

**GUILDFORD BOROUGH COUNCIL AND
SURREY COUNTY COUNCIL**



**GUILDFORD
BOROUGH**

GUILDFORD JOINT COMMITTEE

DATE: 18 MARCH 2020

LEAD OFFICER: RICHARD HUDSON / SAMANTHA MILLS

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

**AREA(S) AFFECTED: DIVISIONS: GUILDFORD WEST AND SOUTH WEST
WARDS: WESTBOROUGH, ONSLOW AND FRIARY & ST. NICOLAS**

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 Park Road. As part of the improvements, Traffic Regulation Orders for Phase 2b on Guildford Park Road are required.

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 2b Works (Waiting Restrictions)

- (i) Agree that authority is delegated to the Transport Development Planning Team to finalise and confirm a Traffic Regulation Order (TRO) the effects of which will be to allow the alteration and creation of waiting restrictions along Guildford Park Road to support the proposed scheme based on the outcomes of the detailed design work which is currently being undertaken, in consultation with the Chairman, Vice Chairman and the Local Division Members.
- (ii) Agree that authority is delegated to the Transport Development Planning Team to advertise in accordance with the Road Traffic Regulation Act 1984, the effects of which will be to allow the alteration and creation of waiting restrictions along Guildford Park Road to support the proposed scheme.
- (iii) Agree that any objections 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.

- (iv) Agree that the Order be made once any objections have been considered and resolved.

In respect of the Phase 2b Works (Taxi rank Removal)

- (v) A local authority can adopt areas on streets or private land as taxi ranks for either continual or part-time use under section 63 of the Local Government (Miscellaneous Provisions) Act 1976. The statutory process provides that the local authority must obtain the permission of the Highways Authority, give notice to the Police, publish a public advertisement in a local paper and consider any objections or representations received within 28 days of publication before a rank is appointed. The Council's Executive has the authority to appoint a rank after the necessary approvals and consultation. Section 63(5) of the Act states that the power to appoint ranks includes the power to revoke such appointment and requires the same statutory process to be followed.
- (vi) Highways Authority approval is requested for the removal of the of the current taxi rank on Guildford Park Road, outside Guildford Station.
- (vii) Agree that any objections and consultations be dealt with through the local authority process outlined in (i) above.

REASONS FOR RECOMMENDATIONS:

Recommendations (i) to (iv) are made to revise the parking restrictions for the proposals. These will include changing the parking restrictions on the corner by the shops, which will mean the loss of some residents parking bays. The bus stop locations are also being more conveniently located for passengers.

Recommendations (v) to (vii) are made to remove the current taxi ranks for the proposals. The rank is not well used and there are planned improvements to travel across Guildford as part of the wider Sustainable Movement Corridor which will deliver potential benefit to a greater number of customers. Directional signage within the station directs customers wishing to get a taxi to the front of the station. Customers are still able to hail or book a taxi in advance from the back of the station.

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.

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 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 have produced detailed technical drawings for Surrey County Council's approval, ahead of construction later this 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

- 1.4 The works comprise the construction of a footway/cycleway across Banisters Field which are now completed. Bannisters Field is owned by Guildford Borough Council and requires no statutory approvals by the Joint Committee. This phase has been delivered and is open for use.

Phase 2a

- 1.3 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 main railway station. Specifically, the works include a pedestrian/cycle route between Ashenden Road and Guildford Park Road, improving the existing facilities through the provision of a widened pedestrian/cycle path, which is segregated and shared in different parts of the scheme. approved
- 1.4 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 provide on raised road table across the entry/exit to the roundabout.
- 1.5 The December Joint Committee approved Traffic Regulation Orders relating to this Phase. These works have been largely completed and are partially open for use already.

Phase 2b

- 1.6 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 has been considered by the GBC licencing Committee. This is the subject of this Joint Committee.

Phase 3

- 1.7 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.
- 1.8 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. The December Joint Committee approved Traffic Regulation Orders relating to this Phase.

