

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



Minutes of meeting

LOCAL COMMITTEE (WAVERLEY)

Date: FRIDAY 8 JUNE 2007

Time: 3.00PM

Place: THE WINN HALL, DUNSFOLD

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 C Slyfield (Godalming North)
Mrs C Stevens (Haslemere)

Waverley Borough Council

Mr B A Ellis (Cranleigh West)
Mr R D Frost (Farnham Firgrove)
Mr R J Gates (Bramley, Busbridge and Hascombe)
Mr R A Knowles (Haslemere East and Grayswood)
Mr A Lovell (Farnham Upper Hale)
Mr B J Morgan (Elstead and Thursley)
Mr S J O'Grady (Farnham Hale and Heath End)

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

24/07 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS (Item 1)

Apologies were received from Mr D Munro, Mr Steel and Mr K Webster. Mr B Ellis attended as substitute for Mr Steel. Mr S Reynolds was absent.

25/07 MINUTES OF THE LAST MEETING: 9 March 2007 (Item 2)

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

26/07 DECLARATIONS OF INTEREST (Item 3)

Declarations of personal interest were made in relation to Item 8 by Mrs P Frost on the grounds of her membership of Waverley Borough Council and to Item 9 by Mr P Martin on the grounds of his membership of the Learning and Skills Council.

27/07 PETITIONS (Item 4)

The Committee received two petitions:

- (i) From residents of Upper Hale Road and surrounding area (Farnham) requesting that the Local Committee should: investigate the possibility of width and/or weight restrictions to prevent large Heavy Goods Vehicles (HGVs) having access to Upper Hale Road; inform HGV operators that they should avoid Upper Hale Road; install signposts to the effect that the A287 and A3016 are unsuitable for HGVs. The petitioners also proposed improvements to the road surface to reduce noise and vibration, barriers to protect pedestrians and a reduced speed limit.
- (ii) From residents of Combe Lane, Chiddingfold and surrounding area requesting additional speed restrictions, improved signage and speed management measures to enhance road safety and that of pedestrians.

The receipt of a petition from residents of Bridgefield (Farnham) requesting the removal of an on-street parking bay was noted (see Item 16).

28/07 FORMAL PUBLIC QUESTION (Item 5)

Three public questions were received; these are set out with responses at Annex 1.

29/07 MEMBERS' QUESTIONS (Item 6)

One member's question was received; this is set out with a response at Annex 2.

EXECUTIVE FUNCTIONS: NON-TRANSPORTATION MATTERS

30/07 LOCAL COMMITTEE BUDGETS (Item 7)

The Committee opted to maintain its previous practice of dividing both its revenue budget and its capital budget (“voluntary organisations”) equally amongst its members. While members would submit applications for expenditure on an individual basis, co-operation across more than one division would be encouraged where appropriate.

There was some concern at the lack of local flexibility in allocating the County Council’s crime and disorder funding, specifically in relation to the ring-fenced budget of £12,000 to support work with those affected by domestic abuse. The Executive portfolio-holder for Safer and Stronger Communities described the severity of the problem and noted that the County Council is committed to the achievement of challenging targets in this area of work.

Resolved:

- (i) To note the actions carried out under delegated authority in relation to the financial year 2006-2007.
- (ii) To allocate its budgets for 2007-2008 on the following principles:
 - (a) Revenue budget: to be divided equally among the members of the Committee
 - (b) Capital budget (“voluntary organisations”): to be divided equally among the members of the Committee
 - (c) Local capital allocation (“highways”): to be added to the Local Transportation Plan capital allocation for Waverley (see Item 12).
- (iii) To delegate to the Area Director (Guildford and Waverley) the authority to approve budget applications (and refunds) of up to and including £1000, subject to these being reported to the Committee at the following meeting.
- (iv) To delegate responsibility for expenditure of the County Council’s crime and disorder funds in Waverley to the Area Director (Guildford and Waverley).

Reason for decision

To allow the timely and effective deployment of the Committee’s budgets throughout the year.

31/07 YOUTH DEVELOPMENT SERVICE: BOROUGH PLAN 2007-2008 (Item 8)

The Committee was informed that the plan represents a working document which may be subject to adjustment in the light of changing needs and pressures throughout the year. A monthly reporting structure has been developed which will be circulated to members. Clarification was provided on the role of the Neighbourhood Youth Workers in supporting work with young people in smaller communities within a cluster: this is intended primarily to be an initial contact for voluntary groups for advice and information and there is

no expectation that these workers will be involved in service delivery in these communities.

