

**GUILDFORD BOROUGH COUNCIL and  
SURREY COUNTY COUNCIL**



**GUILDFORD  
BOROUGH**

**JOINT COMMITTEE (GUILDFORD)**

**DATE: 11 DECEMBER 2019**

**LEAD OFFICER: ANDY STOKES, WEST TEAM MANAGER, TRANSPORT  
DEVELOPMENT PLANNING, SURREY COUNTY COUNCIL**

**SUBJECT: PUBLIC WRITTEN QUESTIONS**

**DIVISION: GUILDFORD SOUTH-EAST, GUILDFORD SOUTH-WEST**

The following question was received from the Guildford Society.

**Since work is due to start soon on Solum's Railway Station Development, what plans does the County Council have for implementing the S106 obligation to improve access to and egress from Bridge Street? We look forward to the restoration of a facility which was removed in the mid-1990s when there was considerably less traffic.**

We understand that the project consists of widening the access from Walnut Tree Close into Bridge Street to create two lanes and similarly to widen the right turn exit from Bridge Street into Onslow Street also to provide two lanes. This latter would, in fact, restore the situation that existed into the mid-1990s, as shown in the picture, when there was a lot less traffic.



We look forward to its implementation in order to speed the clearing of the right hand lane, particularly if a right turn option were to be provided in the centre lane, which would also simplify the exit from Walnut Tree Close. It would allow vehicles to select an appropriate exit lane from Bridge Street towards North St., Millbrook or Friary Bridge. This is particularly important with the increasing numbers of buses and heavy goods vehicles needing to make the right turn into Onslow Street. No doubt the 2015 OD data would confirm this.

We believe that it is essential to simplify the access to and exit from the Railway Station so that bus operators can be encouraged to patronise the improved facilities expected from the new station concourse layout. And the sooner this is implemented, the better.

In the longer term we would expect to see integrated traffic signals embracing the whole of the Farnham Road/Walnut Tree Close junction.

### **Officer response**

The planning application proposed the widening of the right turn exit from Bridge Street onto Onslow Street. However, that requirement was not sought nor included in the planning permission. As a result, there is no requirement for the Developer to provide those works. The lane widths available in the 1990s appear to be constrained and potentially substandard, to the extent that high vehicle flows attempting to navigate substandard lanes have the potential to lead to collisions and reduce the available space between pedestrians and on both adjacent footways and passing traffic. In order to maintain adequate lane widths, the existing pedestrian island at the junction would need to be reduced in size, to the extent that the length of the two lane approach would have been minimal and not on par with that in place in the 1990s. On balance, it was considered that the minor gains of increased highway capacity were outweighed by the negative impacts upon pedestrians in this busy location.

The Walnut Tree Close exit to Bridge Street will be widened by the development, increasing the exit lanes from one to two. The existing arrangement leads to car drivers splitting into two lanes despite the absence of road markings and the road width being able to facilitate them. Larger vehicles however are unable to split into two lanes in this manner. The proposed arrangement will entail the reduction in footway width on the eastern side of Walnut Tree Close (whilst still maintaining a generous footway width) and the minor adjustment to the pedestrian island, allowing the creation of two full-sized exit lanes for all vehicles from Walnut Tree Close onto the gyratory.

### **Recommendation**

The Joint Committee is asked to note the response.