









NICK GALPIN

VISION OF CRANLEIGH EXHIBITION CRANLEIGH ARTS CENTRE 3 – 26 January 2019

4<sup>th</sup> January. The concept of a thriving social and cultural village is good, but does need to include the business community as well. So some good ideas here, but we could not survive a completely closed High Street, and Cranleigh deliveries after 4pm would be impossible – only major retailers have the power to dictate delivery times.

As a retailer I'd be happy to be involved in discussions about the social and cultural aspect in particular as we do need to attract visitors into our stores, but also to the Arts Centre and other such institutions Richard Womack

Pie in the sky idea! Val.

4<sup>th</sup> January. Great.....But NOTHING NEW. Proposals were made by Royston Grout and Gordon Thomas MANY YEARS ago. Putting a road through Snoxhall via Village Way then along the railway track to Elmbridge.

However that previous idea suggested a 1 way system keeping the High Street open in one direction etc. If it could be accomplished maybe your suggestion is better.

Berkeley Homes were asked to allow a through road in their new development, to also [alternatively], have a one-way system, but refused to consider it. Good Luck! Paul Withers tel 273680.

4<sup>th</sup> January .Lovely pictures - never going to work. By-pass goes through Knowle Park Initiative.

8<sup>th</sup> January Who's going to pay for this? Not SCC, who can't afford to fill potholes or provide any safety improvement where Knowle Lane joins the High Street! It also looks as if the Relief road will now go through the KPI site. How do they feel about that? And how will users of Snoxhall fields feel about a relief road alongside the protected green space? Good luck. Jane

8<sup>th</sup> January . Let's be positive! I think it is a brilliant idea and would fully support it - don't give up. Sue Kidd.

11<sup>th</sup> January. There will be problems – delivery and finance obviously - but if the centre of Cranleigh is to survive, I believe it needs to be a 'destination' not just a shopping if you have to. The concept is lovely – hope it goes to more detailed work . Andy Haris

12<sup>th</sup> January. Great ideas, everything has to start somewhere; thanks for the effort you have put in. Rapley

This proposal is 'pie in the sky'. A relief road that is highly unlikely to get permission. S.A.H.

Ambitious, certainly. Just wonder what scenario like for continued growth in footfall, weight of

traffic, access to High Street. Something will need to happen if environment etc to be kept sane!  
Jon Lucas. 16<sup>th</sup> January 2019

Excellent ideas if money allows. Feel the gateway across the common from Paul Eaton to the pond would ease traffic congestion/pollution on that stretch of road. Peggy McManus.

Great idea, lots of positives. We really need to address the traffic problem, will only get worse.  
Liz Annan. Good luck

It's the most positive thing I've seen since Waverley decided to ruin Cranleigh.. This might just redress the not very positive aspects of Cranleigh's changing face.

Thank you Nick Galpin and team for taking the trouble to present this vision of Cranleigh – it is a very positive presentation and does confront many issues that are due to present themselves with the enormous developments occurring in Cranleigh. I do hope the Councils can see the need and I am sure that with the right funding plus continual support this prospective cultural area plus relief road can be brought to life. Many thanks again.

Excellent scheme to transform the Centre of the village into a modern pedestrian Centre, free from traffic for most of the day, making it a safer environment for all residents, young and old. The relief road is a simple but effective solution, and in road construction terms, relatively cheap to construct.  
C.J.H. RIBA.

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## RESPONSES TO EMAIL ON PROPOSALS FOR CRANLEIGH HIGH STREET

1. From David Mann to the rest of the steering group [Cranleigh Neighbourhood Plan] 28<sup>th</sup> March 2016].....

“Nick Galpin is a resident of Cranleigh and an artist. For some time now he has been working on his ideas for Cranleigh High Street. Last year he produced a number of drawings showing his proposals for a partial relief road to allow part of the High Street to become pedestrianized. [copies available if you want them]. Now he has completed 5 paintings of Cranleigh High Street as it might look if the relief road went ahead.

We all know that funding is the main stumbling block to a relief road. However that does'nt mean we can't think how the High Street might be transformed if it were possible for it to go ahead. I think Nick's paintings speak volumes and that is why I thought you should all see them.”

If you are unable to download the attachments you can view them by clicking on this link.  
<https://www.dropbox.com/sh/yurimzf48opi6bq/AABAMBTOb3grM-Tz1tqBO2XOa?di=0>

[Nick Galpin worked in association with Bob Callard, a local architect]

2. Responses from the steering group - 29<sup>th</sup> March 2016.....

“A picture is worth a thousand words” - lovely work – Deena Goff.

