

**EXECUTIVE SUMMARY OF  
“TRAFFIC-RELATED ISSUES WITHIN STOUGHTON:  
A REPORT BY THE TRAFFIC SUB-COMMITTEE OF  
STOUGHTON COMMUNITY ASSOCIATION”**

**1 INTRODUCTION and BACKGROUND**

- 1.1 Since November 2004 a number of meetings have been held by SCA to engage with Stoughton residents about quality of life issues and to develop plans to tackle any issues raised. Traffic-related issues were found to be of most concern, and SCA formed a Traffic Sub-Committee to bring the issues and recommended solutions together in an objective report. The final report of over 70 pages includes details on a range of issues, including illustrative photographs. This report for the Local Committee is a brief summary of the main points and the recommendations contained within the longer report, which is available on request.

**2 SCOPE OF THE REPORT**

- 2.2 The report was limited in geographic terms to issues within the Stoughton Area of Benefit plus issues adjacent to the Stoughton Area of Benefit that affected Stoughton residents. A map of the Area of Benefit is contained within the report.
- 2.3 The other limitation in scope is implicit in the definition of ‘traffic’. Some issues should clearly be included such as parking, traffic routes and traffic speeds whilst others such as buses, pedestrian, cycling and environmental issues are less obvious.
- 2.4 It was not planned to include environmental issues in this report but those that have been are those that were observed during the production of this report. Consequently, the list of environmental issues is by no means comprehensive.

**3 SUMMARY OF ISSUES**

- 3.1 The main report contains full details and analysis of these issues, together with illustrative photographs and suggestions for solutions. A summary list is provided here.

**Vehicular traffic**

- Rat runs – e.g. Sheepfold Road and Byrefield Road. Grange Road.
- Excessive speed – often linked with rat-running
- Road surfaces – e.g. Sheepfold Road and Byrefield Road.
- Salt Box Lane railway bridge - high vehicles reversing back up Salt Box Road when they meet the bridge.
- Traffic lights e.g. Salt Box Lane/Grange Road – potential accidents due to poor timing of lights

- Stoughton Road bridge – adequate provision of pedestrian bridge

### **Parking**

- Dangerous – e.g. junction of Worplesdon Road with Sheepfold Road, Byrefield Road and Belmont Road
- Narrow roads
- Yellow lines – e.g. New Cross Road – need for review
- Shop access – dangerous parking e.g. on Worplesdon Road: between Shepherd's Lane and Byrefield Road, and immediately north of Aldershot Road.

### **Pedestrian**

- Pedestrian crossings - unsafe crossing route e.g. Midleton Road and Worplesdon Road roundabout underneath the A3 (Dennis roundabout)
- Disabled access – conflict of cyclists and disabled access on A3 footbridges
- Obstructed pavements due to poor parking – particularly in Sheepfold Road, Byrefield Road, Worplesdon Road, Manor Road, Grange Road
- Damaged pavements – e.g. Junction of Midleton Road and Midleton Industrial Estate Road

### **Buses**

- Speed – dangerous and uncomfortable for road users, noise for local residents – e.g. Byrefield Road, Grange Road
- Passenger comfort – compromised by speed humps and raised mini-roundabouts
- Bus stop location – needs re-siting near Tesco supermarket
- Bus route numbering – of Routes 26/36 and 27/37 is confusing.
- Bus / Rail integration – suggested bus-stop in Onslow Street

### **Environmental**

- Excessive vehicle noise – e.g. Worplesdon Road, Salt Box Lane and Shepherds Lane
- Full time traffic lights - Dennis roundabout and elsewhere
- Superfluous traffic lights - Dennis roundabout
- Alternative fuel buses and taxis – strategy needed to encourage less polluting fuels

## 4 CONCLUSION AND REASONS FOR RECOMMENDATIONS

### A holistic approach

- 4.1 Whilst each issue usually has a simple solution available for it, many issues could be resolved by taking a wider perspective and implementing a co-ordinated solution. It is hoped that this co-ordinated approach will be more cost effective than the piecemeal solutions. For example, reducing the amount of 'rat-running' may also have the effect of reducing traffic speeds and solving pavement parking issues.

