



SCC LOCAL COMMITTEE (WAVERLEY) 27 September 2019

AGENDA ITEM 6

WRITTEN PUBLIC QUESTIONS

1. Waverley Borough and Farnham Town Councillor David Beaman will ask the following question:

“For Environmental reasons to protect the large number of historic listed buildings as well as significantly reducing the safety risk to other road users and pedestrians, could an immediate investigation commence into the feasibility of imposing a 7.5 tonne weight restriction on Castle Street and Castle Hill at the earliest possible opportunity, before any major real damage is caused to any of these buildings and their occupants?”

BACKGROUND INFORMATION

Farnham is an historic Georgian market town which is currently undergoing a period of rapid transformation with the redevelopment of the Woolmead and Brightwells in the town centre area as well as considerable other new residential developments to meet housing targets in the Farnham and surrounding area. These new developments are generating additional HGV movements and this situation is also being exacerbated by an apparent significant increase in the number of HGVs travelling to and from the Alton Road (A31) sandpit.

Farnham’s roads were already congested before this increase in HGV traffic and the situation has rapidly deteriorated resulting in even greater congestion, a worsening of air quality (Central Farnham was declared an Air Quality Management Area – AQMA - over 10 years ago in 2007) and also presents a real health and safety danger to other road users and pedestrian since although they are ‘A’ classified roads they are totally unsuitable for the high levels of HGV vehicles now using them.

Whilst all Farnham’s main roads are affected by the increase in HGV traffic particularly affected is Castle Street (A287) which although relatively wide compared to other Farnham roads is lined with a large number of listed buildings including the Andrew Windsor Almshouses dating back over 400 years that are currently undergoing extensive restoration. The significant increase in HGVs using Castle Street is causing vibrations in these old listed buildings resulting in structural damage – buildings shake, cracks are appearing in a number of buildings and there is even a report of a mirror falling off a wall.

A previous attempt to introduce a similar weight restriction on Castle Street failed due to Police stating that they were unable to enforce any such weight restriction, but with advances that have been in ANPR technology the

ITEM 6

enforcement of any weight restriction would now be much easier and not require any direct Police presence by the installation of 'state of the art' traffic cameras."

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

"It is important that Farnham town centre is looked at as a whole and that proposals for individual roads and junctions are not considered separately and in isolation, as there needs to be a holistic approach to traffic movements in Farnham. As the new plans for the centre of Farnham are developed, there will be opportunities for this committee and other bodies, such as Farnham Town Council, to feed in their views on any proposed changes.

In the meantime, if a property owner is concerned about potential structural damage to a property that they believe is as a result of heavy goods vehicles using Castle Street, they can contact Surrey County Council with the necessary supporting evidence where it will be investigated."

2. Witley Parish Council will ask the following question:

"Regarding report from Local Committee (Waverley) meeting on 9th March 2018, Witley Parish Council would like to know if funds are now available to make the improvements agreed by the committee as follows:

Item 6 (3.7) – Cut back the Hedge at the Build out on Roke Lane (This will increase forward visibility for pedestrians as they look left when crossing north to south.); and

Install dropped kerb and tactile pavement across the entrance to Willow Mead. (This will help pedestrians with buggies and pushchairs and help people in wheelchairs and mobility scooters.)

Estimated cost being £2000.

It was also agreed that a 20mph zone could be implemented at both Witley Infants and Chandler Schools but funding in the region of £10k each was not available at the time. The question being therefore, is the funding now available to implement these road safety measures?"

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

"Following the 9 March Local Committee meeting, the Local Highways Officer requested that the owner of the hedge make arrangements to cut the hedge back to the highway boundary to try and improve sight lines for pedestrians that wish to cross the road. This work was carried out shortly after. However, it has been noted during a recent inspection that the vegetation has grown back;

therefore, the Local Highways Officer has requested that the hedge is cut back once more to improve sight lines.

The Local Highways Team has secured enough funds to install a dropped crossing at the junction of Willow Mead. It is anticipated that the work will be completed by the end of the current financial year.

Funding in the Godalming South Milford and Witley division has already been allocated this current financial year; therefore, Cllr Peter Martin would need to consider prioritising and funding the schemes in the 2020/21 Highway works programme.”

3. Mr Peter Goodman will ask the following question:

“I am pleased that Surrey CC and Waverley BC have both declared that we have a climate emergency. I would like to know what action Surrey CC plans to take regarding off road cycle tracks as a step towards reducing the County’s Carbon footprint and reducing the current illegal levels of pollution in Central Farnham where I live?

