

GUILDFORD JOINT COMMITTEE

DATE: 11 DECEMBER 2019

LEAD OFFICER: ANDY STOKES, WEST TEAM MANAGER - TRANSPORTATION
DEVELOPMENT PLANNING, SURREY COUNTY COUNCIL

SUBJECT: SUSTAINABLE MOVEMENT CORRIDOR WORKS, GILL
AVENUE TO GUILDFORD PARK ROAD, GUILDFORD

AREA(S)

AFFECTED: GUILDFORD WEST, GUILDFORD SOUTH-WEST

SUMMARY OF ISSUE:

Guildford Borough Council has secured Enterprise M3 Local Economic Partnership funding towards the creation of a Sustainable Movement Corridor in Guildford between Gill Avenue and Guildford Station via Egerton Road, The Chase, Alresford Road and Ridgemount. As part of the improvements a number of Traffic Regulation Orders and Statutory Notices are required to enable alterations to waiting restrictions and taxi ranks, the creation of a segregated footway/cycleway and a bus lane.

The Works are divided into 4 phases:

Phase 1: Pedestrian/cycle route across Bannisters Field.

Phase 2a: Pedestrian/cycle route between Ashenden Road and Guildford Park Road.

Phase 2b: Pedestrian and public transport improvements on Guildford Park Road.

Phase 3: Traffic signalisation of the 'Tesco' roundabout at Egerton Road.

RECOMMENDATIONS:

The Guildford Joint Committee is asked to agree that:

In respect of the Phase 2a Works

- a. A Notice is advertised in accordance with the Road Traffic Regulation Act 1984, the effects of which will be to allow the implementation of a segregated cycle route in general accordance with drawings 1-6 at Annexe 1.
- b. Agree that any representations to the Notice should be considered and resolved by the Chairman, Vice- Chairman and the Local Divisional Member in consultation with the Transport Development Planning Team Leader (West), and that this issue only be returned to Committee if any objections prove insurmountable.
- c. Agree that the Order be made once any representations have been considered and resolved.

In respect of the Phase 3 Works (Toucan Crossings)

- d. A Notice is advertised in accordance with the Road Traffic Regulation Act 1984, the effects of which will be to allow the implementation of Toucan

Crossings on Egerton Road in general accordance with the drawing shown at Annexe 2.

- e. Agree that any representations to the Notice should be considered and resolved by the Chairman, Vice-Chairman and the Local Divisional Member in consultation with the Transport Development Planning Team Leader (West), and that this issue only be returned to Committee if any objections prove insurmountable.
- f. Agree that the Notice be made once any representations have been considered and resolved.

In respect of the Phase 3 Works (Waiting Restrictions)

- g. A Traffic Regulation Order (TRO) is advertised in accordance with the Road Traffic Regulation Act 1984, the effects of which will be to allow the alteration and creation of waiting restrictions at the junction to support the proposed works generally in accordance with the drawing at Annexe 3.
- h. Agree that any representations to the TRO should be considered and resolved by the Chairman, Vice-Chairman and the Local Divisional Member in consultation with the Transport Development Planning Team Leader (West), and that this issue only be returned to Committee if any objections prove insurmountable.
- i. Agree that the Order be made once any representations have been considered and resolved.

In respect of the Phase 3 Works (Bus Lane Enforcement Cameras)

- j. Subject to SCC Cabinet Approval of the proposed Bus Lane and the successful implementation of Bus Lane Enforcement Cameras elsewhere in the Borough, a Traffic Regulation Order (TRO) is advertised in accordance with the Road Traffic Regulation Act 1984, the effects of which will be to allow the implementation of Bus Lane Enforcement Cameras at the proposed Bus Lane at the junction to support the proposed works generally in accordance with the drawings at Annexe 2.
- k. Agree that any representations to the TRO should be considered and resolved by the Chairman, Vice-Chairman and the Local Divisional Member in consultation with the Transport Development Planning Team Leader (West), and that this issue only be returned to Committee if any objections prove insurmountable.
- l. Agree that the Order be made once any representations have been considered and resolved.

The Guildford Joint Committee is asked to note that:

In respect of Phase 3

- m. SCC Cabinet Approval will be sought in respect of the Bus Lane following which a notice will be advertised in accordance with the Road Traffic

Regulation Act 1984, the effects of which will be to allow the implementation of a bus lane in general accordance with the plan shown at Annexe 2.

