

**SCC LOCAL COMMITTEE (WAVERLEY)
9 March 2018**



ITEM 8 - WRITTEN PUBLIC QUESTIONS

1. Mrs Milne has asked the following question:

My husband and I run a business that overlooks the one-way system. On a near daily basis, my colleagues and I witness cars, vans, and sometimes lorries coming around the one way system the wrong way, often at speed. We witness drivers making what could be a fatal error often daily, but at a minimum bi-weekly, and sometimes, twice in the same day. Could you please advise what action can be taken before there is a serious accident that could easily result in a fatality, or life changing injuries? (Please see attached letter at Annex A)

The Area Highways Manager (South West), provided the following answer:

An analysis of the collision data for this location shows that there are no recorded injury accidents on file involving vehicles travelling in the wrong direction along Dogflud Way, which does not indicate a particular safety problem currently exists in terms of a history of poor road safety. Although officers recognise the potential for such an incident.

Surrey County Council Highway Engineers and Surrey Police Road Safety Officers have visited the site to assess the situation regarding vehicles travelling the wrong direction along Dogflud Way. The existing signs have been checked and are correct as per the current guidance contained within the Traffic Signs Regulations and General Directions 2016. The officers also visited the cycle Shop 'Hoops Velo' which is situated at the corner of Woolmead and East Street opposite Dogflud Way. Staff in the shop indicated that they had witnessed on occasion vehicles travelling towards Dogflud Way and felt that motorists may be inadvertently turning right on to East Street and travelling towards Dogflud Way when exiting St Cross Road. They could not confirm the regularity of the occurrences. Signage is present in St Cross Road and East Street to advise drivers to turn left as they approach the junction with East Street, however, the officers did identify an additional sign and road marking that may help to further highlight the one way system. Installation of these items is likely to be in the April/May.

A potential long term solution could come from the proposed junction alterations for Woolmead, East Street and Dogflud Way which form part of the planning conditions for highway mitigation measures relating to the East Street Brightwells and Woolmead developments, which will significantly change the layout of the junction and the direction of travel around the one way system. Officers can take into account the existing problems when approving the new proposed general arrangements.

2. Mrs Hacker, submitted the following question:

“Langham Close has a long history of disrepair. It was included in Project Horizon with Catteshall Lane. Given the state of the road and due to the surface it was then considered to be a stand-alone project and was due to be re-surfaced in May - November 2017. This did not happen and now it seems that our road has been removed from the list altogether, despite its continual deterioration and hazardous surface. Our question to this committee is, “why and is this acceptable?”

It was agreed that the Cabinet Member for Highways would provide a written response following the meeting.

3. Mr Fawkner-Corbett on behalf of residents of Common Road, submitted the following question:

In order to stop heavy vehicles from using Common Road, when approaching from the Guildford Road direction, we would like the entrance to the road to be physically narrowed by width restriction bollards. We are therefore requesting the support of the Local Committee to move this forward, and to ensure that it is included in the Surrey Highways programme of works. (Please see attached letter at Annex B)

The Area Highway Manager (South West), provided the following answer:

The entrance to Common Road at the junction with the B2128 Guildford Road is currently a narrow, single lane, one way system that measures approximately three meters in width. Surrey County Council would not propose to further narrow the carriageway and introduce a width restriction at this location as this may adversely affect access for emergency services potentially increasing response times and access for refuse collections and deliveries within the road.

If residents are reporting high numbers of heavy good vehicles using the road as a short cut to Amlets Lane a 7.5t weight restriction could be considered which would prevent Common Road being used except for access purposes. The Waverley Local Committee would need to consider, prioritise and fund the request as part of the proposed 2018/19 highway works programme. The estimated cost to assess and introduce a formal weight restriction on Common Road is likely to be approximately, £15,000 which is based on other similar schemes carried out in the past.

Mr Fawkner-Corbett asked the following supplementary question at the meeting:

With the proposed increasing population in the Cranleigh area, there was a need for urgent effective mitigating action on the highways network.

Local Members County Councillor Dr Povey and Borough Councillor Liz Townsend provided the following response: They supported the comments made by Mr Fawkner-Corbett, and it was noted that Cllr Townsend would be working with rangers to introduce bollards to reduce erosion of the common.

4. Cllr David Beaman, Farnham Town Councillor, has asked the following question:

To what extent is Waverley Borough Council involved in the current evaluation by Surrey County Council of identifying those roads which will be put forward for inclusion in the proposed Major Road Network and thus qualify for consideration for investment since this appears to be the best opportunity to help secure funds for construction of a Wrecclesham Bypass?

The Cabinet Member for Highways, provided the following response:

Waverley Borough Council was a consultee to the proposed Major Roads Network, the same as Surrey County Council. The Wrecclesham Bypass was one of the schemes currently under consideration for submission.

Issue Regarding Road Safety on Dogflud Way

Annex A

I would like to draw attention to an important safety issue on the one-way system around Dogflud Way in Farnham, which causes me considerable concern.

