

# Supplementary Agenda

## Supplementary Agenda

Item 6: Written Public Questions

Item 7: Written Member Questions

**We welcome you to**

**Waverley Local Committee**

Your Councillors, Your Community  
and the Issues that Matter to You



## Venue

**Location:** Waverley Council  
Chamber, The Burys,  
Godalming GU7 1HR

**Date:** Friday, 29 June 2018

**Time:** 10.00 am



**SURREY**

## **SUPPLEMENTARY AGENDA**

### **6 WRITTEN PUBLIC QUESTIONS**

(Pages 1 - 6)

To answer any questions from residents or businesses within the Waverley Borough area in accordance with Standing Order 69. Notice should be given in writing or by email to the Partnership Committee Officer by 12 noon four working days before the meeting.

### **7 WRITTEN MEMBER QUESTIONS**

To receive any written questions from Members under Standing Order 47. The deadline for members' questions is 12 noon four working days before the meeting. Notice should be given by email to the Partnership Committee Officer.



## SCC LOCAL COMMITTEE (WAVERLEY) 29 June 2018

### AGENDA ITEM 6

#### WRITTEN PUBLIC QUESTIONS

##### 1. Mr RJ Nicholls will ask the following question:

“Acquired public right of way at Godalming Wharf.

During the last week of May Magna Group, a development company, erected a new two metre high wooden boundary fence with lockable double gates plus side pedestrian gate from the river’s edge across the Wharf Road to the boundary wall of Homebase. This completely obstructs part of a safe, pleasant and traffic free pedestrian riverside route to and from Godalming’s superstores.

The route has been used continuously by the public since the mid-1980s without interruption or prohibited signs. No one as far as I am aware has ever had to seek permission. Until the erection of this obstruction there is no evidence that this small connecting road’s current owners and previous owners objected to this public pedestrian use.

It is understood that SCC, under the 1980’s Highways Act, have the authority to deal with the obstruction situation described, including if necessary prosecuting those responsible. Alternatively a SCC *Creation Order/Agreement* under the Town and Country Planning Act 1990 may be more appropriate. Can this question to you initiate the SCC *Presumed Dedication Procedure* required to rectify this obstruction situation and restore the over 30 years public passage through and over this small privately owned roadway? If YES, can the full pedestrian/cycle footway width (pushchair/shopping trolley/disability etc) and part of the outer road surface be restored to at least as good as was i.e. a pedestrian/cycle path surface alongside the white loose chip surface the developer has recently laid at the outer end?”

##### **Catherine Valiant, SCC Countryside Access Officer, will give the following answer:**

“There is currently no recorded Public Right of Way in the location described and so the Countryside Access Team cannot take steps to have any fencing/gates removed, or surface repaired. If Mr Nicholls believes that a

## ITEM 6

particular linear route had been freely used by members of the public over a period of time without ever being stopped, turned back or having had permission granted, it may be possible to make a claim under the Wildlife and Countryside Act 1981 to record a route as a public right of way. If Mr Nicholls wants to discuss how to make such an application, I would be more than happy to meet with him to talk him through the process.

It would also be possible for the landowners to dedicate a route to the public using a Creation Agreement under s.25 of the Highways Act 1980.

The closure of this area of land/path has generated a few enquires, and I am meeting with a representative of Godalming Town Council to discuss the potential for them to make an application under the Wildlife and Countryside Act 1981.”

### **2. Farnham Town Councillor George Hesse will ask the following question:**

*“For the attention of the representative of Surrey Highways Department*

“When Surrey Highways put road and pavement contracts out to tender, are the specifications for specific works written to include that the roadway or pavement is to be reinstated to the standard as before the work commenced or better, within a specified time-frame and where historic conservation area materials are involved in accordance with traditional methods, with completed work signed off by a qualified SCC Highways Engineer before payment is authorised?

If this or similar is not how tender specifications are presented can you advise how they are set out and include? Who is responsible at SCC for overseeing work to completion?”

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

“There are a number of organisations that are involved with works on the highway, including Surrey County Council as the Highway Authority, developers and utilities. Unfortunately, however, there are also many unauthorised and illegal works that occur.

The Highway Authority operate a number of contracts, and the specification of each of these will depend on the objectives of the work improvement involved. For example, Integrated Transport Scheme (ITS) would include detailed specialist specification, whilst general repairs may only include standard details.

However, all highway works are carried out according to our Surrey Standard Detail – a technical specification, including the Surrey Standard Detail drawings, and this forms part of the tender package that goes out to prospective contractors.

With regards to timeframes, all safety defect repairs are to be completed within specific timescales depending on their classification according to our Safety Defect Policy and Matrix. Safety Defect repairs are audited by our Compliance Team who ensure the work is completed to standards and payments are made via a Lump Sum arrangement.

All planned maintenance works are carried out within the financial year of April to March and an SCC Engineer monitors and checks all completed works before agreeing to sign off for payment.

There is a requirement to make safe and permanently reinstate; however, on occasions the materials will be similar, whilst at other times these may be different, when dealing with safety related issues or make safes.

Utility Companies that open up the highway to service their underground plant are expected however to reinstate and replace the highway to the same as before it was opened up.

In addition to the above, SCC carry out a number of ITS or improvement schemes, where it is able to provide an exact requirements or better, however this is done in close consultation with affected parties and to ensure that the burden on any additional maintenance liability is not greatly enhanced. The design of a scheme in a conservation area would be discussed and agreed with stakeholders, and be the same or sympathetic to what is existing.

