



## Surrey County Council Local Committee (Guildford) 19 June 2013

Petitions [Item 4]

<b>Principal petitioner/organisation</b>	Westborough Liberal Democrats. Attracting 136 signatories
<b>SCC Division / GBC Ward</b>	Guildford West/Westborough
<b>Summary of concerns and requests</b>	<p><b>Cabell Road, repairs issue</b></p> <p><i>Although work has been done to part of Cabell Road, the rest of the road is still in very poor condition with unstable slabs and uneven surfaces.</i></p> <p><i>We, the undersigned call upon the Guildford Local Committee to insist that Surrey County Council must complete the repairs to Cabell Road to make the whole a fit and proper road for local residents and other road users.</i></p> <p><i>We believe that the continual failure to maintain the road properly is causing damage to vehicles, distress to residents and a safety hazard and adding to costs of future repairs.</i></p>
<b>Response</b>	The section of Cabell Road between Pond Meadow and Barnwood Road was repaired and re-surfaced in the last financial year, 2012/13. The Project Horizon five year carriageway maintenance programme for Guildford Borough is on the agenda of today's Local Committee meeting and includes the remaining section of Cabell Road between Barnwood Road and Park Barn Drive at years three to five, as well as Southway between Pond Meadow and Egerton Road in the same period.

<b>Principal petitioner/organisation</b>	Mrs Johnson, resident of Sheepfold Road. Attracting 130 signatories
<b>SCC Division / GBC Ward</b>	Guildford West/Westborough
<b>Summary of concerns and requests</b>	<b>Sheepfold Road, speed issue</b>

## TABLED ITEM

	<p><i>We, the undersigned and residents of Sheepfold Road, wish to make an application for a speed limit of 20mph for Sheepfold Road as a traffic calming measure.</i></p> <p><i>This request is made due to the increased number of cars using the road as a 'rat run'. Also, the road appears to be straight going up hill but in fact has a distinct bend near the top which means it is impossible to see the end of the road either way.</i></p> <p><i>We feel it is only a matter of time before a serious accident occurs.</i></p>
<b>Response</b>	<p>The Committee would like to thank Mrs Johnson for presenting the petition on behalf of residents of Sheepfold Road and ask that the Area Highway Manager investigates and brings a response to their next public meeting.</p>

### **Public Questions [Item 5]**

Submitted by Alan Norris, resident of Ash.

Motorists who pass over the speed tables and ramps in Park Barn Drive, Guildford (southern end) incur a very uncomfortable ride even at low speeds. This also affects bus passengers on the many buses serving Park Barn. I have taken some approximate measurements on the length of some of the ramps, and the actual sloping part of the ramp is typically no more than 70 - 80 cm in length. For a ramp height of 80 - 100 mm, this means that the gradient is about 1 in 8 to 1 in 10. There is no transition at the toe of the slope, which itself causes a jolt when passing over. The Surrey County Council Traffic Calming Guide (see [http://www.surreycc.gov.uk/\\_data/assets/pdf\\_file/0003/166422/Traffic-Calming-Good-Practice-Guide.pdf](http://www.surreycc.gov.uk/_data/assets/pdf_file/0003/166422/Traffic-Calming-Good-Practice-Guide.pdf)) states that the ramp gradient should not be steeper than 1:20 on bus routes (which applies to Park Barn Drive) and 1:15 elsewhere (in line with Transport for London (TfL) guidance and advice). The speed table length should be at least 7.5m long as it is on a bus route. Will the Guildford Local Committee please arrange to have the speed ramps in Park Barn Drive measured to confirm whether they meet the current regulations on the dimensions of speed ramps, and arrange for remedial action to bring the ramps in line with the regulations?

The speed tables and ramps at the northern end of Park Barn Drive would appear to conform to the regulations as the ride over those ramps is somewhat better.

### **Answer**

The Committee would like to thank Mr Norris for presenting his studies on the traffic calming dimensions in Park Barn Drive.

## TABLED ITEM

When the traffic calming, at the southern end of Park Barn was installed, SCC received comments regarding their dimensions. Subsequently, officers carried out investigations and as a result they were modified to the correct dimensions. Since then, no further comments regarding their dimensions have been received.

SCC officers will carry out further investigation to determine the traffic calming dimensions, where they are situated at the southern end of the road. If the dimensions are found to be not complying with the SCC standard they will be rectified.

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