SCC teams within the AQAP - Noted
Local resident/member of public - 2	<p>The respondent is an Energy and Carbon Manager; Fellow of the Energy Institute; and Lead for the Eco-school initiatives at Shalford Infant School.</p> <p>Disappointed by the lack of ambition of the draft air quality action plan.</p> <ul style="list-style-type: none"> - a 'low emissions zone' has not been considered - Thames Water operate a lot of vehicle movements in the area, to and from Shalford Water Treatment Works. Thames Water could be told that they must use only electric vans at their Shalford site (they are already looking at investing in EVs and this could be a trial site for them). Indeed, they could install charging points not only to serve 	<ul style="list-style-type: none"> - Noted - Approaches to be made to Thames Water Utilities as part of wider work with local businesses

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	<p>their own fleet but also available to the public (for a fee). This would help other local drivers to make the switch to lower emission vehicles.</p> <ul style="list-style-type: none"> - The large number of HGVs, primarily from Cranleigh Freight Services, could be forced, through the implementation of a low emissions zone, to upgrade their fleet to more efficient and lower emissions vehicles, or find alternative routes through Guildford to the A3. <p>There is significant opportunity for modal shift along the AQMA part of the A281. There is a good, off road, cycle route starting from the northern end of the AQMA and heading in to Guildford. If this was properly continued south in to Shalford and beyond, more people could make use of this facility. Although a cycle route behind the AQMA houses, the Seahorse and Dagden Road does exist, it is underutilised for the following reasons, all of which are easily addressable:</p> <ul style="list-style-type: none"> - There is a section of the cycle route with steps; - The surface of the cycle way is unmade and gets extremely muddy and in places, bumpy with broken stones; - There is very poor signage of how to access the cycle route from the A281 when heading north from Shalford; - When heading south from Guildford, cyclists are required to use the crossing at Quarry Street to access the cycle path. A few years ago when the road was resurfaced, the cycle lane and cycle crossing markings on the road were removed and never replaced, making it difficult for cyclists to realise the path is there. - A significant proportion of parents dropping off and picking up children from Shalford Infant School, close to the AQMA, are forced to drive because they also have to drop off and pick up children from Tillingbourne Junior School or Holy Trinity School (the two nearest schools to Shalford for children aged 7-11). It is not possible to reach both infant and junior schools on time if you walk and unfortunately there are no safe cycle routes which can be used by children. - upgrade the level crossing at the end of East Shalford Lane in to Hornhatch Lane so that it can be used by regular road traffic, thus not requiring vehicles to come through the AQMA if driving between Chilworth and Guildford. - When the parking at Shalford railway station was free a few years ago, there were many commuters from the surrounding villages who parked at Shalford and took the train from there in to Guildford, connecting for trains to London. Now that parking is not free in Shalford, many commuters simply drive all the way to Guildford station as 	<ul style="list-style-type: none"> - Freight companies have been consulted and are included within wider work with businesses. No plans for low emission zones as AQMA exceedance is unsuitable - Modal shift measures are in the AQAP - Noted and recorded observations. Cycle path improvements to be explored with relevant GBC and SCC teams plus landowners - School journeys are included within the AQAP - This option will explored through SCC Highways - Noted that parking is not free at the station. GBC has no control over parking fees