The Committee was reassured as to the extent of partnership working by the service to achieve cross-cutting Every Child Matters objectives, e.g. in relation to arts, healthy lifestyles and alternative education. The plan to re-open the former Wey Centre in Haslemere was welcomed. The role of youth workers in schools was clarified: the service responds to the expressed needs of the schools, e.g. in helping to sustain the education of those young people who might otherwise leave without recognised qualifications.

Resolved to receive and note the Youth Development Service's Borough Plan for Waverley 2007-2008.

Reason for decision

To understand and influence the service's priorities in 2007-2008.

32/07 **FUTURE STRATEGY FOR ADULT AND COMMUNITY LEARNING (Item 9)**

The Committee was informed of the current priorities of the service, following the unsuccessful attempt to outsource the service through a tendering process. The revised funding arrangements, which have resulted in a more equitable share of the countywide resource for Waverley, were noted.

Resolved to note the developments that have taken place in the delivery of Adult and Community Learning in Waverley

Reason for decision

To respond to an update and an opportunity to comment on the service's priorities in Waverley.

33/07 **THE "HINDHEAD TOGETHER" JOINT ADVISORY COMMITTEE (Item 10)**

The Committee welcomed the initiative as a means of addressing a perceived democratic deficit in the regeneration of the Hindhead area and of promoting cohesion among the various interests and opportunities.

While the focus of the report was on the longer-term benefits of the A3 tunnel, members from Farnham were concerned about the wider highways impact of the construction phase and the Chairman agreed to request a report on the highways implications at a future meeting.

The recommendation was amended to reflect the fact that the Joint Advisory Committee has not yet been formally established.

Resolved to note and welcome the intended establishment of the Hindhead Together Joint Advisory Committee as set out in the draft constitution.

Reason for decision

To support the establishment of the proposed Committee.

NON-EXECUTIVE FUNCTIONS: TRANSPORTATION MATTERS

34/07 HOOK STREET (BYWAY 407), ALFOLD: RESPONSE TO PETITION (Item 11)

Members noted the proposed six-month seasonal closure to vehicular traffic and there was some discussion of the impact of heavy rain on the surface of the route during the summer months. The Committee was advised that drying tended to be faster during the summer and that the proposed seasonal closure was felt by officers to be acceptable to all users and enforceable.

The Committee agreed amended officer recommendations.

Resolved:

- (i) To note the contents of the report.
- (ii) To agree that a Notice of Intention to make a Traffic Regulation Order restricting vehicular use, including horse drawn carriages but excluding cycles and motor cycles, between 31 October and 1 May each year on Hook Street Public Byway 407 Alfold, be published (as shown in Annexe 3). If no objections are received then an Order is to be made, if objections are received they should be considered by the Countryside Legal Team Manager in consultation with the Chairman and/or Vice-Chairman of the Local Committee and local councillors.

Reason for decision

To respond to the concerns of the petitioners by reducing the risk of damage to the route when the surface is wet.

EXECUTIVE FUNCTIONS: TRANSPORTATION MATTERS

35/07 LOCAL TRANSPORT PLAN: TRANSPORTATION CAPITAL BUDGET 2007/08 (Item 12)

Members expressed their appreciation of the efforts of the Local Highways Manager and his team in developing the programme. Responses were provided to questions of detail. A concern about safety in the area of the junction with the High Street and Three Gates Lane in Haslemere was referred for consideration under Item 13. Clarification was provided on the scope of the Farnham Special Project, which will be discussed by the relevant Task Group at its next meeting.

Resolved:

- (i) To agree the transportation schemes that form the Waverley Local Transport Plan (LTP) programme for 2007/08.
- (ii) To authorise the Local Highways Manager (LHM) to progress the transportation schemes contained in the programme in consultation with local elected members and associated task groups
- (iii) To agree that the local capital allocation be used for the LTP

programme (see Item 7, resolution (ii c)).

- (iv) Subject to approval of recommendations (i) to (iii) to authorise the LHM to consider any objections submitted following the statutory advertisement of the following schemes, in consultation with the Chairman and/or Vice-Chairman of the Local Committee and relevant local councillors:
 - a. Raised tables at Glebelands School, Cranleigh
 - b. Raised table at Sandrock Hill, Farnham
 - c. Haslemere speed limit proposals
 - d. Toucan crossing over the A31 at Red Lion Lane, Farnham
 - e. The banned turning manoeuvres at Moushill Lane, Milford
 - f. Proposed traffic calming in Brighton Road, Godalming

- (v) Subject to the satisfactory resolution of recommendation (iv) above, to approve the schemes for construction. In the event that a resolution cannot be reached the matter will be referred to the Committee for decision.

