

DRAFT

Minutes of the meeting of the
Guildford LOCAL COMMITTEE
held at 7.00 pm on 28 November 2012
at Council Chamber, Guildford Borough Council Offices, Millmead, Guildford
GU2 4BB.

Surrey County Council Members:

- * Mr Mark Brett-Warburton (Chairman)
- Mr Graham Ellwood (Vice-Chairman)
- * Mr W D Barker OBE
- * Simon Gimson
- * Mr David Goodwin
- * Mrs Marsha Moseley
- * Mrs Pauline Searle
- * Mr Keith Taylor
- * Mrs Fiona White
- * Mr Keith Witham

Borough / District Members:

- Borough Councillor Mark Chapman
- * Borough Councillor Monika Juneja
- * Borough Councillor Nigel Manning
- * Borough Councillor Bob McShee
- * Borough Councillor James Palmer
- * Borough Councillor Tony Phillips
- * Borough Councillor Caroline Reeves
- Borough Councillor Tony Rooth
- * Borough Councillor Nick Sutcliffe
- * Borough Councillor David Wright

* In attendance

27/12 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies were received from Councillor Graham Ellwood, Borough Councillor Mark Chapman and Borough Councillor Tony Rooth. Councillor Zoe Franklin substituted for Councillor Chapman.

28/12 DECLARATIONS OF INTEREST [Item 2]

There were no declarations of pecuniary interest.

29/12 MINUTES OF PREVIOUS MEETING [Item 3]

The minutes of the meeting held on 12 September 2012 were confirmed.

30/12 PETITIONS [Item 4]

No petitions were received.

31/12 PUBLIC QUESTIONS [Item 5]

The meeting heard that Surrey Hills Management was aware of the recent repairs to the car park at Newlands Corner; that residents had concerns about increased vehicular traffic accessing Henley Fort (SOLD); and that there would be a site meeting with officers in Albury to discuss the location of the bus stop.

[see **annexe A** for written answers]

32/12 MEMBER QUESTIONS [Item 6]

Councillor Gimson stressed that inconsistencies in speed limits should be addressed. Councillor McShee noted the forthcoming Rail Strategy.

33/12 SAFER GUILDFORD EXECUTIVE ANNUAL REPORT [Item 7]

The Committee considered the annual report of the Safer Guildford Partnership, presented by Chief Inspector Matt Goodridge and Mark Adams from Guildford Borough Council.

Members welcomed the report and noted that violent, drink-related crime in the town centre had decreased following the creation of a partnership management group. It was explained that a partnership team would be created by April 2013 to tackle 'troubled families' in the borough. The recommencement of the 'Guildford cruise' would be dealt with robustly. Members with rural divisions and wards requested proposed future reporting should include rural community safety matters.

The Local Committee (Guildford) agreed to note the contents of the report and the activities of the Safer Guildford Partnership in the year 2011-2012.

34/12 PRIORITY PLACES: ADDRESSING INEQUALITY IN GUILDFORD BOROUGH [Item 8]

The Committee considered a report on the work of the Local Strategic Partnership, funded partly by the Local Committee's community safety funding. Members were directed towards the revised action plan for Westborough, the new action plan for Stoke, the outcomes of the Health Needs Assessment for Stoke and Westborough and the impact of the Travel

SMART funding on local projects. Members were impressed by the progress that was being made within the priority areas.

The Local Committee (Guildford) agreed to:

- i. note and comment on the progress made in implementing the Westborough Strategy and Action Plan;
- ii. note and comment on the Action Plan for Stoke arising from the Planning for Real exercise;
- iii. continue to use the resources at its disposal to promote the development of stronger, more self-reliant communities in Guildford.

**35/12 PUBLIC BYWAY OPEN TO ALL TRAFFIC (BOAT) NO 521 ASH
PROPOSED TRAFFIC REGULATION ORDER [Item 9]**

The Senior Countryside Access Officer introduced the report stating that two objections and five letters of support to the proposals had been received. The Committee were asked to consider whether to implement a Byway Open to All Traffic in Ash to prevent damage to the surface and facilitate the passage of all other class of traffic along the byway. There were no public speakers for or against the proposals. It was noted that the Parish Council and the local members supported the recommendation.