- n. Subject to the approval of the SCC Cabinet, any representations to the Traffic Regulation Order shall be considered and resolved by the Local Divisional Member in consultation with SCC's Strategic Transport Group Manager and Transport Development Planning Team Leader (West), and that this issue will be returned to SCC Cabinet if any objections prove insurmountable.
- o. The Order will be made once any representations have been considered and resolved.

REASONS FOR RECOMMENDATIONS:

Recommendations 'a' to 'l' are made to enable the implementation of the cycle route in respect of Phase 2a and the provision of the Toucan crossings, waiting restrictions and bus lane enforcement cameras in Respect of Phase 3.

Recommendations 'm' to 'o' are to inform the Committee that approval will be sought from SCC Cabinet in respect of the Order required to support the proposed bus lane, a vital component of the Sustainable Movement Corridor works.

The SMC works will in their entirety provide a balanced package of works that will provide improved sustainable travel choices between Guildford Rail Station, Royal Surrey County Hospital, the Research Park and University of Surrey. Measures comprise improved pedestrian and cycle facilities, enhanced bus priority and bus stops, whilst also creating an improved highway network aimed at reducing congestion and journey time delays. The new bus lane and bus priority is being provided in response to requests from local bus operators to improve journey time reliability on one of Guildford's most important bus corridors.

1. INTRODUCTION AND BACKGROUND:

- 1.1 These Sustainable Movement Corridor works form part of the 'Unlocking Guildford' package of works as referred to in the 2st March 2018 report to the Local Committee for Guildford.
- 1.2 The Committee was asked to note the results of the 'Unlocking Guildford' consultation and agree that the proposed projects be submitted to the EM3 LEP for funding and, if successful, to proceed with subsequent detailed design and implementation.
- 1.3 Having secured funding to deliver the SMC works, Guildford Borough Council and have produced detailed technical drawings for Surrey County Council's approval, ahead of construction next year.
- 1.4 Measures comprise improved pedestrian and cycle facilities, enhanced bus priority and bus stops, whilst also creating an improved highway network aimed at reducing congestion and journey time delays.

- 1.5 The SMC works are divided into four phases, Phase 1, Phase 2a, Phase 2b and Phase 3. There are identified below:

Phase 1

- 1.6 The works comprise the construction of a footway/cycleway across Bannisters Field which is now complete. Bannisters Field is privately owned by Guildford Borough Council and requires no statutory approvals by the Joint Committee.

Phase 2a

- 1.7 These works comprise a series of improved pedestrian and cycle facilities between Bannisters Field, the Stag Hill campus of the University and onwards towards the Guildford rail station. The works include a pedestrian/cycle route between Gill Avenue and Guildford Park Road, via Bannisters Field, Egerton Road, The Chase, Alresford Road and Ridgemount, improving the existing facilities through the provision of a widened pedestrian/cycle path, which is segregated and shared in different parts of the scheme. The new segregated section of the route extends between the A3 southbound entry slip road and the A3 subway tunnel.
- 1.8 Enhanced uncontrolled pedestrian crossing points are provided at the Cathedral roundabout and at the Tesco roundabout at Ashenden Road. The latter of these will be provided on raised road tables across the entry/exit to the roundabout.

Phase 2b

- 1.9 These works comprise an improved pedestrian and public transport environment, approximately 50m either side of the rail station entrance. Such works include widened footways and improved pedestrian crossing facilities. The works will also entail localised alterations to waiting restrictions and taxi ranks, the latter of which aspect will be considered by the GBC licencing Committee. A report will be presented to the Joint Committee seeking approval to advertise make and these Orders in advance of the works commencing in March 2020.

Phase 3b

- 1.10 These works comprise the signalisation of the existing 'Tesco' roundabout. Such works entail the realignment of the existing kerb lines and the introduction of traffic signals to optimise traffic flows and congestion. Toucan Crossings will be installed on the western arm of Egerton Road.
- 1.11 A westbound bus lane with bus priority will be introduced on the westbound approach to the roundabout to optimise bus journey times at the request of local bus operators on this significant bus corridor. The bus lane will operate in conjunction with the installation of bus priority at the traffic signals. Subject to the successful implementation of bus lane enforcement cameras elsewhere in the Borough, this report also seeks authority to advertise a TRO to support such cameras, allowing their installation if necessary.