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	<p>they have to pay either way. Making parking at Shalford station free would reduce the number of people driving through the AQMA.</p> <p>- Shalford is well served by buses in to Guildford, but the cost of these is prohibitive for families.</p>	<p>- Buses services will be explored as part of AQAP</p>
Local resident/member of public - 3	<ol style="list-style-type: none"> 1. Good measure – needs to be good with service for those going to London by train 2. Neutral – Prohibit right turn to East Shalford Lane instead 3. Support, additionally transport to Tillingbourne Junior School & Secondary Schools 4. Support EAsit 5. Support and would like to see charging points in Shalford 6. Support 7. Support 8. Support, Cycle tracks would be beneficial 9. Support <p>Ideas: Increase trains at peak times at Shalford station; Group working on that initiative – North Down Link Consortium</p>	<p>- Noted</p> <p>- Consideration of measure to be proposed to SCC Highways</p> <p>- Noted, a wider number of schools to be included in the AQAP</p> <p>- Noted</p> <p>- Noted</p> <p>- Noted</p> <p>- Noted</p> <p>- Noted</p> <p>- Liaison with rail companies has been added to the AQAP</p>
Local resident/member of public - 4	<ol style="list-style-type: none"> 1. Fully supportive. It would have the added benefit of making a Shalford/ Guildford safer place by removing cars from road. Why would it take so long. surely funding is available for such a project? Stop at Shalford Station and Guildford station essential 2. Do not favour right hand turn priority into Pilgrims Way 3. Its private schools that cause the problem.. However a shuttle between infant school and Tillingbourne school would be a good idea 4. Good idea. Target businesses at Shalford and villages along valley and Bramley. 5. Agreed. arrange a meeting with EV users for local needs and visitors which are entirely different 6. Why are solar..water and electricity.. not part of our planning regime? 7. The Cranleigh developments are having a big effect NOW on traffic emissions 	<p>- Noted</p> <p>- Noted</p> <p>- Currently no evidence that this is the case. Wider number of schools to be included in programme</p> <p>- Encourage businesses to engage with Easit</p> <p>- Noted</p> <p>- Comment not relevant to consultation</p> <p>- Feedback to Waverley BC</p>

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	<p>8. Sort out cycle routes (and safe access to them) along the Tillingbourne valley, Shalford and Godalming and then think about e hubs</p> <p>9. How about a shuttle service in rush hours along the valley from Guildford Station to say East Chilworth?</p> <p>There is no rail commuter service along the North Downs line from Guildford into Shalford and along the valley.. The bus service is about 1 an hour. suggest a robust discussion with rail and Bus authorities. Co.ordinate bus and rail timetables Cycle way along the A248...Improve accessibility for cyclists</p> <p>Final and most importantly should we not think about a 20mph zone from Shalford boundaries into Guildford? Safety and probably an improvement in air quality.</p>	<ul style="list-style-type: none"> - Exploring improvements to cycle routes is now included in AQAP - Liaison with rail companies has been added to the AQAP - Noted - This has been addressed within the AQAP and is not seen to improve air quality
Local resident/member of public - 5	<ul style="list-style-type: none"> - None of the 9 measures in the draft action plan will have any significant impact on the situation <p>Suggestions:</p> <ul style="list-style-type: none"> - Prohibit northbound traffic on the A281 from turning right into East Shalford Lane, except for access, particularly during peak periods. - - Make serious preparations to install a Park & Ride facility at Stonebridge, on the A281 south of Shalford. 	<ul style="list-style-type: none"> - Noted - To be added to the AQAP for consideration. Measure to be evaluated by SCC Highways - Noted
Local resident/member of public – 6	<ol style="list-style-type: none"> 1. Good idea 2. Not needed; the waiting area for turning right could be longer and bigger 3. Good idea for more people to walk 4. Good idea to promote workplace car sharing and/or environmentally friendly commuting options. 5. Good idea but take up of electric cars will be slow due to cost 6. Very good idea for long term data gathering 7. Much work needed as all the traffic will come up A281 + over Shalford railway bridge – there will be few electric cars in reality – too expensive to buy 	<ul style="list-style-type: none"> - Noted - Noted, the measure has been removed as an option - Noted - Noted - Noted - Air quality assessments at planning stage supported - Noted