Reason for decision

To agree a costed programme which will enable the objectives and targets of the County Council's LTP to be met in Waverley.

36/07 DECRIMINALISED PARKING ENFORCEMENT IN WAVERLEY (Item 13)

There was a discussion about residents' parking schemes in view of the pressure for these in certain areas. The Local Highways Manager responded that the proposed task groups may consider these as part of their local parking reviews but, to avoid costly consultations which may not achieve consensus, he would recommend that local engagement in specific neighbourhoods should take place to ensure full local support.

It was confirmed that discussions have taken place with representatives of Network Rail in relation to parking provision at Farnham station and that the company is actively considering improvements.

Reflecting the discussion at Item 12, Three Gates Lane (Haslemere) was added to the list of locations set out in recommendation (iii) for advertisement of parking restrictions.

Resolved:

- (i) To authorise the Local Highways Manager to co-ordinate the establishment of members' working groups for parking reviews in Godalming, Farnham, Haslemere and Cranleigh.
- (ii) To agree the order in which parking reviews will be undertaken as: Godalming, Farnham, Haslemere, Cranleigh, subject to the provision of appropriate resources.
- (iii) To agree the statutory advertising of time-limited parking places and single or double yellow line waiting restrictions for certain lengths of the following roads: Kings Road, Haslemere; Three Gates Lane, Haslemere; Brighton Road, Godalming; Town End Street, Godalming; Kings Road, Godalming; Wykeham Road, Farnham.

- (iv) To agree that the detail of the waiting restriction orders to be advertised in conjunction with (iii) above be agreed by the Local Highways Manager in conjunction with the local Members for the area concerned.

Reason for decision

To put in place arrangements to review parking restrictions following the introduction of Decriminalised Parking Enforcement and to address the situation in certain roads where severe problems have arisen.

37/07 ESTABLISHMENT OF TASK GROUPS REPORTING TO THE LOCAL COMMITTEE (Item 14)

Resolved:

- (i) That the Local Transport Plan (LTP) Task Group should continue for the Council year 2007/2008 reporting to this Committee.
- (ii) That the following Transportation Task Groups should continue for the Council year 2007/2008 reporting to the LTP Task Group on funding priorities and directly to the Committee on scheme consultations:
 - a. Farnham
 - b. Godalming, Milford and Witley
 - c. Haslemere and Western Villages
 - d. Cranleigh and Eastern Villages
- (iii) That the Committee should continue to nominate members to the joint Surrey County Council/Hampshire County Council Task Group.
- (iv) That the membership of tasks group for the Council year 2007/08 should be as set out in Annex 3 and to agree that representation from relevant partner agencies should be sought.

Reason for decision

To facilitate the development and delivery of the LTP programme and engage partner councils.

[Mr B Ellis left the meeting at this point.]

38/07 RESPONSE TO PETITION: REQUEST FOR RESIDENTS' PARKING SCHEME IN FARNCOMBE (Item 15)

Resolved to note the proposed response and ask that the Local Highways Manager to consider the residents' concerns when undertaking the review of on-street parking in the Farncombe area.

Reason for decision

To respond to the concerns raised by residents.

39/07 **RESPONSE TO PETITION: PARKING BAY IN BRIDGEFIELD, FARNHAM (Item 16)**

The Committee welcomed the response and noted that an update on the timescale involved in removing the bay would be reported to the Farnham Transportation Task Group.

Resolved to note the concerns of the local community reflected in the petition, ask the Local Highways Manager to prioritise investigation and authorise him to promote any traffic orders considered necessary.

Reason for decision

To respond to the concerns raised by residents.

40/07 **20 MPH SPEED LIMIT IN SANDY HILL, FARNHAM (Item 17)**

Resolved:

- (i) To authorise the Local Highways Manager to progress a traffic order for a 20mph speed limit on the Sandy Hill estate.
- (ii) To authorise the installation of appropriate road markings.

Reason for decision

To build on the work already completed aimed at improving the environment and social amenity for residents of the estate.

41/07 **TRAFFIC CALMING IN CATTESHALL ROAD, GODALMING (Item 18)**

Members noted the divergence of views locally on the proposed speed cushions and the complexity of road use in this area, particularly in relation to leisure use and the redevelopment of Catteshall Mill. The nature and timing of an appropriate traffic calming scheme would be dependent on the conditions surrounding the funding which the developer is required to provide.

