

BOXGROVE LANE (D4010),
BOXGROVE, GUILDFORD:
PROPOSED IMPOSITION OF
ADDITIONAL LENGTHS OF A
PROHIBITION ON THE WAITING BY
VEHICLES APPLYING AT ANY TIME
OF THE DAY OR NIGHT
THROUGHOUT THE WEEK AND A
LEGAL DRAFTING AMENDMENT
AFFECTING AN EXISTING
LENGTH OF SUCH A PROHIBITION
IN BOXGROVE LANE (D4010),
BOXGROVE, GUILDFORD



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Statement Of Reasons For Proposing To Make The Traffic Regulation Order

Introduction

1. In November 2019 Surrey County Council as County Planning Authority granted planning permission for extensions and alterations to facilitate expansion of the Boxgrove Primary School. The extensions and alterations are to cover the expansion of the School from 2 to 3 forms of entry and comprise a new single storey classroom block, a covered link to a new building, demolition of derelict former Infant School buildings and laying out of playing field on the site of the demolished buildings, new hard play areas and associated external works and landscaping. As part of the planning permission certain highways improvement works have to be undertaken.

2. In 2014 and 2015 respectively, a road table was provided at the junction of Horseshoe Lane West and Epsom Road and three road tables provided in Boxgrove Lane between its junctions with Boxgrove Road (A25) and Merrow Copse. This formed the initial part of a scheme to improve safety for children arriving at and leaving Boxgrove Primary School, St Thomas of Canterbury Catholic Primary School and St Peter's Catholic School. In 2017, as part of this scheme, further measures were introduced following an extensive public consultation exercise which involved the introduction of new and additional lengths of waiting restrictions and conversion of existing "advisory" to "mandatory" school keep clear "Zig-Zag" markings in certain roads in the Boxgrove and Merrow areas. This scheme was combined with a Guildford On-Street Parking Review in the Merrow area which addressed safety and access issues at certain junctions and at the cul-de-sac end of Down Road by the introduction of a prohibition on the waiting by vehicles at any time (double yellow lines) at those junctions. This Review also included certain junctions situated in the vicinity of St Thomas of Canterbury Catholic Primary School and St Peter's Catholic School.

3. As part of the scheme to improve safety for children arriving at and leaving Boxgrove Primary School additional lengths of waiting restrictions applying at any time (double yellow lines) and new lengths of waiting restrictions applying between 8 a.m. and 6 p.m. on Mondays to Fridays inclusive (single yellow lines) were provided in Boxgrove Lane and Beatty Avenue and the existing advisory School Keep Clear "Zig-Zag" markings fronting Boxgrove Primary School were slightly modified and made mandatory. The reasons for these changes were contained within a Statement of Reasons prepared at the time, the relevant extracts from which are attached as Appendix A to this Statement of Reasons for information only. These proposals, together with all the other proposals referred to in paragraph 2 of this Statement of Reasons (apart from the road tables which had been dealt with previously), were duly advertised in the Surrey Advertiser on 23 September 2016 for receipt of objections and comments from local residents and interested members of the public. Additionally relevant documents were placed on deposit for public inspection at Guildford Borough Council's Main Reception at Millmead House, Millmead and at Ash, Horsley and Guildford Libraries and Street Notices posted in the affected lengths of roads. Following this public consultation exercise, 50 letters were received making various comments on the proposals.

4. All these comments were reported to a meeting of the then Guildford Local Committee (which was comprised of elected Members of both Surrey County Council and Guildford Borough Council) so that that Committee could make the final decision as to whether or not to proceed with the proposals as originally advertised or to amend them or not to proceed with those proposals entirely. Notwithstanding the comments received, the Committee decided to proceed with all the proposals as originally advertised and the details

are given in the relevant Report to that Committee and the Minutes thereof, which are attached as Appendix B to this Statement of Reasons for information only.

5. Following this decision, a letter was duly sent in May 2017 to all persons who had made any comment whatsoever on the proposals (as required by the relevant Statutory Regulations), informing them of the Committee's decision and that the legal Order to introduce the various prohibitions and restrictions was made on Wednesday 26 April 2017 and would come into operation on Monday 1 May 2017.

