



LOCAL COMMITTEE (WAVERLEY)

PETITIONS: PROPOSED RESPONSES

11 DECEMBER 2015

The following petitions have been received:

1. **A petition presented by Mrs R Burbridge requesting a pedestrian crossing over Cranleigh High Street to be located between the Baptist Church and Jewson's depot.**

Proposed response

The Cranleigh and Eastern Villages Task Group met in November to consider requests for new highway schemes and prioritise such schemes for inclusion in the 2016/17 programme promoted by the Local Committee (see Item 14: *Highways Budgets for 2016-17* in the agenda for this meeting). The task group did not prioritise a new pedestrian crossing located between the Baptist Church and Jewson's on the High Street Cranleigh since it was felt unlikely that the numbers wishing to cross at any one location here justified a new zebra or pelican crossing and additionally that such a crossing could result in the loss of on-street parking serving local shops. The request will, however, remain on the list to be considered in the future.

2. **A petition presented by Mr Derek Joseph requesting speed management in High Street Green and Pickhurst Road, Chiddingfold.**

"We wish to introduce greater speed control on Pickhurst Road, High Street Green and Fisher Lane on the outskirts of Chiddingfold. These are undulating, winding country roads bordered by hedgerows, footpaths, bridleways and homes. There are no pavements as the roads are very narrow and there are many cyclists, horse riders and walkers passing through, as well as cars and larger commercial vehicles.

The speed limit is currently 60mph, and we wish to bring this down to 40mph, with appropriate signage. We fear that it only a matter of time before a cyclist, horse rider or walker is seriously injured or worse."

Proposed response

Pickhurst Road and High Street Green are both subject to the default national speed limit for unlit roads of 60mph, as are the majority of rural roads throughout the

country. For nearly all rural lanes it is not possible to drive safely at 60mph and motorists are expected by law to drive at speeds which are safe with respect to the nature of the road and prevailing weather conditions, regardless of the speed limit. Failure to do so can result in prosecution. In order to introduce a lower speed limit an assessment must be carried out in accordance with Surrey County Council's (SCC) *Setting Local Speed Limits Policy*, which can be found on the SCC website:

http://www.surreycc.gov.uk/_data/assets/pdf_file/0011/28748/Setting_Local_Speed_Limits_Policy_July2014.pdf

This assessment is based to a large extent on current speeds which are measured using loop equipment. Such an assessment is almost certain to suggest that a lower speed limit could be introduced in line with the speeds at which the majority are currently travelling, usually 40mph or 50mph. Once the assessment is complete the new limit must be advertised in local newspapers, any objections considered and resolved, before a traffic regulation order is made and signs are installed. In unlit roads circular signs reminding drivers of the speed limit must be placed every few hundred metres, which some consider unwanted clutter of country roads.

This petition was submitted too late to be considered for prioritisation for the 2016/17 programme at the November meeting of the Cranleigh and Eastern Villages Task Group and will be added to the list of requests to be considered for the following year.

3. A petition presented by Ms Emma Ayres and Mr Daryl Woodley requesting improved safety on the road running through Alfold.

“Following the tragic death of a woman in her 50's, we feel the need for something to be done to make Alfold a safer place on the roads. One death is too many and something needs to be done before more families are affected and have to suffer bereavement due to a road traffic collision. As a community we need to stand together and fight for something to be done so that we feel safer on the roads and safer within our community. That is why we all need to sign this petition so that the Highways department actually take note of the issues that we feel need to be addressed. So I urge you all to sign the petition to make the right people sit up and take notice.”

Proposed response

Surrey County Council Highway Officers and the local county councillor have met with residents and Parish Council members following the recent fatality to discuss road safety in Alfold village. The Cranleigh and Eastern Villages Task Group agreed to prioritise a feasibility study to look at all aspects of road safety including speed limits throughout the length of the village. If approved by this committee, the study will be included in the 2016/17 Highways Works Programme. In the meantime a small number of sign improvements will be considered subject to available funding.

4. A petition presented by Ms Miriam Forster and Ms Rachel Hill requesting a pedestrian crossing over Falkner Road, Farnham to improve safety for pedestrians, especially children.

“Falkner Road, Farnham can get extremely busy during the day. There are always several cars parked along at least one side of the road which makes it difficult to cross the road safely. This road is the main route to school for many children from Potters Gate, especially as many parents park in the Upper Hart car park. It is also

home to UCA (The University of Creative Arts) and Cobgates (Nursing Home), so there are always several people of all ages crossing this road throughout the day.

Several parents are increasingly concerned for their children's safety as there have recently been some near misses with cars seemingly appearing from nowhere due to the visual restrictions the parked cars provide. We are desperate to see a pedestrian crossing put in place as we feel that it would benefit not only our school children, but also the Students from UCA and the community as a whole.

Please help us to keep our children safe and sign this petition !”

Proposed response

Falkner Road is subject to waiting restrictions with marked parking bays at various staggered intervals throughout its length and double yellow lines between the bays, where it is safest for pedestrians to cross. The police have recorded no personal injury accidents in Falkner Road within the last five years; damage only collisions and near misses are not recorded. Pedestrian crossing facilities can range from low-cost uncontrolled dropped kerbs with tactile paving to zebra crossings and signal-controlled puffin crossings.

This petition was submitted too late to be considered for prioritisation for the 2016/17 programme at the November meeting of the Farnham Task Group and will be added to the list of requests to be considered for the following year.

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