THE LOCAL COMMITTEE (GUILDFORD) AGREED:

The grounds for making a TRO as outlined in the committee report are met, and a Notice of Intention to make an Order should be published for Byway Open to All Traffic 521 (Ash) (D68) to prevent damage to the surface and to facilitate the passage of all other class of traffic on the byway, as shown on Drawing Number 3/1/54/H17 (Annexe 1 of the committee report).

36/12 ONSLOW PARK & RIDE PROGRESS REPORT [Item 10]

The Committee were updated on the progress was being made to implement the committee approval for the introduction of the Onslow Park and Ride, following planning consent having been given by Guildford Borough Council. Members were informed that subject to Cabinet approval it was expected that Skanska would receive the contract and that construction costs had been tightly controlled so the project was slightly under budget. Construction would start in early January and be completed in June 2013 with services running from September 2013. The bus contract had yet to be completed

The Local Committee (Guildford) agreed to note the report.

37/12 REVIEW OF GUILDFORD PARK & RIDE SERVICES [Item 11]

The Transport Projects Team Manager introduced the report setting out the review of the Park and Ride network, and a proposal for a revised fares structure across the network. Members considered the proposed fare structure and the impact that this would have on the network as a whole. It was noted that car park charging attracts 20% VAT and therefore it would not be cost effective to charge for the car park rather the bus service, although it was noted that customers did not always use the bus service and that this was lost revenue. Members heard that the contract for bus services could be broken to allow more than one company to apply and therefore open up the possibility for local, smaller companies to bid. Given due consideration the members agreed that the fares should rise to reduce the deficit.

The Local Committee (Guildford) agreed:

- i. the revised fares pricing with effect from 1 January 2013
- ii. to delegate authority to award the park & ride bus service contracts to the Group Manager, Travel and Transport Group, Surrey County Council, in consultation with the Head of Operational Services, Guildford Borough Council and the Chairman of Local Committee (Guildford).

Table 3: Proposed park and ride fares with effect from January 2013

	Adult return	Adult weekly	Adult monthly
Merrow	£1.80	£7.20	£27.00
Artington	£2.20	£8.80	£31.00
Spectrum	£2.40	£9.60	£33.00

38/12 HIGHWAYS UPDATE [Item 12]

The Area Highways Manager introduced the report setting out the three elements of the report, the progress of the 2012/13 schemes, the approval of the 2013/14 highways budgets and authorisation for a speed limit reduction. Members heard that presently Ash and Worplesdon parishes had expressed interest in the localism scheme and that the funding set aside in the committee report for the lengthsman proposal was a contingency which could be increased at the committee's discretion. Members noted that the crossing at New Inn Lane would be completed before the end of the financial year; there was no mention of a crossing for Kings Road, Shalford in the committee report; Wodeland Avenue 20mph speed limit was to be priced and that the repair of Bridge Street in the town centre would be bought forward.

The Local Committee (Guildford) agreed to:

- (i) Note progress on the 2012/13 programme of Integrated Transport Schemes (ITS, or improvement schemes), Local Re-surfacing Schemes, and S106 Schemes.
- (ii) Allocate the following budget for 2013/14:-

Construct 3 ITS schemes in 2013/14	£180,000
Design 3 ITS schemes for construction in 2014/15	£35,000
New signs, bollards etc by Guildford team	£20,000
Community Gang for 48 weeks	£96,000
Jetter for 5 weeks	£25,000
Ad-hoc maintenance ordered by Guildford team	£20,000
Reserve funding for Lengthsman scheme	£15,000
- (iii) Ask the Task Group to consider use of the remaining unallocated 2013/14 funding of £452,000 with a report coming to the March meeting of the Local Committee (Guildford).
- (iv) Authorise the introduction of a 40mph speed limit on the B2126 Horsham Road between the 30mph speed limit at Holmbury St Mary village and the Mole Valley boundary.
- (v) Delegate authority to the Area Manager in consultation with the Chairman and Vice Chairman of the Local Committee (Guildford) and locally affected Members to amend budgets throughout the year if required to ensure the budget is allocated in a timely manner.