Drafting Amendment

6. As indicated in paragraph 5 of this Statement of Reasons, the legal Order to introduce the various prohibitions and restrictions associated with the scheme to improve safety for children arriving at and leaving Boxgrove Primary School, St Thomas of Canterbury Catholic Primary School and St Peter's Catholic School and the Guildford On-Street Parking Review in the Merrow area (both referred to above in this Statement of Reasons) was made on Wednesday 26 April 2017 and came into operation on Monday 1 May 2017. Since 2004, in the Guildford area, all the Parking Control Orders only contain plans showing the various restrictions and prohibitions imposed by those Orders, there are no longer Schedules with written descriptions of each particular restriction or prohibition. Two sets of plans are prepared when amendments are proposed or are brought into operation in the Borough of Guildford – one set showing the actual changes highlighted which are proposed, or are to be, introduced for information only and ease of reference and the other set the formal plans that actually accompany the sealed legal Order. Each of these particular plans bear, inter alia, a unique identifier (a series of letters and numbers) and also a Revision Number and the Date that that particular plan became operational (which will always be the same date that the legal Order comes into operation). As these Plans are stated as actually accompanying the legal Order they are sealed by the County Council at the same time as the legal Order itself and each document and/or plan has a unique number in the sealing register held by the County Council. These plans are used for enforcement purposes and also for official record purposes to indicate what particular prohibitions or restrictions should be marked on each affected road or length of road and what can be enforced by the Civil Enforcement Officers.

7. When the legal Order (The Surrey County Council (Various Roads in the Borough of Guildford (Guildford Town Area Outside of the Guildford Town Centre Controlled Parking Zone) (Consolidation of Waiting Restrictions Street Parking Places and Revocation) Amendment Order (No. 1) 2017) and the accompanying plans relating to the scheme to improve safety for children arriving at and leaving Boxgrove Primary School, St Thomas of Canterbury Catholic Primary School and St Peter's Catholic School and the Guildford On-Street Parking Review in the Merrow area were sealed by the County Council an error occurred on one of the plans (numbered and lettered AF49, Revision Number 2) showing the various prohibitions and restrictions already imposed or to be imposed as part of the aforesaid Safety Scheme on certain lengths of Boxgrove Lane, Beatty Avenue, Cunningham Avenue, Merrow Copse, Horseshoe Lane East and Horseshoe Lane West. This was that the prohibition on the waiting by vehicles applying at any time (double yellow lines) which was to apply on that length of the south-east side of Boxgrove Lane fronting Boxgrove Primary School and lying opposite its junction with Cunningham Avenue was not shown on the aforesaid plan. The double yellow lines were, however, correctly marked on the surface of the road (and are still so marked) in accordance with the intention of the safety scheme and as part of the public consultation exercise in connection therewith referred to in paragraph 3 and as detailed in Appendix A and Appendix B of this Statement of Reasons. However, as these double yellow lines are not shown on the plan numbered and lettered AF49 Revision 2, there is some doubt as to whether or not they can be

enforced. It is, therefore, now intended to correct this error by including these double yellow lines on the latest revision (Revision Number 3) of the relevant plan (AF49) as this plan is affected by the proposals referred to in paragraphs 8 and 9 below of this Statement of Reasons. This will ensure that there is no doubt about the ability to enforce these particular double yellow lines and correctly reflect the intention of the scheme to improve safety for children arriving at and leaving Boxgrove Primary School, St Thomas of Canterbury Catholic Primary School and St Peter's Catholic School which was to provide these particular double yellow lines as part of that scheme. Furthermore, all the correct legal procedures were carried out at the time that the various measures contained within that safety scheme were proposed to be and were introduced.

Proposed imposition of additional lengths of a prohibition on the waiting by vehicles applying at any time of the day or night throughout the week in additional lengths of the north-west and south-east sides of Boxgrove Lane (D4010), Guildford

8. As indicated in paragraph 1 above of this Statement of Reasons certain extensions and alterations are to take place at Boxgrove Primary School to facilitate its expansion. As part of this scheme, certain highway safety improvements are required to be undertaken. One of these requirements is the extension of the existing double yellow lines (no waiting at any time) on the north-west and south-east sides of Boxgrove Lane so as to extend these waiting restrictions to cover the raised traffic calming table (located to the north-east of Cunningham Avenue and fronting The Bright Horizons Day Nursery and Preschool and Boxgrove Primary School (in the vicinity of the entrance to that School currently used by Year 6)). This proposal is considered necessary on road safety grounds so as to improve visibility for all road users but particularly pedestrians when using the raised road table as it effectively forms a crossing point on Boxgrove Lane which pedestrians use to cross the road. This is particularly so at school drop off and pick up times when school children proceeding on foot from and to Boxgrove Primary School and also George Abbot Secondary School are using Boxgrove Lane in very large numbers. This will also improve drivers' and pedestrians' sight-lines in the vicinity of the raised road table, particularly so for drivers' to ensure they have a clear view of pedestrians using the raised road table to cross the road.

