

**DRAFT MINUTES TO BE FORMALLY AGREED AT THE NEXT MEETING OF THE
COMMITTEE**



SURREY
COUNTY COUNCIL

Minutes of meeting

LOCAL COMMITTEE (WAVERLEY)

Date: FRIDAY 26 JANUARY 2007

Time: 2.00PM

Place: ELLENS GREEN MEMORIAL HALL

Members present:

Surrey County Council

Dr A Povey (Waverley Eastern Villages) (Chairman)
Mrs P Frost (Farnham Central) (Vice-Chairman)
Mr C Baily (Cranleigh and Ewhurst)
Mr J Farmer (Farnham North)
Mr D Harmer (Waverley Western Villages)
Mr P Martin (Godalming South, Milford and Witley)
Mr D Munro (Farnham South)
Mr C Slyfield (Godalming North)
Mrs C Stevens (Haslemere)

Waverley Borough Council

Mr B Ellis (Cranleigh West)
Mr C Mansell (Farnham Shortheath and Boundstone)
Mr K Reed (Cranleigh East)
Mr J Robini (Haslemere Critchmere and Shottermill)
Mr J Savage (Cranleigh East)
Mr K Webster (Milford)

All references to Items refer to the Agenda for the meeting.

01/07 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS (Item 1)

Apologies were received from Miss G Ferguson, for whom Mr J Savage was present as substitute, and (in retrospect) Mrs C Cockburn; Mr M Byham and Mr A Rayner were absent.

02/07 MINUTES OF THE LAST MEETING: 13 October 2006 (Item 2)

The minutes were agreed to be a correct record of the meeting and signed by the Chairman.

03/07 DECLARATIONS OF INTEREST (Item 3)

Dr A Povey declared a personal interest in relation to Item 9 on the grounds that he is a member of the School Organisation Committee.

04/07 PETITIONS (Item 4)

The receipt of petitions from residents of Arthur Road and Willow Way, Farnham was noted. A petition seeking improved arrangements for residents' parking in Grays Road, George Road and Station Road, Farncombe was presented by Mr John Fishlock.

05/07 FORMAL PUBLIC QUESTION (Item 5)

There were two public questions: the text and response are set out in Appendix 1.

06/07 MEMBERS' QUESTIONS (Item 6)

There was one member's question; the text and response are set out in Appendix 2.

07/07 EWHURST PARISH COUNCIL (Item 7)

Ms Val Henry, Vice-Chairman of Ewhurst Parish Council, welcomed the Committee and addressed the meeting. The Local Transportation Service was thanked for the replacement of missing road signs in the area and the success of Community Speed Watch was noted. Improved bus services, especially at weekends and in the evenings, would be welcomed. While recognising the financial pressures facing the County Council, it was felt that there might be room for improvement in dealing with highways maintenance.

The Parish Council regretted the withdrawal of the County Council's support for the Youth Club, but had taken steps to ensure its continuation. Ms Henry referred to the importance of Ewhurst Infant School in the local community and hoped that there would be no adverse effect from the proposed re-organisation of schools in Cranleigh (Item 9).

Mr C Baily paid tribute to the Parish Council's efforts in taking responsibility for the Youth Club.

**08/07 ACTION FROM PREVIOUS LOCAL COMMITTEE MEETING:
CHAIRMAN'S CORRESPONDENCE (Item 8)**

Resolved to note the responses received to letters written by the Chairman on the Committee's behalf.

EXECUTIVE FUNCTIONS: NON-TRANSPORTATION MATTERS

09/07 PROPOSAL TO MERGE CRANLEIGH COMMUNITY INFANT SCHOOL AND ST NICOLAS (VOLUNTARY AIDED) CHURCH OF ENGLAND PRIMARY SCHOOL AND CREATE A NEW VOLUNTARY CONTROLLED PRIMARY SCHOOL IN CRANLEIGH (Item 9)

The Committee considered this item as part of the current consultation process. Members were satisfied that the projections for future admissions were sound and that the proposed merger offered the most viable option for the future.

Resolved, in response to the consultation, to concur with the proposed merger.

10/07 LOCAL COMMITTEE BUDGETS (Item 10)

Resolved:

- (i) To approve the applications annexed to the report.
- (ii) To note the applications for funding approved under delegated authority.

