



## **SCC LOCAL COMMITTEE (WAVERLEY) 27 September 2019**

### **AGENDA ITEM 7**

#### **WRITTEN MEMBER QUESTIONS**

**1. Cllr Peter Clark, Farnham: Wrecclesham and Rowledge Ward, Waverley Borough Council, will ask the following question:**

“Could SCC Highways officers meet onsite with the Ward Borough Councillor, Peter Clark and County Councillor, Wyatt Ramsdale to discuss this option of creating a HGV turnaround, thus avoiding the nightmare traffic scenario of HGVs reversing along Wrecclesham Road Farnham and the danger this represents to the local residents?”

#### ***BACKGROUND***

Following numerous “Bridge Strikes” by HGV vehicles on the railway bridge on Wrecclesham Road, Farnham and a campaign by local residents, SCC Highways installed Vehicle Activated Signs (VAS) on either side of the bridge in June.

On the South side of the bridge, once detected by the VAS: “Over Height Vehicle Divert” HGV drivers take the necessary diversion by turning right along Weydon Lane to avoid the bridge. But on the North side of the bridge, over-height HGV drivers are warned by the VAS “Over Height Vehicle Turn Back”.

But it is too late to turn back, there is NO possible diversion and the road is too narrow for HGVs to attempt to turn around, so drivers of these extremely large vehicles have no option but to start reversing back down Wrecclesham Road to the Coxbridge Roundabout. Or even worse, reversing into The Hatches (private lane) or Wey Meadow Close (housing estate) attempting to turn around. This results in complete traffic chaos, danger to pedestrians, broken-up pavements and damage to private property. Residents even have to put up with the noise of HGVs reversing down Wrecclesham Road in the early hours of the morning.

When SCC Highways engineers signed off the installation of the signs, surely they must have realised the consequences of this? However, there is a possible solution to the predicament: Beside the VAS on the Northern side of the bridge, there is some vacant land where the National Flood School used to be located beside the Network Rail Depot. The use of this land could be changed to provide a turn-around for the HGVs in question.”

**Frank Apicella, SCC Area Highway Manager (South West), will give the following answer:**

[www.surreycc.gov.uk/waverley](http://www.surreycc.gov.uk/waverley)

## ITEM 7

Whilst new Over Height Vehicle Activated signs are now in operation, Officers remain aware of the continued issues at this location regarding Over Height vehicles reaching the bridge and have been considering the most appropriate next steps. Officers are happy to meet on site to discuss this further.

### **2. Borough Councillor Jerry Hyman, Farnham Firgrove ward, Waverley Borough Council, will ask:**

The 'Development Timeline' on Crest Nicholson's "brightwellsfarnham.co.uk" website states that in Autumn 2019;

*"Work will begin on improving levels of traffic in the town and the part-pedestrianisation of East Street. This includes the reconfiguration of the Woolmead loop road. These works will be done in phases to minimise disruption."*

The 'traffic reduction' and 'Park & Stride' proposals rely upon increasing congestion to the extent that shoppers consider it quicker and easier to (a) walk across town than drive and park nearer their intended retail destinations, or (b) shop elsewhere.

Crest claim to have assessed the impacts on pedestrians, traffic, air quality and the local economy using SCC's advanced Paramics modelling software, but it is clear from their 2008 Transport Assessment and EIA that in fact they did NOT model what is proposed (i.e. network changes shown in the s106 Agreement).

I have repeatedly raised this matter at Local Committee meetings and WBC Exec & Council meetings for more than a decade, and indeed at every Local Committee meeting since being elected 4 years ago - without ever receiving a truthful response.

At the March meeting, the chairman kindly assured Members that she would investigate and address this matter.

Please confirm that SCC cannot demonstrate Crest's modelling as it does not exist, and accordingly, please provide Farnham's residents and businesses with a genuine assurance that SCC will not allow Crest to commence the 'deliberate gridlocking' measures without first properly assessing the consequences, and making the results public.

### **Richard Cooper, Principal Transport Development Planning Officer, SCC, will give the following answer:**

The original 2008 Transport Assessment for the Brightwells development used SCC's Paramics model to assess the impacts of the proposed changes to the highway network. This Transport Assessment is publically available, and contains a significant amount of detail on how the Paramics model was used to assess traffic flow and congestion. It should also be noted that Waverley Borough Council used SCC's Farnham Paramics model as part of

the transport assessment to support the Local Plan (Part 1). The modelling (undertaken on behalf of WBC by Mott Macdonald, assumed that the proposed redevelopment of East Street and the area to the south (the 'Brightwells scheme') will be in place. In terms of road layout, the proposed changes with the Brightwells scheme were included in the Paramics model Base Case. The transport assessment work undertaken to support the Local Plan (Part 1) is publically available.

Here is the link to the 2008 Transport Assessment:

<http://planning360.waverley.gov.uk/planning/search-applications?civica.query.FullTextSearch=east%20street#VIEW?RefType=GFPlanning&KeyNo=158903&KeyText=Subject>

And here is the link to the Transport Assessment produced to support the Local Plan (Part 1):

[https://www.waverley.gov.uk/downloads/file/5179/mott\\_macdonald\\_transport\\_assessment\\_stage\\_3\\_june\\_2016](https://www.waverley.gov.uk/downloads/file/5179/mott_macdonald_transport_assessment_stage_3_june_2016)

Both of these documents provide details on what the Paramics model is and how it has been utilised, and then assesses the outputs from the model.

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