9. It is, therefore proposed to impose a prohibition on the waiting by vehicles applying at any time of the day or night throughout the week (double yellow lines) in that length of:

- the north-west side of Boxgrove Lane which extends from a point 20 metres north-east of the north-eastern kerb-line of Cunningham Avenue north-eastwards to the common boundary of No. 21 Boxgrove Lane and the premises occupied by "The Bright Horizons Day Nursery and Preschool", a distance of approximately 24 metres; and,
- the south-east side of Boxgrove Lane which extends from a point 39 metres north-east of a point opposite the common boundary of Nos. 15/17 Boxgrove Lane north-eastwards to a point opposite the common boundary of No. 21 Boxgrove Lane and the premises occupied by "The Bright Horizons Day Nursery and Preschool", a distance of approximately 34 metres.

Appendix A

Two Extracts from the Statement of Reasons detailing the reasons for the introduction of the various measures contained within the scheme to improve safety for children arriving at and leaving Boxgrove Primary School, St Thomas of Canterbury Catholic Primary School and St Peter's Catholic School and the Guildford On-Street Parking Review in the Merrow area are provided below.

Extract 1

“Boxgrove Primary School and Children’s Centre

4. Boxgrove Primary School and Children’s Centre teaches children from ages 5 to 11 (years Reception to year 6) and is a three form entry school. The School has recently expanded so that there are now two separate buildings to accommodate upper and lower school children and there is a new pedestrian entrance at the eastern end of the site. There is a School Crossing Patrol located to the west of the school entrance and this is well used by children from Boxgrove School and a number of secondary school children also use the school crossing patrol en-route to George Abbot secondary school. The patrol site consists of guard railings on the south side of Boxgrove Lane and there are also dropped kerbs and tactile paving at the crossing point. There are a number of pedestrians that appear to use the separate entrance to the newer building at the eastern end of the site and there are also “wig-wag” amber flashing warning lights on both east and westbound approaches to the School. Boxgrove Lane becomes congested with vehicles queuing past the School to exit the residential estate from approximately 8 a.m. These vehicles do not appear to be associated with journeys to Boxgrove Primary School and Children’s Centre. By 8 a.m. there are usually already a number of vehicles parked along the south side of Boxgrove Lane as well. There are good footways on both sides of Boxgrove Lane. Guard railings are provided in front of the main pedestrian access to reduce the risk of pedestrians proceeding out of the school straight onto the road without stopping and looking. There are school keep clear markings positioned in front of the pedestrian access at both the eastern and western ends of the site. However, there is no timing plate indicating the times that the school keep clear markings are in operation, which means that they are advisory only and not currently legally enforceable. It is reported that vehicles sometimes park on the keep clear markings and that there is anti-social parking on both Beatty Avenue and Cunningham Avenue that obstructs the road or private driveways”.

Extract 2

“Summary of accident record and vehicle speeds

There are comparatively few (three) casualties in the immediate vicinity of the three Schools [for the avoidance of doubt these were Boxgrove Primary School and Children’s Centre, St Peter’s Catholic School and St Thomas of Canterbury Catholic Primary School]. This is typical of many schools sites on residential roads across the County [of Surrey]. During school drop off and pick up times these roads are often congested which leads to lower speeds and reduced risk of collision, despite the increased activity near the Schools. None-the-less, the fear of busy traffic on these roads is a major barrier to more sustainable travel to the three Schools and also contributes to congestion and frustration for all local road users.”

9. The major A25 Boxgrove Road nearby to Boxgrove Primary School and Children’s Centre (which is used by a large number of pupils and parents to get to the School) has suffered 15 collisions leading to 4 serious injuries and 18 slight injuries. There is no obvious

pattern to the collisions. However, due to the high number of collisions, this matter will be investigated further and discussed with the Surrey Police. Unfortunately, due to the fact that there is no dominant pattern to the collisions, it will not be easy to address this problem as more than one or two factors are involved in causing these collisions.

10. One week duration speed survey data has been gathered for the roads in the vicinity of the three Schools. Mean speeds on the residential roads adjacent to the Schools are generally well within the existing 30 mile per hour speed limit, though there is a small proportion of vehicles exceeding the limit. Speeds are slightly higher on the A25 Boxgrove Road but are not excessive in comparison to many roads of this type. More detailed inspection of the data gathered during the survey shows that speeds are especially low on all of the roads during peak school drop off and pick up times (as would be expected due to the increased traffic).