EXECUTIVE FUNCTIONS: TRANSPORTATION MATTERS

11/07 ARTHUR ROAD, FARNHAM: RESPONSE TO PETITION (Item 11)

Members reflected on the extent to which the parking problems experienced by residents in Arthur Road were shared elsewhere and were optimistic that the implementation of Decriminalised Parking Enforcement in Waverley from 2 April 2007 would begin to address the situation. In the case of South Farnham the impact of parking by users of Farnham station was significant and it was reported that the Farnham Transportation Task Group had made contact with the appropriate agency with a view to promoting extended parking capacity at the station.

Resolved to note the contents of the report.

12/07 WILLOW WAY, FARNHAM: RESPONSE TO PETITION (Item 12)

Resolved to note the contents of the report.

13/07 **MINOR HIGHWAYS AND LOCAL TRANSPORTATION PLAN: SCHEME
PROGRESS REPORT (Item 13)**

An amendment was noted in relation to **Developer Contributions: 6** Wrecclesham Road, Farnham. The status of this application should read: "Application refused and subject to inquiry".

Members commented in detail on individual schemes, including the final stages of the schemes in Echo Barn Lane and School Hill, Farnham and the safety implications of recent work on the bridge adjacent to Elmbridge Village in Elmbridge Road, Cranleigh. It was noted that the Speed Management Plan scheme in Alfold should extend to the B2133 Loxwood Road. Task Groups were reminded to bear the recommendations of the Waverley Cycle Forum in mind when prioritising possible schemes for 2007-2008.

The Chairman commended the Local Transportation Manager's work on the comprehensive information contained in the report and on the extent of the progress achieved in implementing schemes this year.

Resolved to note the contents of the report.

14/07 **LOWER STREET, HASLEMERE: PROPOSED INSTALLATION OF
CROSSING (Item 14)**

Resolved:

- (i) To authorise the Local Transportation Manager to consider any objections received in conjunction with the statutory advertisement of the raised zebra crossing, in consultation with the Chairman of the Local Committee and local councillors.
- (ii) Subject to the satisfactory resolution of recommendation (i), to approve the scheme for construction.

15/07 **A281 BRAMLEY: RESPONSE TO REQUEST FOR DOWNGRADING
CLASSIFICATION (Item 15)**

It was noted that the classification of a route as 'A' does not necessarily reflect the quality of the road. It was recognised that the current designations were some 40 years old and did not always have sufficient regard to the current environmental impact of the routes. Members inclined to the view, however, that it would be difficult to consider one route in isolation.

Resolved to note the contents of the report.

The meeting closed at 3.30pm

..... **(Chairman)**

Contact:

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APPENDIX 1

ITEM 5: FORMAL PUBLIC QUESTIONS

1. From Mr David Kirkham

Your response to Mr Roland Seber's question at the Local Committee in April 2006 left me puzzled; the description of the cycle path along Meadow (Godalming) didn't match my experience of the 'facility'. In November I walked along the entire length of the path measuring its width at over 40 locations and found that it was only more than 2.0 metres wide for the first 240 metres (heading north) and that the majority of the path was less than 1.5m wide (for about 880 metres out of 1260 metres). My measurements seem to be considerably different from yours - I would like to know between what points you are measuring when determining the width of the path.

Secondly you state that there were no objections from the Waverley Cycling Forum or the Police. While the Waverley Cycling Forum did not object to the proposal it did register a concern that the width was only 2m. It is implicit that support was conditional on this minimum width being achieved. Clearly the implementation of the scheme doesn't agree with the information passed on by the Cycling Forum. How can this situation be avoided in the future?

Response

It is acknowledged that the cycle facility does not meet with national recommended standards, in that the width is less than 2 metres in places. This is because the route comprises an existing footway, which cyclists are now legally permitted to ride along. This footway is relatively lightly used by pedestrians, and on balance it was felt that allowing cyclists to use it would be of benefit, as some find the A3100 intimidating if they are riding along the road itself. So it provides an alternative to the road, especially for younger and less confident riders, and makes more use of the footway.

Upgrading the path to 2m width along its entire length would be costly, no funds being currently earmarked for doing this, and it is not recommended that the Committee allocate funding from their 2007/08 budget for the purpose. While the facility as it exists is a compromise, it does at least offer an alternative for cyclists which they can elect not to use, where previously it would have been illegal for them to ride a bicycle on this footway. Notwithstanding this, the highway maintenance engineer for Waverley has been asked to ensure vegetation is cut back in the near future to provide as much width as possible.