### Tier 1 – diversion of traffic around Stoughton

- 4.2 The principle behind the Tier 1 solutions proposed is that external traffic is diverted around Stoughton. Due to its proximity to the A3 and other destinations a lot of traffic is drawn through Stoughton. Tier 1 solutions address the reasons why traffic prefers to cut through Stoughton rather than divert around.

### Tier 2 – management of traffic flows within Stoughton

- 4.3 Although Tier 1 solutions should reduce the amount of external traffic passing through Stoughton, local traffic will remain. Tier 2 solutions aim to keep any remaining external traffic out of residential areas and that the only appropriate traffic is local traffic. This is the principle applied to modern day estate layouts where there are deliberately no convenient cut-throughs that can become 'rat runs'. SCA believes that by removing the existing convenient cut-throughs within each area, external traffic will be contained to the major routes through Stoughton i.e. A322 Worplesdon Road, A323 Aldershot Road, A3, and to a lesser extent Shepherds Lane / Stoughton Road and Salt Box Lane. Road closures are suggested at the following locations:

- Sheepfold Road at its junction with Worplesdon Road
- Byrefield Road and Belmont Avenue at their respective junctions with Worplesdon Road.
- Grange Road at a point near Railton Road.
- Manor Road at its junction with Stoughton Road
- (Access between Manor Road and New Cross Road should be re-opened)

### Tier 3 – resolution of specific Stoughton traffic issues not covered by Tiers 1 and 2

- 4.4 This tier deals with localised (within Stoughton) issues such as residential parking, excessive speeds and vehicle noise.

#### **Tier 4 – miscellaneous issues within Stoughton**

- 4.5 This group of solutions deals with either specific, isolated issues (such as Northmead School) or with general issues such as alternative fuel policies that do not fall into Tiers 1 to 3, some of which are detailed below.

#### **Planning Policy regarding On-street Parking**

- 4.6 SCA believes that in an affluent area such as Guildford, planning policy is not an appropriate mechanism for modifying people's travel habits; it is not realistic to impose planning restrictions on the number of car spaces available per new property built. The consequence of these policies is that the existing residents suffer as newcomers compete for space to park their cars on the road. Residents who concrete over their front gardens to create off-street parking areas may be increasing the severity of flooding following heavy rainfall. Guildford is already prone to flooding and nothing should be done to make it worse.
- 4.7 SCA would urge both SCC and GBC to reconsider the current planning policy for off road parking spaces. A far better alternative would be to enhance public transport as an alternative to car use.

#### **Public Transport Policy**

- 4.8 Whilst it is clear that there is financial commitment to public transport as demonstrated by the installation of bus lanes etc, it is equally clear that there is not an effective customer-focused approach to public transport. This is indicated by the lack of integration of bus routes with the railway station. The lack of comfort of buses needs to be addressed. SCA would expect research to show that bus users are generally people who are unable to afford to travel by car; bus users are therefore a captive market and bus operators have no incentive to improve services.
- 4.9 SCA urges that rail and bus systems are integrated more effectively, marketing of bus services is improved and passenger comfort is addressed.

#### **Dangerous parking**

- 4.10 The evidence shows that there is great propensity for drivers to park dangerously in order to reduce the distance they have to walk e.g. parking directly outside shops even if there is no designated parking area.
- 4.11 SCA feels it would be better to provide safe designated parking spaces in such places e.g. areas outside both parades of shops in Worplesdon Road (just north of Aldershot Road and between Sheepfold and Byrefield Roads). SCA also welcomes enforcement of existing parking regulations or using bollards to deter dangerous parking.

**Disabled access – Woodenbridge footbridge**

- 4.12 SCA would like to see the barriers that are preventing disabled access modified or even removed completely to allow wheelchair users to cross the A3 at this point.

**Excessive vehicle noise**

- 4.13 The approach of the SCA report has been to remove the cause of the problem rather than request enforcement of laws and regulations. However, this is one instance when enforcement is the only solution. Accordingly, SCA requests that Guildford Police give policing modified vehicles the necessary attention in order to reduce nuisance caused.

**Environmental**

- 4.14 SCA request that SCC and GBC take a proactive approach to encouraging the use of fuels other than diesel for their own vehicles and for public transport.

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This summary was prepared by Diccon Bright of the Guildford Community Support Team. The original report was prepared and edited by Mark Lavender on behalf of Stoughton Community Association.