2. ANALYSIS:

Phase 2a

- 2.1 The aim of this phase is to provide enhanced walking and cycling facilities between the rail station and the Royal County Surrey Hospital and the Research Park. A new signed route will be provided along Alresford Road / Ridgemount providing a link between Guildford Park Road and The Chase. The Alresford Road/Ridgemount section of the route will be a signed route, whereas the section between Benbrick Road and The Chase will take the form of a widened shared off carriageway facility widening the existing path.
- 2.2 The scheme will provide a short section of footway on the western side of The Chase to provide a pedestrian link to the existing bus stop.
- 2.3 The existing section of segregated footway/cycleway at the northern end of The Chase will become a widened 3m wide shared facility. Once beyond the Cathedral access the existing segregated route will become a shared facility and widened to 4m, crossing at the University access.
- 2.4 The existing segregated route is retained between the University access and the A3 entry/exit slip but widened to 5m wide. The crossing of the entry/exit slip road through the subway is converted from a segregated facility to a shared facility.
- 2.5 Beyond the A3 entry/exit slip road the existing 3m wide shared use path is widened to form a 5m wide segregated path, with localised realignment to provide improved forward visibility through the subway.
- 2.6 The route passes beneath the A3 where the existing 3m wide segregated route becomes a shared facility. High friction surfacing will be applied to the existing surface with lighting to be upgraded.
- 2.7 Beyond the A3 subway, the existing 3m wide segregated route is widened to 4m until it meets Ashenden Road where pedestrians and cyclists will be able to cross the road to join Phase 1 Bannisters Field using a new pair of road tables spanning either side of a reconfigured traffic splitter island.

Phase 3

- 2.8 This Phase comprises the traffic signalisation of the existing Tesco roundabout to improve overall journey time through the reduction of congestion. The junction has been identified by the bus operators as the most important pinch point in Guildford requiring attention. In order to address this, the proposals include the provision of a dedicated westbound bus lane together with the installation of bus priority at the traffic signals.
- 2.9 Subject to any successful implementation of proposed bus lane enforcement cameras elsewhere in the Borough, it is anticipated that this bus lane would also benefit from enforcement cameras.
- 2.9 The westbound approach also retains two westbound approach lanes plus an entry slip road to the A3.

- 2.10 The Ashenden Road approach incorporates a longer two lane approach, together with raised road tables (to be constructed under Phase 2a) either side of a modified traffic splitter island.
- 2.11 The eastbound approach retains a two lane approach, but will incorporate a controlled Toucan pedestrian/cycle crossing across the entry and exit to the roundabout, utilising an enlarged traffic splitter island. The footways to the north and the south of this proposed crossing will each be widened to provide 3m wide off carriageway footway/cycleways, connecting the Hotel with the improved shared cycle route facilities on the northern side of the roundabout and Egerton Road.
- 2.12 The existing two lane northbound entry to the roundabout from the A3 slip road together with the existing 2 lane westbound exit from the roundabout on Egerton Road will both increase to three lanes. The A3 entry slip road to the south of the roundabout will increase from one lane to two. The existing circulatory carriageway does not provide lane designation markings; under the proposed scheme, these will increase to between 2 or 3 lanes.
- 2.13 The Advertising of the TRO's is supported by the Highways Act 1980.
- 2.14 The works are supported the successful Guildford Borough Council LEP Bid. The Business Case demonstrated how all three phases of the scheme will:
- Promote economic growth and company retention by increasing travel choice to/from the existing and planned expansion at the Hospital, University Campus and Surrey Research Park
 - Improve accessibility and connectivity to the Hospital, University and Surrey Research Park
 - Reduce Road Congestion levels in the local area and reduce impacts on the environment ad on safety
- 2.15 The proposed scheme is therefore supported by the following SCC Corporate objectives:
- Wellbeing
 - Economic Prosperity
 - Resident Experience

3. OPTIONS:

- 3.1 The Recommendations seek the Committee's approval to advertise the necessary Order and Statutory Notices in respect of any proposed adjustments to the existing waiting restrictions, the installation of new Toucan Crossings across the western arm of the roundabout, and as detailed at paragraph 2.8 above, the implementation of bus lane enforcement cameras.
- 3.1 If the Committee we minded not to support either of these elements, the following could occur:

- i. Waiting Restrictions – The precise details and extent of any required adjustments to existing or provision of new waiting restrictions is not yet known. However, it is important that all waiting restrictions are maintained and enforceable in order that drivers do not park in areas of the highway that could inhibit the free flow of traffic. If any TRO to new or amended waiting restrictions is not supported by the committee, inappropriate parking on the highway could take place to the detriment of traffic flow and ultimately a negating the benefits proposed by the scheme.
- ii. Toucan Crossings – The Toucan crossings are required in order to provide a safe crossing facility for pedestrians and cyclists across Egerton Road. If the Statutory Notice is not supported by the Committee, the lack of any Statutory Notice would lead to the crossing being omitted from the scheme, which would compromise and dilute the proposed sustainable travel benefits.
- iii. Bus Lane Enforcement Cameras – The TRO is required to enable the enforcement of the bus lane by authorised vehicles only. If the TRO is not supported by the Committee, there would be an increased likelihood of mis-use by unauthorised vehicles. In turn this would negate the journey time and reliability benefits to bus passengers and bus operators.

4. CONSULTATIONS:

- 4.1 A six-week public consultation was held from Monday 18 September to Sunday 29 October 2017. The consultation presented concept drawings and regarding this scheme and other elements of the SMC Works.
- 4.2 Respondents were asked to consider the information provided and indicate their level of support for each scheme, how they believe these should be prioritised and what changes they would like to see made. During the consultation period a total of 291 written responses were received, 267 from questionnaires.
- 4.3 The consultation indicated a good level of support for the proposals with 73% of respondents agreeing or strongly agreeing with the Phase 3 Tesco roundabout works, and between 58% and 59.9% agreeing or strongly agreeing with the Phase 2a and 2b works.
- 4.4 More recently, a joint public consultation was held with Highways England at the Guildhall in January 2019. This showed the Highways England A3 schemes fitting well with the SCC/GBC schemes and was also positively received.
- 4.5 Throughout the process key stakeholders have been continually contacted directly notably the University of Surrey, the Royal County Surrey Hospital, Holiday Inn and the Research Park. The University, perhaps the most directly affected are very positive about the proposals.

5. FINANCIAL IMPLICATIONS:

- 5.1 The scheme will be funded from the following funding streams:
- LEP: £2,725,000
 - GBC: £1,125,000
 - SCC: £350,000 (The Surrey County Council Guildford QBC LEP programme is providing additional funding).
- 5.2 A financial risk to delivery was the cost of a statutory utility equipment diversion. The cost estimate for this is estimated at £505k, which whilst costly is able to be absorbed within the budget.
- 5.3 Full details of the financial assessment for the scheme can be found in the Business Case Application to the LEP. Guildford Borough Council have confirmed that they would be accountable for any cost over runs.

6. WIDER IMPLICATIONS:

6.1

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Equality and Diversity	No significant implications arising from this report
Localism (including community involvement and impact)	No significant implications arising from this report
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
Human Resource/Training and Development	No significant implications arising from this report

7. CONCLUSION AND RECOMMENDATIONS:

- 7.1 The principle of the SMC Works as described in this report were agreed by the Joint Committee at the meeting of the Local Committee for Guildford in March 2018.
- 7.2 The Committee we asked to note that if the business case was successful the scheme would progress to subsequent detailed design and implementation.

- 7.3 In to support the implementation of the scheme, Statutory Notices and Traffic Regulation Orders are required to enable to efficient operation of the works and to optimise the sustainable transport benefits its offers.
- 7.4 The Committee is therefore asked to agree that the Statutory Notices and Traffic Regulation Orders be advertised and as set out under RECOMMENDATIONS, parts 'a' to 'l' at the front of this report.

8. WHAT HAPPENS NEXT:

- 8.1 Subject to Committee approval, officers will work to ensure that the Orders and Statutory Notices required to support the scheme are advertised and made so that the proposed scheme can proceed as set out in this report.

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Consulted:

Guildford Borough Council Project Manager for the SMC Works
Surrey County Council Area Highway Manager (South West)
Surrey County Council Major Transport Projects Manager
Surrey County Council Transport Strategy Project Manager

Annexes:

Annexe 1: Phase 2a Cycle Route Drawings 1-6
Annexe 2: Phase 3 Tesco Roundabout General Arrangement Drawing
Annexe 3: Phase 3 Tesco Roundabout & Gill Avenue Lining & Signage Drawings 1-2

Background papers:

Local Committee Guildford Report 21st March 2018 - LEP LGF3 TRANSPORT SCHEMES IN GUILDFORD – “Unlocking Guildford” Consultation outcome

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