To allow an opportunity for further consideration of the scheme the Committee agreed an amended resolution (i).

Resolved:

- (i) To note the objections to the speed cushions which form part of the proposed scheme, but determine that they be installed subject to the LHM continuing to discuss with the developer the availability of funding and the timing of installation and reporting any amendments to the scheme to the Local Committee at a future meeting.
- (ii) To omit the proposed priority give-way system near Warramill Road, and replace it with localised narrowing (two-way).
- (iii) To agree that the road network surrounding Catteshall Road be included in the review of on-street parking restrictions planned for Godalming.

- (iv) To direct the Local Highways Manager to investigate altering road signs so that traffic on the A3100 Meadow is directed to use the Bridge Road and Wharf Street to reach the Business Area, rather than Catteshall Road.

Reason for decision

To promote road safety in the Catteshall Road area.

The meeting closed at 5.50pm

..... (Chairman)

Contact:

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ANNEX 1

Item 5: Public Questions

1. From Mr John Graham

Some holes in the highway adjacent to 73 Shackstead Lane Godalming have been filled in twice since 1 January 2007, but are just as bad again. This raises the following concerns:

- Whether the County Council knew in advance that the repair would only last for three months
- Whether a three-month repair costs less than a "normal" repair which lasts for many years
- Whether it is cost-effective to pay the contractor to carry out a repair which lasts for around three months
- What the reason might be for not carrying out repairs at 73 Shackstead Lane which will last for many years
- What quality control system is in place to ensure that contractors work to the standards which you expect and for which you are paying

I would be grateful for a response which covers the points set out above.

Response

Shackstead Lane had its last annual inspection in August 2006. This is an annual inspection as the category of the road is defined as SPN 3 due to its 'D' Class designation. The inspector at this time logged various potholes which were classified according to their severity as either 24 hour, 7 day or 28 day priority.

In December 2006 and January 2007 we had a number of reports of potholes in Shackstead Lane that were deemed by the caller to be 'emergencies'. These were therefore dealt with by the A&E gang (Accident and Emergency) within their designated 2 hour call-out time.

The designation of a pothole as an emergency means that the A&E gang is called. This gang is responsible for reacting quickly (within 2 hours) to any emergency called through. The nature of this function means that they are only required to 'make safe' the emergency. With potholes this means the infilling of the pothole with cold set bitumen. This is not as strong a repair as using hot materials into a saw cut and dried patching area. Once an A&E job has been dealt with by the gang they make an assessment as to whether follow-up work is required in terms of issuing a 7 day/28 day works order to provide a proper repair. For budgetary control reasons this order will be committed by the Local Highways Team's maintenance engineer who is aware of all maintenance work schemes and programmes.

Shackstead Lane has had a number of 'potholes' repaired, but has also been subject to complaints from the public regarding the unevenness of the ride quality and the de-lamination of the wearing course from the base course. The de-lamination is caused by water ingress and vehicle axle pressure and results in potholes that are the depth of the wearing course - 20mm. This is not a level that requires immediate attention - but is a visual and comfort

defect that will require eventual treatment. As such it has been added to the Localised Structural Repair programme (LSR), due to be undertaken this summer. As such the maintenance engineer for Waverley took a calculated risk in leaving works, once the A&E repair had been made in the hope that it would last until the LSR programme could effect the permanent repair.

All decisions are made by the Local Highways teams on the basis of providing the most cost effective solution for the road. We have finite budgets and make every attempt to stretch them as far as practicably possible. On another occasion the A&E repair would have lasted until the LSR programme was implemented.

There are no Quality Control systems in place for A&E repairs as the material is limited to cold set bitumen. It is as stated a make safe response until a permanent repair can be made. However for Cat 1/2/2a repairs (24hrs/7 day/28 days) a series of Key Performance indicators (KPIs) are triggered which are used to monitor the effectiveness of the contractor. 10% of all defects are checked by the Area Contract Team (and will also be monitored by the newly appointed Community Highways Officers) to ensure that these KPIs are met. Failure to meet the KPI targets is a determining factor in the extension or otherwise of the Constructor's contract with the County Council.

