

LRAG News Update – 12 September 2023

Progress of Public Engagement Arrangements

Two documents arrived on 6th September: a 15-page draft Engagement Questionnaire and a 34-page Guildford to Burpham Design and Traffic Management proposal. These are due to be discussed at the next stakeholder reference group meeting on 13th September.

The titles, “draft” and “proposal” might lead one to believe that there is scope for input to allow amendment and improvement. However, the 2 working days following the 13th, up to the start of the engagement period on 18th September, leaves little expectation that recommendations for change will be welcomed and acted upon. Indeed, it is understood that the letters to all local households, describing the scheme and encouraging public involvement, may already have started arriving at some addresses.

The content of this letter has not been shared with stakeholders, nor had the details of the drop-in events which appeared on the SCC website sometime on Saturday 9th September: [4 drop-in sessions](#). It is a clear indication that stakeholders are not held in any form of regard, whatever claims of co-production are published.

The quality of the 2 afore-mentioned documents has left members of LRAM committee, chair of Boxgrove Park Residents’ Association and chair of Guildford Residents’ Association horrified at the ineptitude of the survey, and appalled at the fact that drawings of the design were supplied at such a poor resolution that none of the fine detail was legible.

Repeated requests for more readable versions eventually produced high resolution versions. Significantly, they also produced a correction to an earlier assertion that carriageway widths were never less than 6.5 metres, whereas they had to be less at some pinch points. Would this information ever have surfaced with LRAM’s intervention?

Comments on both documents (8 pages and 3 pages respectively) have been sent to the chair of the STRG, sufficiently in advance of the meeting, with a request that they are circulated to other attendees to make them aware of our concerns. High hopes are not held for such an outcome, but paper copies will be offered at the meeting if that does not occur.

Modelling of Traffic Flow for London Road

The meeting about modelling traffic flow took place as planned on 6th September. None of the LRAM attendees gained much confidence about the process, and left without significant data, which they were assured would be provided at the drop-in events. A more detailed summary is available on [LRAM’s website](#).

Key Facts

The impression gained about SCC’s existing engagement plans is that they do not live up to the guidance recommended within the Cycle Infrastructure Design document, in that they fail to present a balanced view about the benefits and are not frank about the disadvantages.

In order to ensure that matters of concern are adequately aired, LRAM commits to publish a page or pages of Key Facts on their website. This will not be in the form of an opposition to the Scheme, but a series of questions, which may not have been given places for contemplation within the SCC publications. The objective will be to provide items for public contemplation during any survey completion. Watch this space!