In future, as before, cycle schemes will be discussed with the Waverley Cycle Forum as they are developed. Every effort will be made to ensure that the forum understands where there are likely to be departures from national standards, and the reasoning behind such departures.

2. From Mr Steve Cosser

In response to my question to the Committee on 9 December 2005 I was told that implementation of the revised arrangements for parking enforcement in Waverley was 'programmed for September 2006.' Why has it not been

possible to adhere to this date and when can people in Waverley now expect to see the new arrangements in place? In particular when might we see enforcement staff actually out on the streets of the borough dealing with the problems that have grown and festered in recent years as a result of the failure to expeditiously introduce the new arrangements ?

Response

The implementation of Decriminalised Parking Enforcement (DPE) was programmed in December 2005 for September 2006. Following discussions between Waverley Borough Council and Surrey County Council regarding the availability of Department for Transport resources to undertake the necessary processes involved with implementing DPE, the commencement date has been set for April 2nd 2007.

The County Council is currently paying for the overtime of Surrey Police officers in order to undertake enforcement of existing waiting restrictions. This will remain the case until DPE comes into effect on 2nd April 2007.

APPENDIX 2

ITEM 6: MEMBER'S QUESTION

From Mr John Robini

Parking Enforcement will be taken on by Waverley Borough Council across Waverley from April this year. There is growing concern from the residents particularly within the Godalming area, that the present system of parking restrictions is not compatible with an efficient parking enforcement regime. Parking regulations, yellow lines and residents' parking schemes can only be changed or maintained by Surrey County Council. In order that residents can park within a reasonable distance from their housing, and to ensure that Waverley can effectively enforce the system I would like to ask that an early review of the lines and regulations particularly in Godalming takes place. If this is not possible before April, can I have a review date, please ?

Response

The Committee will be aware that the process of introducing Decriminalised Parking Enforcement (DPE) involves checking and regularising existing restrictions, not introducing new schemes.

The established practice, developed by officers of the County Council and District/Borough Councils in Surrey, is to undertake a review some six to twelve months after the implementation of DPE arrangements. It is envisaged, therefore, that the County Council would, in partnership with the Borough Council, put in place a review of parking restrictions by April 2008. This would encompass both the impact of DPE and its implications for current restrictions and the consideration of possible new or revised schemes in areas where existing arrangements may no longer be fit for purpose.

The review would take approximately nine months to complete and contain the following stages:

- Establishment of Members' Steering Group
- Collation of requests and wishes of various groups
- Survey of roads in question to establish road safety issues and maximum parking availability
- Drafting of preliminary scheme and any agreement to resident permit costs if included within scheme
- Members' draft agreement to scheme
- Public consultation (which can include letter-drops and/or exhibitions)
- Consideration of comments and any changes to scheme
- Legal advertising of scheme (this could be done in association with public consultation)
- Drafting and introducing 'new' Traffic Regulation Order and installation of road marking and signing

APPENDIX 3

INFORMAL QUESTION TIME

The formal meeting was preceded by an informal open question time at which the following matters were raised:

- **Elmbridge Road bridges, Cranleigh**

The question referred to aspects of the work recently carried out, specifically visibility on the bridge adjacent to Elmbridge Village and the lack of pedestrian facilities on the bridge over the Downslink.

The Local Transportation Manager replied that the former would be referred to the Cranleigh Transportation Task Group (see also Item 13 above). It is the intention that pedestrian and cycle access should be diverted away from the road at the Downslink bridge, but it is acknowledged that improved lighting may be needed to encourage this at night and the Task Group will consider the matter.

- **Traffic calming in Frith Hill, Godalming**

In response to a question about the progress of the second and third phases of the traffic calming scheme in the Frith Hill area, Mr P Martin stated that the Godalming Transportation Task Group would consider the scheme along with its other priorities.

- **Decriminalised Parking Enforcement (DPE)**

The Local Transportation Manager confirmed that all necessary signs and lines would be in place prior to the implementation of DPE on 2 April. Mr J Robini explained that the contract for enforcement being developed by Waverley Borough Council would provide a flexible and targeted response to local need.