2. From Mr Paul Charlton on behalf of the Frith Hill Area Residents' Association, Godalming

Following a peak hour survey of vehicle numbers and directionality carried out by this Association at a number of junctions in the Frith Hill area in 2001, Surrey County Council officials developed and consulted publicly about improvements to local roads as follows:

- a) mini-roundabout at the Charterhouse Road/Twycross Road junction, with painted gateway features designed to reduce traffic speeds on Twycross Road and Farncombe Hill (stage 1);
- b) mini-roundabout at the junction of Frith Hill Road and Deanery Road to alter priorities at this junction;
- c) mini-roundabouts at the junction of Deanery Road and Charterhouse Road, with priority signs erected for traffic using the Chalk Road bridge under the railway;
- d) other minor road marking improvements.

This Association and Surrey County Council officials seemed to agree that, to get the full benefits of the scheme and greatest value for money, the whole scheme needed to be implemented, even if the work had to be staged for financial or other reasons. The only material factor that has changed since then is the closure of the Charterhouse Garage on the corner of Charterhouse Road and Borough Road, a change that could be used to provide an improved design for the changes to the Charterhouse Road/Deanery Road junction (possibly needing a Section 106 Order at an appropriate time).

The mini-roundabout at the Charterhouse Road/Twycross Road junction was installed in Spring 2005. At that time funds were allocated for stages 2 and 3

in 2005/6 and 2006/7 respectively in the budget documents presented to the Local Committee for Waverley. In spite of the promises made at the time, no further work has been done and the subsequent stages of the scheme seem to have been lost. Could we please have an assurance that this is not the case and an indication of when the funds for these necessary improvements might be forthcoming ?

Response

Frith Hill lies within the area covered by the Godalming Transportation Task Group (GTTG). This formally established group of local members is tasked with putting forward to the Local Committee a list of prioritised improvement schemes, for allocation of resource from the devolved Local Transport Plan Capital allocation. The process for the 2007/08 scheme list is detailed in Items 12 and 14 on the agenda for this meeting.

Item 12 details the proposals for 2007/08 put forward by the GTTG and does not include any of the schemes proposed by Mr Charlton.

The GTTG realised in 2005 that there was a substantial backlog of schemes promised to Godalming residents via consultations and area studies. It has not been possible to deliver on all of these schemes due to the finite budget. However, the GTTG recognises this shortfall and is committed to delivering to residents as much as possible from the list of outstanding schemes in as short a time as possible.

Following a supplementary question from Mr Charlton, Mr P Martin (as Chairman of the Godalming Traffic Task Group) provided reassurance that the schemes in question remained on the long list for prioritisation.

3. From Mr David Coombes

The question relates to the new traffic calming measures on the Brighton Road, Godalming, outside Busbridge Junior School.

As a cyclist I find that the positioning of two of the new speed cushions (those furthest from the town) places me in greater peril than was previously the case. The cushions in both directions at this point are too close to the edge of the road, and to attempt to negotiate them risks entanglement with the hedging. This location appears to be the narrowest portion of the road and hence seems unsuitable for the measures employed.

- Do you intend correcting the unsafe condition arising from the installation of traffic calming measures at this location?
- Are process changes being considered to ensure that proper consideration is given to the Department for Transport advice on this subject (Traffic Advisory Leaflet (TAL) 04/94 "Speed Cushions") ?

Response

The recently completed work at Busbridge Junior School on Brighton Road forms part of Surrey County Council's Safer Routes to School initiative, aimed at encouraging children and parents to walk and cycle to and from school. The scheme was prioritised following an accident in which a child was struck while using the existing pelican crossing.

A road table was installed at the crossing on Brighton Road to make crossing easier, particularly for parents with buggies. Two sets of speed cushions were installed to the south, aimed specifically at reducing speeds on the faster downhill approach.

The cushions were specified in accordance with the guidance contained in Traffic Advisory leaflet TA04/94 which states... 'Minimum gaps of 750mm between the base of the cushion and the kerb, as well as between adjacent cushions, are appropriate to accommodate cyclists and motor cyclists, though 1m is an ideal width.' 1m gaps were specified for the cushions closest to the crossing, and 880mm gaps for those further up the hill where the road is narrower.

Work was completed in April, and County Council officers have recently checked, or 'snagged', all elements of the scheme to ensure acceptable standards of workmanship have been achieved, and that what was built meets with what was specified. This checking process confirmed that the gaps at the two sets of cushions are approximately 0.8m and 0.5m respectively. The contractor has therefore been instructed to remedy these, and other defects, at his own expense.

The hedges on either side of the road will also be cut back where they encroach on the carriageway.

ANNEX 2

Item 6: Member's Question

From Mr Robert Knowles

The recent lane reductions on the A3 Trunk Road both south and north of Hindhead have resulted in a noticeable increase in traffic, particularly at peak times on the A286 throughout the Surrey section and on B and unclassified roads in the Haslemere wards.