The Highway Authorities prime purpose is ultimately to ensure safety and up keep of the public network. Specialist materials are used when funding is made available, and this funding may come from a variety of agencies, such as Borough Councils, Town Councils, Parish Councils, private developers, etc. When such improvement schemes are implemented, the schemes promotor will be expected to contribute to the ongoing revenue maintenance costs, or indeed the additional capital costs of their introduction.

We work closely with our contractors and supply chain to ensure that standards are achieved and maintained, and the payment to them reflects this.”

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

“I am an elected Councillor representing Farnham Castle Ward on Farnham Town Council and now also Waverley Borough Council and am proud of the success that Farnham achieved in being judged Joint Winner of the Large Town Category in Britain In Bloom in 2017 as well as consistently being awarded Gold Award every year from 2011 in both Large Town and Town Centre Categories in the South East in Bloom Region. Click on the following link for a history of Farnham in Bloom:

<https://www.farnham.gov.uk/services/bloom/history-of-farnham-in-bloom>

Over recent weeks a number of yellow 'temporary' barriers have been installed by Keir under contract to SCC at various locations in the town centre (junction of Union Road with South Street, junction of South Street with East Street, junction of Downing Street with West Street) to make safe railings which have been damaged. All these locations are in the designated Central Farnham Conservation Area Management Plan (FCAMP) - ([http://www.waverley.gov.uk/downloads/file/3427/farnham\\_conservation\\_area\\_management\\_plan](http://www.waverley.gov.uk/downloads/file/3427/farnham_conservation_area_management_plan)) which was adopted by Waverley Borough Council as a material planning consideration in October 2012 to which Surrey County Council amongst many other stakeholders including Waverley Borough Council, Farnham Town Council and The Farnham Society have signed up to and which also involved extensive community engagement. This plan includes an obligation to safeguard the appearance and character of the area with only quality materials being used yet although it is appreciated that safety is paramount and that there are obviously restrictions on County Council finances there does not appear to any haste in SCC fulfilling their obligation to permanently replace these railings.

Farnham is being judged on 10<sup>th</sup> and 11<sup>th</sup> July and after a considerable effort by the local community and businesses including engagement of local schools it would be a pity if Farnham's chances of maintaining its run of Gold Awards were marred by these yellow 'temporary' barriers. Is there any chance of these temporary barriers being removed by these judging dates?"

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

"It is important to note that many of these locations where the barriers have been damaged are at intersections where there is a large number of pedestrians. These barriers have been erected to protect pedestrians from interaction with vehicular traffic. The temporary barriers have been erected following collisions with the barriers by vehicles, which has left the barrier in a state which is deemed unsafe, and hence the temporary barriers have been erected to prevent pedestrians from using these gaps between barriers. As The Committee will recall these junctions have been the subject of pedestrian casualties in previous years.

The contractor is contracted to make repairs to the highway asset within a timely fashion; however, in cases where this cannot be accomplished due to no standard/bespoke equipment then the location is made safe whilst materials are ordered and programmed for repair.

There are many changes proposed in the centre of Farnham, linked with the redevelopment of the Brightwells and Woolmead sites, together with developer funded proposals for junction improvements. Virtually all of these junctions covered by pedestrian barriers, will be the subject of redesign, whether roundabout or traffic signal proposals, and associated changes to traffic flow and/or travel directions. Due to this there are currently no

proposals to replace these barriers in totality but to continue to repair them as and when necessary following damage. Obviously if details of the offender are available then SCC will pursue drivers for costs otherwise this does have to be borne from the limited revenue budgets.”

**4. Mr Trevor Combes will ask the following question:**

“Bearing in mind the increased traffic which will be generated when the 120 houses are built in the vicinity, what thought have the relevant authorities given, if any, to improving the West Street and Crondall Lane Road junction, in Farnham?”

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

“The Highway Authority assessed the impact of development generated traffic at the Crondall priority junction with West Street at the outline planning application stage. The modelling work demonstrated that development generated traffic would not have a severe impact on capacity of this junction. Notwithstanding this, the Highway Authority requested that the developer assess a mini-roundabout arrangement at this junction, to identify if it would deliver any material capacity improvements. The modelling results showed that this arrangement would increase delay on the West Street (west) arm, and therefore this option was not taken forward.

The Highway Authority did however consider that the proposed development should improve crossing provision for pedestrians at this junction, and this will be undertaken by the developer’s contractor under a S278 agreement with the county council. This will comprise a raised table arrangement with tactile paving, to improve crossing safety for pedestrians.”

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**AGENDA ITEM 7**

**WRITTEN MEMBER QUESTIONS**

One member written question has been received from Mrs Victoria Young:

“I refer to the World’s Biggest Property Bike Ride which went through parts of Waverley earlier in June. What measures are in place to ensure that such organised events run smoothly and without incident? In addition, what procedures are in place to ensure that the Local Committee and local members are both briefed and consulted on events that are likely to cause disruption on local roads?”

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

“Such open road cycle events would usually be subject to scrutiny at a District/Borough Chaired Safety Advisory Group (SAG) with representatives present from relevant stakeholders such as Surrey CC and Surrey Police. The output of the SAG would then give Officers confidence that the event was being safely run and any concerns over disruption to affected communities were suitably mitigated. This exercise would also enable Local Members to be consulted/briefed accordingly.

In this instance however, it would appear that no SAG has been convened for this event (starting and finishing at Sandown Park in Elmbridge) and as such Surrey CC Officers were unaware of this event and any adverse impact it may have had on any communities. Now that this event has come to the attention of Surrey CC Officers, they will work closely with District and Borough colleagues to ensure an appropriate SAG process is in place for the event next year. Should Members be aware of any problems with the event this year which was held on 14 June 2018, can they please share these with Surrey’s Local Area Highways Team, who can ensure this feedback is considered during the SAG process for next year.”