Imposition of a prohibition on the waiting by vehicles applying at any time or between 8 a.m. and 6 p.m. on Mondays to Fridays inclusive in certain lengths of Beatty Avenue and Boxgrove Lane and conversion of the existing advisory School Keep Clear “Zig-Zag” markings fronting the Boxgrove Primary School and Children’s Centre in Boxgrove Lane to mandatory markings

11. A prohibition on the waiting by vehicles at any time of the day or night throughout the week is to be imposed on that length of the south side of Boxgrove Road which extends from a point 9 metres north-east of a point opposite the common boundary of Nos. 15/17 Boxgrove Lane north-eastwards for a distance of 30 metres (that length which lies opposite its junction with Cunningham Avenue) and between 8 a.m. and 6 p.m. on Mondays to Fridays inclusive in both sides of that length of Beatty Avenue which extends from a point 15 metres north-west of the north-western kerb-line of Boxgrove Lane north-westwards for a distance of 45 metres and in those lengths of the north-west side of Boxgrove Lane which extend from a point 20 metres north-east of the north-eastern kerb-line of A25 Boxgrove Road north-eastwards to a point 20 metres south-west of the south-western kerb-line of Beatty Avenue and from a point 20 metres north-east of the north-eastern kerb-line of Beatty Avenue north-eastwards to a point 20 metres south-west of the south-western kerb-line of Cunningham Avenue. The waiting restrictions are designed to ensure that parking takes place only on the south side of Boxgrove Lane adjacent to the School (except for that length lying opposite Cunningham Avenue and on that length marked out with the existing School Keep Clear “Zig-Zag” markings (see paragraph 12 below)). This would deter parking on both sides of the road that would otherwise cause congestion and it would also improve visibility for pedestrians crossing the road. It would also deter antisocial parking on the mouths of the side roads, Cunningham Avenue and Beatty Avenue, which can obstruct vehicles and pedestrians crossing at these points.

12. The existing School Keep Clear “Zig-Zag” markings in the vicinity of Boxgrove Primary School and Children’s Centre are advisory only which means that they cannot currently be enforced. These markings are to be formalised so that they can be enforced. This will involve the erection of time plates at the back of the footway. This would mean that these markings could then be enforced if parking becomes a problem in the immediate vicinity of the School between 8 a.m. and 10 a.m. and between 2.30 p.m. and 4.30 p.m. on Mondays to Fridays inclusive. As indicated in paragraph 4 of this Statement of Reasons (provided above), vehicles are sometimes parked on these markings at the present time. The existing waiting restrictions applying in this length of Boxgrove Lane would be revoked (a mixture of no waiting at any time or between 8 a.m. and 6 p.m. on Mondays to Fridays inclusive). These measures would, therefore, be less restrictive than the current position as, outside of these times, vehicles could be left on the School Keep Clear “Zig-Zag” markings provided, of course, that they were not in breach of any other traffic regulations. The

prohibition on the waiting by vehicles at any time of the day or night throughout the week in that length of the south side of Boxgrove Lane lying opposite its junction with Cunningham Avenue (see paragraph 11 immediately above) is required on safety grounds so as to improve visibility and drivers sight-lines at the junction of Cunningham Avenue and Boxgrove Lane. Whilst parking opposite this junction is currently a particular problem during school dropping off and picking up times, it is considered that, on safety grounds, these waiting restrictions should operate at any time, thereby maintaining visibility and sight-lines at all times of the day or night throughout the week in the immediate vicinity of this junction. They would also complement, though be slightly shorter than, the current double yellow lines (no waiting at any time restriction) currently situated on the north-east side of Boxgrove Lane in the immediate vicinity of its junction with Cunningham Avenue as they would lie opposite the actual junction mouth of Cunningham Avenue.”

Appendix B

An Extract from the Report to the meeting of the former Guildford Local Committee held on 22 March 2017

“ITEM NO. 10

Proposed waiting restrictions in Boxgrove Lane and surrounding roads

1.14. At the meeting 22 June 2016 the Committee agreed to promote parking restrictions in the Boxgrove Lane area of Guildford town.

1.15. The restrictions were developed in conjunction with the Guildford Borough Council parking team and were designed to complement the school safety scheme which was promoted by the local committee and which has now been completed, as well as preventing parking dangerously close to local junctions

1.16. The restrictions had been locally consulted on at exhibitions held at local schools and were adapted in the light of comments received.

1.17. The formal consultation took place between 23 September and 21 October with notices inviting comment published in the local press and posted on site.

1.18. A total of 50 responses to the formal consultation were received and these are listed at Annexe 2 (not attached as this Annexe contains personal details of the objectors and persons who made comments on the original scheme of 2016/2017 which are not relevant to the current proposals in respect of Boxgrove Lane).

Support proposals – 8

Object to all or part of the proposals - 19

Neither support or object - 13

Suggest one-way, 20 mph or other - 10

1.19. The 19 objections consist of 18 which were posted to SCC. Note that all but 2 of these objectors have addresses outside of the Boxgrove area.

1.20. The final response listed in Annexe 2 is an on-line petition which is known to exist, but is not known whether this has been submitted as yet.”

An Extract from the Minutes to the meeting of the former Guildford Local Committee held on 22 March 2017

“201/16 The Local Committee (Guildford) agreed (*inter alia*):

(v) to note the responses to the formal consultation on proposed parking restrictions in the Boxgrove area at Annexe 2 (attached – see over) and to proceed with their introduction.”.