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	<p>8. No particular need for electric cycle hub but huge need for cycle path to Guildford. Improvement would encourage cycling</p> <p>9. More electric buses and more regular service. The indicator on the bus stop is only the timetable not whether the bus will arrive. No coordination with train service</p> <p>Suggestions:</p> <ul style="list-style-type: none"> - improve train service from Shalford to Guildford. 3 to 4 in an hour with proper coordination with mainline trains. GWR and SWR are both owned by First Group, but they do not coordinate. - No right turn into East Shalford Lane, traffic backs up whilst cars wait to turn right; will improve traffic flow. - Bus services are expensive, £4.85 from Wonerish; should have resident's bus discounts to encourage use. - School commuting: Far too many people taking one child by car in to Guildford from the south site (mainly in large diesels); options: Car share/school buses/minibuses. 	<ul style="list-style-type: none"> - Cycle path improvements to be explored as part of the AQAP with relevant GBC and SCC teams - Noted - Included within the AQAP - Included within the AQAP - Noted - Included within the AQAP
Compass Travel, Local bus service	<ul style="list-style-type: none"> - emphasise the important of buses to reduce congestion and improve emissions - All their buses are low emission vehicles – mainly Euro 5 engines but in future, will be buying Euro 6 buses - emphasise that buses are one of the solutions to air quality issues and are not the problem themselves - restrictions on car use is needed, not restrictions on buses, which ultimately just reduces bus services and makes the problem worse 	<ul style="list-style-type: none"> - Buses are sustainable alternatives - Ideally all buses should be Euro 6 or electric - Noted - Noted
Surrey Highways-Transport Policy	<ul style="list-style-type: none"> - no comments to make from a transport policy point of view. - This action plan once approved will be used to inform our Local Transport Strategy and Forward Programme for transport schemes in Guildford Borough. 	<ul style="list-style-type: none"> - Noted. SCC to check on procedure to ensure this action plan is within the relevant strategies.
Waverley BC	<ul style="list-style-type: none"> - Key priorities and measures are noted; - Agree on the importance of joint working to address air quality issues in the area. 	<ul style="list-style-type: none"> - Noted. Joint working appreciated and vital considering the geographical location of the AQMA

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Shalford PC	<ul style="list-style-type: none"> - The source of air quality issues is mainly due to passing through traffic from south of Shalford, entering Guildford. This has increased over the years due to new housing developments in these areas. - AQMA itself is a very narrow restricted area with little options for improvement - Many of the discounted options presented in the plan seem to us to be imminently sensible options - transport in and around Shalford needs to be organised in a much more holistic way through clear links between rail and bus services, improvements to cyclists and pedestrians access routes - no Local Transport Strategy for southern part of the Guildford Borough; not encouraged by the comments of the Surrey CC Transport Policy and Major Projects team to this consultation - A firm commitment to a Park and Ride Scheme is essential - Support electric bike scheme - A cycle/pedestrian route is already at feasibility stage under the Guildford/Godalming greenway scheme - needs to be accelerated and to receive the full support of both SCC and GBC - 20mph speed zones - A commitment to replacing buses with Low Emissions vehicles may only have a small impact but coupled with other initiatives will help to control the overall problem - Support school programs - Encourage joint working with Waverley particularly on large developments 	<ul style="list-style-type: none"> - Noted. Feedback will be passed to Local Planning teams - The AQMA area is the area of exceedance - SCC transport Team - SCC and GBC relevant teams - Noted - Noted - Scheme currently does not have any funding but will be included in AQAP - This has been addressed within the AQAP but will not be included as a measure as the measure will not improve air quality. - Noted and included in the AQAP - Noted and included in the AQAP
Ward Councillors	<ul style="list-style-type: none"> - Strongly support P&R facility with electric buses - Co-ordinated better bus and train movements as well as cycle lanes - School education programs - Encouraging car share - 20mph speed limit - Endorse comments made by Shalford PC 	<ul style="list-style-type: none"> - Support for the scheme is noted - Noted and included within the AQAP - Noted - Included within Easit - This has been addressed within the AQAP but will not be included as a measure as the measure will not improve air quality - Noted

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