Central London has been actively building [cycle tracks which are separated from the road](#) (see *YouTube video link*) and the same solution would directly help to offset the impact of housing developments e.g. Farnham East Street Development. Money from such developments is probably available for local infrastructure development. I would be grateful if you would investigate if it is possible to build some tracks targeted at:

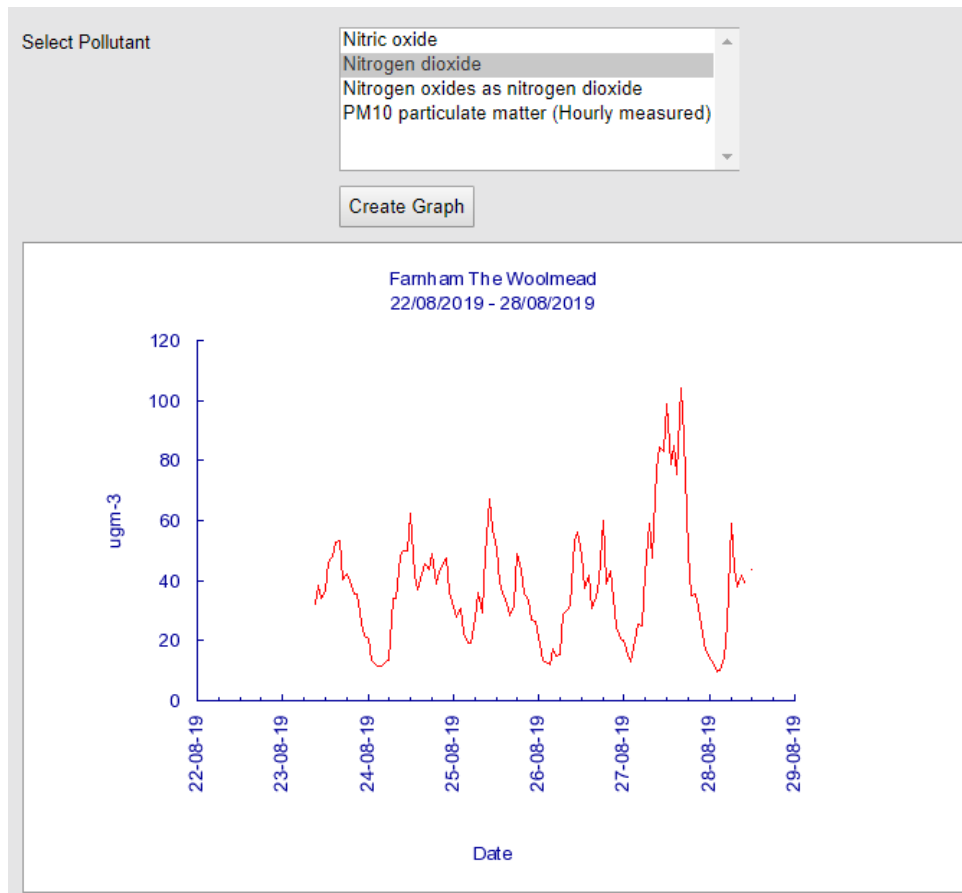
- A) Reducing short car journeys to Farnham train station and
 - B) Short school-run car journeys to South Farnham and St Polycarp’s schools.
- Starting small and establishing some success in the town centre before extending the scheme further we prove the value before committing to future projects.

BACKGROUND INFORMATION

The Farnham Herald has reported that the town is [more polluted than the M25](#) and this judgement appears to have been echoed by last week's air pollution figures measured in the town centre:

[Woolmead real time measurements](#) (the legal limit is 40 units):

ITEM 6



Jeffrey Wilson, SCC Transport Planner, will give the following answer:

The [Surrey Cycle Strategy](#) forms part of the Surrey Transport Plan and outlines the council's approach towards meeting its aim to get "*more people in Surrey cycling, more safely*". The strategy includes principles towards design and delivery of infrastructure.

A key principle of the strategy is that infrastructure should be designed to be inclusive based on the local environment, meeting the needs of a Bikeability Level 2 user (previously 'cycle proficiency'). This means that on busier or faster roads, the default option should be to provide a facility that physically separates cyclists from vehicle traffic. This may involve providing a dedicated segregated cycle track, where space permits, or wide shared use pavements where appropriate if space is more constrained.

