



SURREY
COUNTY COUNCIL

PUBLIC QUESTIONS AND RESPONSES

**SURREY COUNTY COUNCIL
LOCAL COMMITTEE – WAVERLEY
26 January 2007**

1. From Mr David Kirkham

Your response to Mr Roland Seber's question at the Local Committee in April 2006 left me puzzled; the description of the cycle path along Meadow (Godalming) didn't match my experience of the 'facility'. In November I walked along the entire length of the path measuring its width at over 40 locations and found that it was only more than 2.0 metres wide for the first 240 metres (heading north) and that the majority of the path was less than 1.5m wide (for about 880 metres out of 1260 metres). My measurements seem to be considerably different from yours - I would like to know between what points you are measuring when determining the width of the path.

Secondly you state that there were no objections from the Waverley Cycling Forum or the Police. While the Waverley Cycling Forum did not object to the proposal it did register a concern that the width was only 2m. It is implicit that support was conditional on this minimum width being achieved. Clearly the implementation of the scheme doesn't agree with the information passed on by the Cycling Forum. How can this situation be avoided in the future?

Response

It is acknowledged that the cycle facility does not meet with national recommended standards, in that the width is less than 2 metres in places. This is because the route comprises an existing footway, which cyclists are now legally permitted to ride along. This footway is relatively lightly used by pedestrians, and on balance it was felt that allowing cyclists to use it would be of benefit, as some find the A3100 intimidating if they are riding along the road itself. So it provides an alternative to the road, especially for younger and less confident riders, and makes more use of the footway.

Upgrading the path to 2m width along its entire length would be costly, no funds being currently earmarked for doing this, and it is not recommended that the Committee allocate funding from their 2007/08 budget for the purpose. While the facility as it exists is a compromise, it does at least offer an alternative for cyclists which they can elect not to use, where previously it would have been illegal for them to ride a bicycle on this footway. Notwithstanding this, the highway maintenance engineer for Waverley has been asked to ensure vegetation is cut back in the near future to provide as much width as possible.

In future, as before, cycle schemes will be discussed with the Waverley Cycle Forum as they are developed. Every effort will be made to ensure that the forum understands where there are likely to be departures from national standards, and the reasoning behind such departures.

2. From Mr Steve Cosser

In response to my question to the Committee on 9 December 2005 I was told that implementation of the revised arrangements for parking enforcement in Waverley was 'programmed for September 2006.' Why has it not been possible to adhere to this date and when can people in Waverley now expect to see the new arrangements in place? In particular when might we see enforcement staff actually out on the streets of the borough dealing with the problems that have grown and festered in recent years as a result of the failure to expeditiously introduce the new arrangements ?

Response

The implementation of Decriminalised Parking Enforcement (DPE) was programmed in December 2005 for September 2006. Following discussions between Waverley Borough Council and Surrey County Council regarding the availability of Department for Transport resources to undertake the necessary processes involved with implementing DPE, the commencement date has been set for April 2nd 2007.

The County Council is currently paying for the overtime of Surrey Police officers in order to undertake enforcement of existing waiting restrictions. This will remain the case until DPE comes into effect on 2nd April 2007.