

**LOCAL COMMITTEE (WAVERLEY)****PUBLIC QUESTIONS AND
RESPONSES****12 SEPTEMBER 2008****1. Mrs Celia Sandars (Farnham)**

Has the Committee been given detailed information on the costs of implementing the measures proposed for Farnham town centre within Waverley Borough Council's Air Quality Action Plan ? Has the Committee detailed or other information on the proposed source(s) of funding to implement these measures and how and when this/these fund(s) will become available ?

Response

Costs have not yet been estimated beyond an initial judgement in the Air Quality Action Plan (AQAP) that "individual measures may incur low to medium costs while the final package as a whole may have a high cost". (AQAP page 15). Thresholds for high/medium/low are set given in guidance by DEFRA and quoted on page 12 of the AQAP.

Funding is discussed in the report to be considered a Item 7 on the agenda for this meeting of the Local Committee.

2. Ms Cherry Allan (Godalming Cycle Campaign)

Does the Committee agree that it is important to encourage people of all ages to travel by foot or by bike, and that one way to do this is to make their local road environment safer and more pleasant by tackling anti-social driving ?

If so, would the Committee also agree that addressing excessive and inappropriate speed is vital and that measures should be taken to create a culture where drivers expect low speeds along the streets where people live and children want to play ?

The Department for Transport says that a pedestrian has about a 2.5% chance of dying if hit at 20mph, 20% of dying at 30mph and 90% at 40mph, so will the council consider 20mph speed limits as the best option for most residential streets in Waverley ? Would they be willing to follow the example of Portsmouth, where an area-wide 20mph scheme in residential streets has already been introduced with the overwhelming support of the local community ?

Response

Surrey County Council actively promotes cycling and walking as alternatives to using the car, to the benefit of individual health, as well as reducing vehicle emissions. The County Council also pursues a speed management policy to regulate driver speeds, and lower speeds make cycling a safer and more pleasant experience.

Annex 1 of Item 14 demonstrates the Local Committee's ongoing commitment to meeting these objectives. In the current financial year reduced speed limits have already been introduced in Frensham, Millbridge and Shortfield Common. Lower limits will also be introduced in Cranleigh and Alfold. Funding has been allocated to develop and introduce cycle routes in both Farnham and Cranleigh. Earlier in the year, thirteen new Vehicle Activated Signs were installed across Waverley to encourage drivers to watch their speed, and officers work with the Police to promote the Community Speedwatch initiative.

While the idea of introducing 20mph speed limits in most residential roads in Waverley may sound attractive, it would require fundamental changes to the County Councils Speed Limit policy. At present 20mph limits are only considered if they are accompanied by traffic calming measures which ensure that speeds are reduced to this level, or where speeds are already close to 20mph. The cost of introducing traffic calming to reduce speeds to 20mph in a given residential area would be prohibitive, so a policy change would be required to make the change to a lower limit without traffic calming.

In view of the above, the question has been referred to the County Council's policy unit for consideration.

3. Two linked questions from the South Farnham Residents Association

At the last Local Committee meeting, a member of the South Farnham Residents Association (SOFRA) asked an informal question about when

the, long promised, wooden posts would be installed in Waverley Lane and in Tilford Road to protect the grass verges. The answer given was that, although Surrey Highways felt that, in the case of grass verges, planting of trees was a better solution, these particular posts would be installed, before the start of the Autumn school term.

Tilford Road (from Mr Andrew MacLeod)

The residents of Tilford Road have long complained about the inconsiderate and dangerous parking of the some of the school parents on the grass verge at school run times. This grass verge is an attractive feature and was being constantly damaged by this parking. The parking was dangerous, as the verge is quite high off the road, it runs right up to the traffic lights where many children cross the road and it is opposite to the site of the Coley House redevelopment into a block of flats.

The posts recently installed in Tilford Road are not wooden posts, but 15 very ugly black and white striped plastic posts, completely spoiling the look of the road at that point. The installation of the posts is open to question. They have been installed about 11 feet apart, far closer together than is necessary to prevent parking. This aggravates the problem of their ugliness. The Council's own wooden posts in Waverley Lane near to Lynch Road do exactly the same job of preventing parking on a grass verge and they are 18 to 20 feet apart.

The run of posts finishes over 30 yards from the traffic lights. This is an area where parking previously took place. We will have to wait and see if the new posts deter parking in this area.

We would like to understand the Council's thinking on this issue:

- Why were wooden posts not installed, as they would have looked in keeping with the area ?
- If cost is the issue what is the cost of a wooden post and what is the cost of a plastic post ?
- If the Highways Service thinks that trees are a better solution, why was this not adopted in this case ? SOFRA knows what trees cost, as with Council permission, we installed two recently in Waverley Lane at a cost of around £25 each.
- The Coley House Developer has now installed some wooden posts on his own side of the road to protect a grass verge near to the site entrance. Was the developer asked to fund part or all of a wooden post solution as SOFRA suggested to Surrey Highways and Councillors ?

Waverley Lane (from Ms Zofia Lovell)

To our considerable disappointment nothing has happened in Waverley Lane. The Waverley Lane posts were first requested by the SOFRA chairman to the then Local Highways Manager (LHM) in 2007 and an

agreement was reached to install them, along with a number of wooden posts in Menin Way at the traffic light end of the road, to counter the increased driving on the pavement at school run times.

Six wooden posts were installed in Menin Way shortly afterwards. We are very happy to give Surrey Highways credit for doing this fairly promptly and efficiently and these posts have significantly improved the driving discipline, safety and the protection of the pavement and underlying services at that end of the road in Menin Way at school run time.

However, despite a reminder, nothing happened about the Waverley Lane posts. We decided to try to speed things up in February 2008 by producing a map of exactly where we wished to see the posts installed. This map was e-mailed to the LHM on 21st February 2008 and it showed:

- 2 posts, matching the existing wooden posts at the school entrance, to be placed outside St Polycarp's school at the southern end of the zigzag yellow lines between the tree and the lamppost, where the grass verge is being heavily damaged by heavy vehicles mounting the verge.
- 3 posts to be placed at the southern side of the junction of Lynch Road and Waverley Lane, opposite and matching the existing wooden posts on the north side. Again at this point the grass verges are being heavily damaged by vehicles mounting the verges.

On the same day, 21st February 2008, the LHM copied SOFRA in to an instruction to one of his staff to arrange for the installation of the posts. Nothing actually happened. Informal reminders have not worked, including our informal question at the last Local Committee meeting, so we are now raising this issue as a formal question to the Local Committee: we would like to ask when the Highways Service will carry out a commitment first made over a year ago.

Response

A review of on-street parking restrictions in Farnham is currently under way, and the South Farnham Residents Association has been very helpful in moving this forward by suggesting alterations to yellow lines in roads to the south of the level crossing. A report on the results of the review will be considered at the December meeting of this committee.

In the past, various undertakings have been made to provide bollards to deter vehicles mounting verges in the area around Waverley Lane and Tilford Road, and some bollards have been installed. However, since parking restrictions in these roads may change as a result of the review, it would make sense to wait until any changes are determined before deciding whether the provision of more bollards, or alternatively licensed planting, is considered desirable.

The black and white bollards recently installed in Tilford Road are the result of one such earlier undertaking. They are temporary in that they

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were put in to see how they affect driver behaviour (to see whether the problem moves elsewhere) and they will be replaced by timber units (currently on order) in the near future. The comments on spacing are noted, and when the permanent bollards are installed they will be set further apart.

It is also intended to install a number of timber bollards in Waverley Lane at St Polycarp's school in the near future to complement the recently marked school bus stopping spaces.