In 2016, Waverley Local Committee approved the publication of the [Waverley Local Cycling Plan](#), which includes an evolving map of [existing and suggested infrastructure](#) and contains some proposed routes around the periphery of Farnham. However, any significant changes or additional infrastructure for cycling in the town centre itself must be considered as part of the overall Farnham Masterplan to avoid spending funds on measures that would become redundant or need to be removed.

Going forward, Surrey County Council intends to develop the way it produces Local Cycling Plans for town centres such as Farnham by using the [Local](#)

www.surreycc.gov.uk/waverley

[Cycling and Walking Infrastructure Plan](#) (LCWIP) approach advocated by Government. The council is currently piloting the LCWIP approach in Woking and plans to implement this in other boroughs and districts in the county in due course.

4. Ward Councillors Follows and Rosoman will ask the following question:

Background

A constituent has contacted us about the defective rising bollard in Godalming High Street. He had been in e-mail correspondence with Surrey CC, who obtained information from the Highways team as follows:

Reference number: 1115376

Location: HIGH STREET, GODALMING

Details: Carriageway and Footway - Non-lit bollard enquiry

Our colleagues in the Area Highways Team have advised me that unfortunately due to lack of funding these cobbles and block paving will not be removed. They stated that there is no funding to carry out schemes, which are not safety related. They advised that this is an enforcement issue and not a safety issue.

They have suggested that the borough may be able to manually close the gate instead.

Our constituent believes that money has been spent (removing cobbles in the wheel tracks) but this has failed or was never going to be the complete solution. If the latter I'm concerned that public money was spent on something that was never certain of working.

The signage informing motorists not to use the High Street on Saturday between 1000 and 1600 is widely ignored and no enforcement action by parking officers is possible unless vehicles stop and park at the roadside, which is of no use for those using the High Street instead of Flambard way etc.

Above all else, it makes the High Street in Godalming a decidedly less safe and pleasant place to be during peak footfall and shopping activity between 1000 and 1600 on a Saturday, which I'm sure is a concern to the members of the Borough and Town councils and business owners alike.

Cllr Rosoman has contacted Cllr Matt Furniss but has not received any response to date.

Our question is whether the Highways team can review their response as a matter of urgency as this is very much a safety issue and should be resolved to prevent harm to the users of the High Street.

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

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ITEM 6

We have repaired the safety critical detectors for the rising bollards many times over the years but the repairs do not last due to damage by vehicles passing over the cobbles and block paving. There are detectors located within the grey cobbled area and the red block paved area. Despite some partial Tarmac surfacing the current surface is not suitable for this type of detector. We have explored other detection options but we have been advised by the bollard manufacturers that no alternatives are suitable, approved, or safe for use with rising bollards.

In order to mitigate any further underground cable damage caused by the blocks/setts, and in order to ensure future working reliability of the rising bollard, an area of carriageway will have to be tarmacked, and new ducts and cables installed.

Discussions will need to be had with Waverley BC, and the Town Council to facilitate this arrangement.

5. Ward councillors Follows and Rosoman will ask the following question:

Could SCC Officers update councillors on the situation regarding Children's Centres and their funding? Since the last local committee session, the Haslemere centre is now closed and the centre in Eashing is undergoing significant transformation. Could officers explain the new funding arrangements and expand upon the indication from local service providers that the cut amounts to a 56% reduction in budget?

Please could officers explain what service provision will look like under such cuts?

A request had been made at previous sessions for ward councillors to be kept updated on this matter by SCC Councillors (and particularly the relevant cabinet member). Could SCC commit to keeping borough councillors more informed of their decisions going forward when it directly impacts our ward, town and borough.

Nigel Denning, Early Help Transformation Lead, will provide the following answer:

The new Family Centre model introduced a new funding formula to ensure that the resources reach families that need them the most alongside an overall budget reduction of 35% across the County. In the case of Waverley, this resulted in an overall reduction in budget of 51% as Waverley had previously had higher levels of funding compared to other areas of the County with similar levels of need.

The existing Children's Centre providers in Waverley declined the opportunity to deliver the new Family Centres, the opportunity therefore went out to tender. Barnardo's have been awarded the contract for Waverley and Surrey

Heath, we are now working with them to mobilise the new model with most existing staff transferring to Barnardo's at the end of September.

Barnardo's will be undertaking a restructure of the staff to ensure that the service is able to meet the requirements of the Family Centre Specification and prioritise support to families.

As a result, despite the 51% reduction in budget, the capacity to support families with outreach workers has been maintained with savings made instead in buildings, leadership and management costs. The main delivery sites will be at Hale Primary School and Loseley Fields supported by the use of community venues and the mobile Family Centre.

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