



SCC LOCAL COMMITTEE (WAVERLEY) 13 November 2020

AGENDA ITEM 6

WRITTEN PUBLIC QUESTIONS

1. Mr Maurice Castles will ask the following question:

- i) “What steps will Surrey County Council take to ensure that residents are given adequate notice of gulley cleaning operations in order to maximise the cleaners’ accessibility to the gullies?”

As a former operator myself, I am deeply concerned that when road gullies in my area [Weybourne, Farnham] are ‘cleaned’ by Surrey, they are not actually cleaned as they should be which is, of course, incredibly wasteful. I understand that in many cases this is because access is prevented by parked cars. I believe that this could be remedied if residents are given the appropriate advance notice, in an effective manner, that a cleaning is due (and that it happens at the appointed time).

- ii) What steps will Surrey County Council take to ensure that accessible gullies are cleaned as they should be?

I know that a cleaning involves opening the gully grate and sucking out the accumulated debris. On inspecting several gullies in my area that have a cosmetic appearance of having been cleaned I have found no evidence that they’ve been opened as they should and rather than the debris inside hasn’t been touched.”

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

“The County Council has taken steps to identifying the roads that have a historic high percentage of parked cars and putting them on a pre-signing programme. This programme ensures that signs are erected in advance on these identified roads, warning that a clean is scheduled to take place. It would not be practical, efficient or achievable to notify all residents prior to cleaning, hence why the more adversely affected roads are identified.

Once on this programme, irrespective of how successful the subsequent clean may have been, the roads will remain on the programme and not be removed, as we understand that the success is down to this pre signing and removing them would merely result in the clean once again becoming unsuccessful.

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The roads are chosen by taking a percentage of the recorded Vehicle Overs (VOs) at the last clean against an agreed intervention level. This year we had planned to greatly increase the amount of roads visited by lowering the intervention level and not requiring a second visit by the contractor as standard on individual VOs, to offset this additional work; however, this was effected by the COVID Lockdown, meaning that the programme had to be put on hold.

Covid19 has resulted in a significant increase in people working from home and parked cars in urban areas. This has meant that the VO challenge has been far greater this year than would otherwise be the case. The County Council do however in certain circumstances where vehicles consistently remain parked on the highway, arrange parking suspensions with Borough colleagues.

Any gullies not cleaned due to VOs (or any other reason) are recorded with photos on our monitoring system by the attending crews. There is no incentive for crews not to record assets that could not be cleaned, providing the reasons and data they record is accurate. If this road then hits the intervention requirements for the following year's pre-signing programme, it will be added.

A joint auditing is carried out of at least 1% of all the gullies cleaned in Surrey, each month, to ensure consistency of contractual approach. The online system does provide residents the opportunity to also report any gullies which are missed by our crews."

2. Anne Corbin and Daniel Neaves will ask the following question:

"What more can and will be done to enforce parking restrictions on Badshot Lea Road Farnham where there are double yellow lines?

For anyone entering Badshot Lea Road from Praymead Road there is a great risk of a serious accident as people are parking vans and cars on the double yellow lines, this totally removes visibility of oncoming traffic. There are a lot of repeat offenders, whom have been approached and we have requested that they move their vehicles and their response has been that they don't care. Whilst occasionally their vehicles are ticketed, it costs them less to pay, if indeed they do, the fine than move to where they get parking. The parking has been so bad, with so little visibility that I have sometimes not gone to appointments or bookings due to the stress this causes, this means that I am being held victim by these law breaking individuals. We request that bollards are put in place of the double yellow lines before any one is seriously injured or killed due to the illegal parking."



Jack Roberts, Engineer, SCC Parking Team, will give the following answer:

“Guildford Borough Council (who enforce parking in Waverley) are aware of the ongoing abuse of the double yellow lines on Badshot Lea Road across the entrance to the Praymead Industrial Estate, also leading to Mayfield Close. They have targeted some enforcement here in addition to their routine patrols of Farnham, but with a limited number of enforcement officers operating around Waverley at any one time, enforcement has to be shared across all locations where parking restrictions are present.

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With regards to bollards, as the vehicles are being parked entirely on the carriageway, bollards on the footway would not improve the parking situation at this particular location as drivers would simply park next to them.

The extent of the existing double yellow lines is more than adequate to maintain sight lines, and the quality of the lines is good, therefore it does come down to enforcement by Guildford Borough Council, and we are doing all we can with regards to this location.”

3. Mr Cliff Watts, Chair, Badshot Lea Community Association, will ask the following question:

“Regarding development in and around Farnham and traffic congestion at Shepherd and Flock:

- Are there plans to deal with this problem?
- If so, what is proposed?
- When are they likely to be implemented?

Development in and around Farnham is currently planned to provide over seven thousand new homes adding at least another ten thousand vehicles on to the local road network. In addition, any plan to pedestrianize Farnham town centre will inevitably increase traffic around the perimeter of the town, particularly through Hale and down to the A325.

One of the most congested pinch points is the junction of the A31/A325/B3208 feeding on to the Shepherd and Flock roundabout. This can only get worse as the new homes are occupied and the town centre proposals take effect. The continued expansion of employment and retail space around Farnborough airfield will also increase the traffic on the A325.

The current road layout and signage does not support the efficient flow of traffic through this area. Ideally an additional lane is required between the B3208 roundabout and the Shepherd and Flock.

Nothing short of a Western Bypass is likely to reduce traffic volumes in this area. We would very much appreciate an update on all of the above.”

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

Future infrastructure improvements at the Shepherd and Flock roundabout will be identified by the county council as part of the Farnham Infrastructure Programme, as part of wider proposals to deliver infrastructure improvements to the A31 corridor through Farnham. The Farnham Infrastructure Programme is a joint venture between Surrey County Council, Waverley Borough Council and Farnham Town Council, who are working together to tackle issues such as congestion and air quality in Farnham and its surrounding areas. Local liaison forums are being held over the next few months, which will provide an opportunity to share ideas and give feedback on the proposed infrastructure

changes. Further details can be found on the Farnham Town Council website <https://www.farnham.gov.uk/town-council/lf>

At this stage there are no specific proposals in place or time-frame for delivering improvements at the Shepherd and Flock roundabout, however key stakeholders and the Farnham community will be regularly updated on progress with this work through the Farnham Board and Local Liaison Forum

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