2. ANALYSIS:

- 2.1 The aim of phase 2b is to provide enhanced pedestrian and public transport user facilities. The bus stops on Guildford Park Road are the busiest in the town outside the central bus station. There are some 600 passengers a day boarding a bus in the northbound direction where the pavement is narrow and the road difficult to cross from the rail station. The proposals are shown in Annex 1.
- 2.2 The main components of the proposals are currently as follows, but are still subject to review with SCC's Transport Development Planning Team due to the many competing constraints of this location. However, the benefits are required to be delivered by the end of March 2021, hence why this is being presented to this Joint Committee:
- Widening of the footways, notably at the northbound bus stop location so there is more space for bus passengers;
 - an improved crossing between the railway station entrance and the bus stop. This is more directly in line for the demand than the existing crossing which is further south. The raised table is seen as the best option to provide this as it will also assist in slowing traffic;
 - the southbound bus stop is relocated nearer to the rail station entrance so passengers can alight at the station. Currently many passengers alight at the Guildford Park Avenue stop and walk along the road in preference to using the existing one south of the car park access;
 - the taxi rank is removed as it is rarely used.
 - a more direct footway on the eastern side of the road that cuts the corner in front of the dwellings near to the shops. Most pedestrians already cut off this corner and stray into the live traffic when doing so which is a highway safety hazard. The provision of this does require the loss of two resident parking spaces, but this is considered necessary due to the high volume of pedestrians, many walking to the railway station;
 - a cycle hub location, shown as the shaded yellow area. This is an important initiative to encourage more cycling and a location near to the rail station entrance on Guildford Park Road is a high priority. All

other locations have been investigated and this remains the preferred one;

- There will be a loss of residential car parking outside the dwellings at the corner, of some 3 spaces in total. The 2-hour maximum parking section near to the shops is proposed to be shorter stay and for residents at night only.

2.3 The Advertising of the TROs is supported by the Highways Act 1980.

2.4 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 and on safety

2.5 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:

- delegate to the Transport Development Planning Team to finalise and confirm a TRO and advertisement in respect of the change to parking restrictions along Guildford Park Road
- and approve the removal of the taxi rank on Guildford Park Road

3.1 If the Committee were 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 negating the benefits proposed by the scheme.
- ii. Taxi rank removal – if not approved, the location of this taxi rank is detrimental to traffic flow and negates the benefits proposed by the scheme.

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 levels 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 60% of respondents agreeing or strongly agreeing with the 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 overall SMC1 scheme will be funded from the following funding streams:
- LEP: £2,725,000
 - GBC: £1,125,000
 - SCC: £335,000 (The Surrey County Council Guildford QBC LEP programme is providing additional funding).
- 5.2 A main financial risk to delivery was the cost of a statutory utility equipment diversion. The cost estimate for this is estimated at £850k, which whilst costly is able to be absorbed within the budget.
- 5.3 Phase 2b is a relatively small component of the overall scheme costs. However, it is complex to deliver due to the many competing constraints in the area.
- 5.3 Full details of the financial assessment for the scheme can be found in the Business Case Application to the LEP.

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 were asked to note that if the business case was successful the scheme would progress to subsequent detailed design and implementation.
- 7.3 To support the implementation of the scheme, Statutory Notices and Traffic Regulation Orders are required to enable efficient operation of the works and to optimise the sustainable transport benefits it 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, part (i) to (vii) 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.

Contact Officer: Richard Hudson / Samantha Mills
Project Manager SMC1 for GBC
01483 444084

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:

Annex 1: Proposed Phase 2b Scheme at Guildford Park Road

Background papers:

www.surreycc.gov.uk/guildford

SCC Cabinet report 'Concerns of the Guildford Joint Committee (GJC) regarding the proposed changes to the previous SCC Policy on the use of cameras to enforce Bus Lanes', approved 25th February 2020. The report changes the recommendation from the December 2019 report allowing bus lane approvals to sit with Cllr Matt Furniss.

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

Annex 1: Proposed Phase 2b Scheme at Guildford Park Road

This page is intentionally left blank