39/12 GUILDFORD TOWN CENTRE CONTROLLED PARKING ZONE REVIEW UPDATE [Item 13]

The Committee considered a report on the initial findings of informal consultations with residents and businesses in various areas of the town centre controlled parking zone. Members were supportive of the proposal to informally consult on the options set out within the report.

The Local Committee (Guildford) agreed:

- (i) to informally consult on the proposals detailed in Annexe 2 of the committee report in relation to Dene Road and Environs, including Epsom Road, where proposals have been developed to resolve issues previously highlighted there; and,
- (ii) to informally consult on the proposals detailed in Annexe 3 of the committee report in relation to St Luke's Square. Those in the St Luke's Park section of the development will also be consulted, albeit that the proposals are currently proposed.

40/12 NOMINATION TO THE TRANSPORTATION TASK GROUP [Item 14]

The Committee reviewed the membership of the Transportation Task Group, and considered who to nominate to the vacant position on the Task Group.

The Local Committee (Guildford) agreed:

- (i) That Councillor Monika Juneja would replace Councillor Jenny Wicks on the Transportation Task Group for the remainder of the municipal year; and
- (ii) That the membership of the Transportation Task Group be amended to include the Guildford Borough Council Lead member for Town Centre Planning and Transport instead of the Lead member for the Environment.

41/12 SURREY LIBRARIES- UPDATE ON DEVELOPMENTS AND PUBLIC VALUE REVIEW IN LIBRARIES IN THE BOROUGH OF GUILDFORD [Item 15]

The Library Operations Manager (Cultural Services) introduced the report stating that the Community Partnered Library in Shere was working well, and that the residents had worked hard to work with Surrey County Council to ensure that the library continued and improved.

She informed the Committee that Guildford, Ash and Horsley were to remain in the core strategic network of 42 libraries managed by Surrey County Council and had had their IT equipment refreshed as part of the libraries new IT contract. Book issues at Ash library had shown a steady increase of 12.5% and Horsley library had increased by 11.8%. Guildford library had suffered a drop in issues in 2010-11 in part caused by major lift works but had increased in 2011-12 by 4.77%. The members welcomed the report and commended staff.

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The Local Committee (Guildford) agreed to note the report.

42/12 YOUTH SERVICE APPROVAL OF SMALL GRANTS BIDS [Item 16]

The Contract Performance Manager (Youth Work Lead) introduced the report reminding the Committee that they were being asked to consider and approve bids as part of the Local Committee's Youth Small Grants. It was noted that a more direct approach had been taken to marketing the funding for this round.

The Local Committee (Guildford) agreed to approve the bids set out within Annex B of the committee report regarding to the award of funding.

43/12 MEMBERS LOCAL ALLOCATION [Item 17]

The Committee considered a report on bids for approval from the Members Local Allocations. Members were asked to approve the bids submitted for approval as set out within the Committee report.

The Local Committee (Guildford) agreed:

- (i) To approve the items presented for funding from the Local Committee's 2012/13 revenue and capital funding as set out in paragraph 2 of the committee report; and in addition that funding for St Nicholas Infant School [Item 2.3] be conditional on the school demonstrating that they can complete the project.
- (ii) To note the expenditure approved since the last Committee by the Community Partnerships Manager and the Community Partnerships Team Leader under delegated powers, as set out in paragraph 3 of the committee report.
- (iii) To note the return of funding to the Members' Allocation budget from projects previously agreed, as detailed in paragraph 4 of the committee report.

44/12 FORWARD PROGRAMME [Item 18]

The Local Committee (Guildford) agreed to note the report.