As this increase in traffic is likely to be for a considerable period of time, do Highways officers believe that there are any measures possible to alleviate the detrimental effects of traffic using these road to avoid congestion on the A3 ?

Response

Increased traffic on the network around Haslemere and on the A286 has been reported to the Local Highways Manager (LHM) over the past few weeks, and this is probably connected with traffic diverting to avoid congestion on the A3. In the first instance the LHM will bring this to the attention of the project manager for the Hindhead Tunnel project to establish whether anything can be done to ease the flow of traffic on the A3 in the area of the works.

In response to a supplementary question the LHM undertook to discuss the wider impact of the current works and the effectiveness of the traffic management arrangements on the A3 in the Hindhead area with the Highways Agency.

ANNEX 3

Item 14: Membership of Task Groups for 2007-2008

Waverley Borough and Godalming Town Council membership of the local Transportation Task Groups has been confirmed since the meeting and is included below.

Local Transport Plan Task Group

Surrey CC: Dr A Povey (Chairman), Mrs P Frost, Mr P Martin, Mr P D Harmer, Mr C Baily

Waverley BC: Mr R Knowles, Mr S O'Grady, Mr K Webster (substitute: Mr A Lovell)

Farnham Transportation Task Group

Surrey CC: Mrs P Frost (Chairman), Mr D Munro, Mr J Farmer; Waverley BC: Mr L Bate, Mr R Frost, Mr S O'Grady; plus two members to be invited from Farnham TC.

Godalming, Milford and Witley Transportation Task Group

Surrey CC: Mr P Martin (Chairman), Mr C Slyfield; Waverley BC: Mr R Gordon-Smith, Mr K Webster; Godalming TC: Mr S Connolly, Mr S Cosser; plus one member to be invited from Witley PC to be invited when Witley/Milford matters are under consideration.

Haslemere and Western Villages Transportation Task Group

Surrey CC: Mrs C Stevens (Chairman), Mr P D Harmer; Waverley BC: Mr R Knowles, Mr B Morgan; plus two members to be invited from Haslemere TC, and one each from the following PCs to be involved when matters relevant to their parishes are under discussion: Churt, Thursley, Witley (for Brook only), Tilford, Elstead, Frensham, Dockenfield; the Chairman of Peper Harow Parish Meeting would be invited if required.

Cranleigh and Eastern Villages Transportation Task Group

Surrey CC: Mr C Baily (Chairman), Dr A Povey; Waverley BC: Mr B Ellis, Mr K Reed; plus one member to be invited from Cranleigh PC and one each from the following PCs to be involved when matters relevant to their parishes are under discussion: Ewhurst, Womersley, Bramley, Busbridge, Hambledon, Hascombe, Alfold, Dunsfold, Chiddingfold.

Joint Hampshire/Surrey Working Group

Mr D Munro, Mrs P Frost, Mr D Harmer

ANNEX 4

The meeting was preceded by an informal public question time. The following is a summary of the matters raised.

1. Ms Tania Coleman (Streeter's Close, Godalming)

Ms Coleman referred to unsafe parking in the Lammas Road area associated with the redevelopment of Catteshall Mill and asked (i) what provision for parking has been associated with planning permission for the redevelopment of the Mill and the imminent relocation of the Godalming surgery to the site and (ii) what can be done to prevent illegal and irresponsible parking in the area.

The Area Director promised a written response which would include reference to those aspects of Ms Coleman's question which related to planning permission granted by Waverley Borough Council. Mr P Martin indicated that the Godalming Transportation Task Group would consider the concerns, especially in relation to the surgery. The Local Highways Manager would arrange to meet Ms Coleman to understand what arrangements residents would wish to see in the area.

2. Mr R Wilson (Streeter's Close, Godalming)

Mr Wilson referred to Item 18 on the agenda for the meeting and asked why the report recommended traffic calming in Catteshall Road when a majority of those who had responded to the consultation were in opposition. He believed that this would worsen the parking problems referred to in (1).

The Chairman replied that the matter would be considered in full at the appropriate point in the formal meeting.

3. Mrs Betty Ames (Alfold)

Mrs Ames asked how the Committee would be involved in any discussions with the Surrey Primary Care Trust prior to the initiation of the formal "Fit for the Future" consultation to ensure that the relationship with the County Council's social care functions is properly addressed.

The Area Director agreed to investigate the possibility of a private briefing for the County Council members of the Committee at an appropriate time.