My husband and I run a business that overlooks the one-way system. On a near daily basis, my colleagues and I witness cars, vans, and sometimes lorries coming around the one way system the wrong way, often at speed. We witness drivers making what could be a fatal error often daily, but at a minimum bi-weekly, and sometimes, twice in the same day.

I have reported this issue to Surrey County Council's Highways on several occasions, and they subsequently inspected the signs. They reported that the signage is sufficient, and that the matter should rest with the Police. I have spoken to the Police, who would be happy to prosecute. Prosecution after the fact does, however, defeat the object of prevention.

I suspect the County Council's hands are tied given squeezed budgets and the fact the inspectors consider the signs to be appropriate (notwithstanding that we've seen a council van make the same error...). SCC's most recent reference is ME-157650 - DOGFLUD WAY, FARNHAM, and their most recent response is attached.

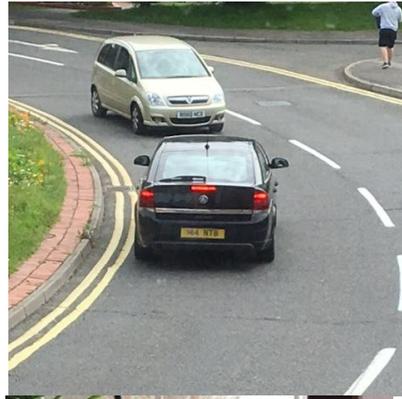
I fundamentally cannot accept that the signage is adequate, given the regularity of this occurrence. I have collected several photos, but not of every incident, as often we're only alerted by beeping, at which point the car pulls over, or turns into the sports centre car park as a refuge. We don't know if the cars come from behind Woolmead and cross the hatching, or come from the road next to the old Jaguar garage, and mistakenly turn right, or both. Sample photos are attached to this email letter.

I have pointed out to the Highways Department that there is a children's skate park and gym on this road, and children in particular don't always look both ways on a one way road, as they are not expecting cars to come in the opposite direction. Even as an adult, it's so easy to concentrate on the flow on oncoming traffic, that it's easy not to look the other way.

This is an accident waiting to happen, and a real threat to the safety of Farnham residents. It is frankly astonishing that I haven't yet witnessed an accident.

Could you please advise what action can be taken before there is a serious accident that could easily result in a fatality, or life changing injuries?

Thank you in advance for taking this issue as seriously as is required.



Width restriction bollards on Common Lane, Cranleigh

Annex B

As the representative of the residents of Common Road, Cranleigh, I would like to re-emphasise our concerns about the state of Common Road and the verges on the residents' side of the road. Over the last few years there has been increasing use of the road by heavy vehicles, some of which will be using the road to bypass Cranleigh via Amlets Lane. More recently with a new estate being developed on Amlets Lane itself, Common Road has become a useful access point for contractors' vehicles. As a narrow residential road, it is unlikely that it was ever intended to carry such heavy traffic. Compounding the significant problems created by these heavy vehicles, has been the increased use of the road for parking, frequently by the occupants of such

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vehicles parking in order to shop or work in the village. In addition, with the increased use of the road by commercial vans for parking, the carriageway becomes significantly narrowed, with the result that passing heavy vehicles frequently ride up on the grass verge. Such vehicles will have often have picked up speed once they reach the straight section of the road, making the damage to the verges and the already deteriorating road surface, that much worse.

The residents have been involved with SCC for over two years in an effort to highlight the problems being created by the volume of traffic using Common Road from the Guildford Road direction, and in particular by heavy vehicles. Our suggestions for speed limitation measures (20 mph speed limit, sleeping policemen, and the creation of a chicane) have all been turned down, mainly for financial reasons. The only road improvement has been for kerbing to be put in place on the Common side of the road, but this has only made all the problems with the residents' verges that much worse. The original understanding with SCC had been for the kerbing to be inserted on both sides of the road, but unfortunately this was unable to be funded. There is an increasing need for potholes to be repaired as the heavy traffic persists and the road surface continues to deteriorate.

By preventing heavy traffic from using Common Road, the rate of deterioration of the carriageway and verges would be slowed.

We very much hope that in its parking review SCC will have taken on the residents' requests for a chicane to be created by a 2-3 vehicle length of permitted parking on the residents' side of the road, adjacent to Tilehurst, and also the obvious need for double yellow lines opposite the residents' drives.

The road is too narrow to allow parking opposite these drives. All these measures would have obvious safety benefits.

With no pavement, and especially in winter, we very much hope SCC recognise the risk to pedestrians using the road

Our resulting request to the Local Committee is as follows: In order to stop heavy vehicles from using Common Road, when approaching from the Guildford Road direction, we would like the entrance to the road to be physically narrowed by width restriction bollards. We are therefore requesting the support of the Local Committee to move this forward, and to ensure that it is included in the Surrey Highways programme of works.





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