Meeting ended at: 9.05 pm

Chairman

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Surrey County Council Local Committee (Guildford) 28 November 2012

Petitions [Item 4]

None received

Written public questions [Item 5]

1. Submitted by: PETER HATTERSLEY, LOCAL RESIDENT.

On a recent visit I noted that Surrey Wildlife Trust has erected new entry and exit signs and that large areas of tarmac have been renewed. The raised islands have been removed and are tarmaced over to add to the parking spaces.

I further note that the whole area has been marked out in white lined carparking bays. Double yellow lines have been painted at the entrance together with a 7.5T sign painted white.

Comments have been passed that when the bays are occupied car doors cannot be opened fully (particularly 4x4s).

I understand that the intention is to charge car parking via a pay and display system. Comments have been made to me that a number of users will go elsewhere if the charges are introduced. The proprietor of the adjacent Barn coffee shop/restaurant has expressed concern that displaced cars will use the Barn car park.

I understood the 1930s agreement between the land owner, the Duke of Northumberland, and the Surrey County Council was free access for all. What consultation has taken place?

What happens for members of the public:

- 1 wishing to use the toilets
- 2 wishing to use the refreshment kiosks
- 3 who are daily dog walkers (dozens)
- 4 who are horse riders (parking trailers/horse lorries)
- 5 who are ramblers
- 6 who are at school partaking in Duke of Edinburgh Award events
- 7 who belong to motorcycle clubs meeting on Sundays
- 8 who belong to various classic car clubs which meet there
- 9 who partake in Charity fundraising events
- 10 who are visitors to Surrey, holidaymakers, etc., etc.
- 11 who are mountain bikers or use scramble motorcycles
- 12 mobility scooter and Trumper users, not necessarily registered disabled.

As most, or all, will be users of the car parking facilities - will there be a 'short stay' provision or how are the charges to be levied?

I do not think there should be any charge for the use of car parking at Newlands Corner or any other car parks managed by Surrey Wildlife Trust.

Answer

Surrey County Council currently has an Access Agreement with the Duke of Northumberland's Albury Estates to manage Newlands Corner and St Martha's Hill for public access which has been in place since 1962. The current agreement dates to 1993 and is under the provisions of the National Parks & Access to the Countryside Act 1949, Surrey County Council also lease part of the Visitor Centre and toilet block. Surrey Wildlife Trust (SWT) are purely the County Council's contractor in the management of this Access Agreement providing a ranger service, a visitor centre, and carrying out day to day maintenance on public access and to a lesser extent landscape elements of the site. The enabling legislation whilst allowing free access on foot over open country envisages that access in other ways or for other services may be subject to charge.

The recent repairs and car park layout work has been carried out by SWT as part of the general management of the site and are not related to any possible future introduction of parking charges. Newlands Corner car park receives approximately 700 vehicle movements per day on average, at busy periods cars are often parked along the access road or parked badly in the previously unlined car park, taking up several spaces or blocking other vehicles in. The reinforcing of entry and exit lanes, exclusion of HGVs, and the lining of parking bays are simply designed to make the car park work more efficiently at busy periods. The parking spaces marked at 2.4m x 4.8m conform to national guidance and Guildford Borough Council's Vehicle Parking Standards (SPD).

However, Members are reminded that £30,000 was cut from the Countryside Management budget during the 2010 Public Value Review to be recouped from charging across the Countryside Estate - this figure amounts to 40% of the cost of managing this site alone. Officers are considering how this short fall may be made up, of which parking charges are obviously one option. Car parking charges are now common across countryside sites in the UK having been introduced by many other local authorities, the Forestry Commission and National Trust. However, no final decision has been taken over whether to seek to introduce parking charges on the Surrey County Council Countryside Estate and Access Agreements, nor has a scheme of charging been devised, or consultations begun.

2. Submitted by: AURIOL EARLE, GUILDFORD RESIDENT.

What measures are the Councils taking to manage vehicular traffic along the Mount to Henley Fort and ensure that the track-way verges are protected and the site itself is sufficiently screened by trees and bushes?