“Good artist impression, where does the traffic then go, has a by-pass also been built?” - Philip Townsend.

“Excellent-. This is our vision for the village! Let's use in our plan.” - Peter Seaton.

3. “I believe we need a relief road.” - Charlie Field CBC.

4. “My suggestion would be to widen the High Street to make room for increase of traffic. Could be four lanes by using unused grassland and verges. Increase and enlarge car parks where possible behind shops.” - Winnie Field CBC.

5. Dear Nick and Bob, thank you for sharing your beautifully illustrated plans with us. I was most interested to see these and have passed them to the County Council's senior highways engineer so that he is aware of your innovative ideas..Kind regards. Alan Young..”

6. “Dear Mr Galpin and Mr.Callard, Many thanks for your email of 2 June, and for sharing your imaginative ideas for the future of Cranleigh. I hope that the circulation of your email will also have included the Parish Council, Cranleigh Society, and your Borough and County Councillors. Your suggestions would certainly change the way Cranleigh looks and feels, and no-one should ever be afraid to put forward innovative suggestions to problems, however longstanding they may be. Road-building is of course expensive and to achieve your vision for the village would require considerable investment, both financially, and in terms of public and local government support. I do hope you will also share the reaction and responses you see from those to whom you have sent your email. Please do keep in touch and let me know at any time if you think there is anything I can do to help. I am a big fan of what used to be known as 'home zones' – excellent ideas! Best wishes,  
The Rt Hon Anne Milton MP, Member of Parliament for Guildford.

7. Dear Nick, thanks for all your work on plans for the High Street. I think much of it is excellent, and the ring road has lots to commend it. One concern – cars parked at 45 when the High Street is open for one-way traffic: they will have to be reversed in or out, into the path of moving traffic. Best Wishes, Mike.- From Mike Payne. 25<sup>th</sup> July 2016..

## QUESTIONS AND ANSWERS ABOUT CRANLEIGH HIGH STREET PLANS AND PAINTINGS:

1. Are you and Bob Callard working on your own on this, or as part of some group? Bob and I have been working on our own on this, on and off over the last 14 years. We both have architectural backgrounds, and I also worked as an artist for a few years
2. N/A
3. How does this relate, if at all, to the Cranleigh Neighbourhood Plan? The neighbourhood Plan steering group have seen the drawings and photographed them and put them on the web-site under 'other documents'. We were encouraged to send the drawings out to anyone we liked.
4. Has there been any consultation with Cranleigh Parish Council, Waverley Borough Council or Surrey County Council Highways? Cranleigh Parish Council members have been sent the email, as well as the Borough Councillors for Waverley, and Alan Young County Councillor. He wrote to say that he had passed the plans on to the County Council's senior highways engineer. Apart from this there have been no other consultations, so far.
5. What sort of Planning Permission would be necessary? We hav'nt looked into this, yet, but the first step would be consulting with SCC Highways teams tel 0300 200 1003.
6. Has there been any consultation with Cranleigh residents and others who would be affected? Who was on your email circulation list? We have not yet had any consultations with Cranleigh residents and others who would be affected, but we have sent out 290 emails so far [with plans and paintings attached], to almost entirely Cranleigh residents. We sent one also to Anne Milton MP.
7. I don't see any information on costings – is there any information? We don't have any yet, although someone gave us an estimate for the relief road some time back
8. Who would be expected to pay for the various elements? We could examine the case of Fountain Square to see how that was funded.
9. Is there a project plan for following up on these proposals? I imagine a project plan would follow on after a substantial approval by Local Authorities and the community.

Questions by Maggie Atkins. Answers by Nick Galpin and Bob Callard. 2016 - 2018

## REGENERATION OF CRANLEIGH HIGH STREET

I believe the best solution for the future requires a relief road, This would benefit both the traffic, by allowing it to flow more easily, and, pedestrians by allowing the street to be closed to traffic for periods of time by means of, a 'gate'. This is not a new idea. Some examples of this are: Guildford High Street, Leatherhead High Street, and Godalming. When the 'gate' is closed, the street becomes quiet, conversation and reading are easier, and street musicians and actors have no competition from traffic noise. The street becomes safer, and healthier because of the absence of fumes. Street cafe's flourish, eg Fountain Square.

Markets, processions and pageants have a better and safer setting.

Deliveries to shops could be restricted to after 4pm when the gate is open

More trees could be planted to give shade to seats