Answer

Surrey County Council's interest in this lane relate to a private access to Henley Fort and to its duties as Highway Authority (in respect of the bridleway). Henley Fort is part of SOLD (Surrey Outdoor Learning & Development Service) which is owned and

run by Surrey County Council. SOLD's principle users of Henley Fort are schools and youth organisations.

The public are entitled to drive along the Mount only as far as number 106 The Mount, which is the extent of the public highway. To the west of that point the route is (and has been for at least 60 years) recorded as Bridleway 14 (Guildford). As such the public have a right to use it on foot, on horseback and on a bicycle. A horse, donkey or mule may also be led over a bridleway. In the last few years evidence has come to light which indicates that higher rights might exist over the bridleway and that it should in fact be recorded as a restricted byway. If such rights were shown to exist, non-motorised vehicles (such as a horse and cart) would also be entitled to use the route.

Neither bridleways or restricted byways carry public vehicular rights. Furthermore, section 34 of the Road Traffic Act 1988, makes it a criminal offence to drive a motorised vehicle over a footpath, bridleway or restricted byway without lawful authority to do so. In this context lawful authority includes a private vehicular right and the permission of the landowner. Surrey County Council do not own the land over which the bridleway passes. Bridleway 14 and its verge areas would appear to be owned by the Loseley Estate

In the first instance SCC Highways and Countryside officers will consult with landowners and investigate options that restrict vehicular access to those with the appropriate lawful authority.

3. Submitted by: ROY HOGBEN, ALBURY PARISH COUNCIL.

Can the Old Mill Bus Stop be re-instated at its original location and that, for the safety of users, a Passenger Refuge Platform, in accordance with the Environment Agency's approval (2010-FRIM-251), be constructed on the south bank of the Tillingbourne Mill Race funded, in one way or another, by Surrey County Council.

Answer

The Committee would like to thank Mr Hogben for presenting the background paper on the exiting and the original bus stops in The Street on behalf of the Albury Parish Council.

Guildford Borough Council granted planning permission for the Old Mill to be redeveloped which included erecting a wall along the edge of the carriageway, which incorporated the lay-by within the site.

At the March 2009 Local Committee meeting it was agreed that public highway rights have been established over the lay-by adjoining the road of The Street along the frontage of The Old Mill. This was agreed as there was substantial evidence that the public had used the lay-by for more than twenty years.

The SCC officers who were dealing with the issues of the location of the original bus stop and the public rights over the lay-by fronting the Old Mill have since retired or moved on. As a result the issue of land ownership was never resolved.

Albury Parish Council has recently confirmed that the Environment Agency and the present owner of the land have approved the new proposal by the Parish Council for the groundwork and foundation work. The SCC officers will now look into the possibility of relocating the bus stop to its original location.

Surrey Hills AONB indicated that the Parish Council may be eligible for a Surrey Hills LEADER grant if the project was innovative (use of materials) and demonstrated a need for the community.

Removing the existing footway, situated on the south side of the road, to the north side from the Old Mill bus stop to the Drummond Arms Public House will affect the local residents. The SCC officers will consider this proposal, when the Parish Council have carried out consultation with the residents.

Written members' questions [Item 6]

1. Submitted by: COUNTY COUNCILLOR SIMON GIMSON (SHALFORD)

There have been a series of vehicle accidents and near misses in the area of White Lane, Foreman Road, Ash Green Lane and Poyle Road. Most are not reported to the police because the drivers do not want to involve their insurance companies and therefore do not appear on the accident database. I have had numerous reports from residents of near misses and other events. Some of those reported to me this year include:

- 19 Oct – a car travelling south on White Lane came off the road. Bridge and road narrows sign “knocked for six” as well as posts belonging to resident.
- Circa 28 Sep - incident on the corner which was witnessed by builders working for resident. A vehicle travelling north on White Lane (away from the Hogs Back) towards Forman Road failed to take the corner. The vehicle crossed the southbound side of the road and ended up in the hedge. Fortunately there was nothing coming in the opposite direction and it was the only vehicle involved.
- On or before 24 Sep – Vehicle exiting Poyle Road did not stop and crossed White Lane ending up in the hedge.
- 17 Sep – Vehicle hit the cable box on the corner of White Lane
- 10 July – in White Lane – Vehicle hit the cable box.
- 29 June – Vehicle left the road on the corner travelling south on White Lane close to bus stop

Although none of these accidents caused injury there was a serious accident involving a young pedestrian outside Ash Manor School on 13 September. The key issue in all these events is excessive speed. Drivers leave the A31 where they can legally travel at 60-70 mph and do not adjust their driving to fit the local road network.

The speed limits on the grid of roads between the A31 and the A323 is a mix of national limit, 30mph, 40mph and 50 mph. This is a wide variety and doesn't appear to be consistent. In particular the 50mph limit on Poyle Road could be seen by some drivers as a target speed rather than the maximum. The roads concerned are: White Lane, Foreman Road, Grange Road, Manor Road, Oxenden Road, The Street and Poyle Road.

Within this area of Ash South and Tongham there are a number of planning applications which could lead to a substantial increase in the amount of local traffic and vulnerable pedestrians and cyclists.

Please can the Highways Manager agree to undertake a review of these roads with the aim of creating a safer environment for residents and all road users. The review should consider traffic calming measures and changes to the existing speed limits.

Answer

Councillor Gimson has discussed these concerns with the Area Manager and the possibility of utilising potential local development funding to undertake a review of speed limits in the roads listed in the question. However SCC's Transport Development Planning Team (TDP), who comment on the highways aspects of planning applications, advise that this may not be possible, since measured speeds near local developments and not much above the 30mph speed limits in place at their locations. If (TDP) confirm that this funding stream cannot be used, it is recommended that the Task Group meeting in February consider this request as a potential Integrated Transport Scheme (ITS or improvement scheme) for the next financial year, 2013/14.

2. Submitted by: BOROUGH COUNCILLOR BOB MCSHEE (WORPLESDON)

To ease traffic to the hospital/research park/university area pressure must be put on Network Rail to start planning for a Park Barn station, then more people would leave their cars at home and this would relieve the local roads of congestion. By reducing the congestion, perhaps the proposed Onslow Park and Ride would be more successful.

The Park Barn station has previously been mooted, and this could be considered in the scheme to redevelop the main Guildford station complex, so can SCC raise this matter with Network Rail, South West trains and First Great Western.

Answer

Surrey County Council has recently commissioned a specialist consultancy firm to assist the council to develop a Surrey Rail Strategy. This strategy will consider a range of measures which could be delivered in the short term (next 5 years), medium term and longer term (by 2033). A potential station at Park Barn will be considered through the Rail Strategy. Officers have arranged meetings with Network Rail, the train operating companies and the various boroughs and districts. The Rail Strategy is expected to be published during 2013.

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Surrey County Council Local Committee (Guildford) 28 November 2012

Open Forum

The informal Open Forum preceded start of the formal meeting. Questions and answers are noted but **do not** form part of the formal minutes

1. Submitted by: PETER HATTERSLEY, WEST HORSLEY RESIDENT.

Mr Hattersley said in his opinion there had been an abuse of the BOAT by 4x4 vehicles at Sheepwalk in East Horsley. He asked if would be possible to bring a TRO to close the BOAT for winter. The Senior Countryside Access Officer would check on the terms of any existing TRO and contact Mr Hattersley directly with a response.

2. Submitted by: SANDRA MORGAN, WORPLESDON PARISH COUNCIL.

Mrs Morgan asked what provision was being made for traveller sites in Worpleson and Normandy. The Community Partnership and Committee Officer would contact Guildford Borough Council and ask the appropriate officer to contact Mrs Morgan with a response.

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