

DRAFT

Minutes of the meeting of the
WAVERLEY LOCAL COMMITTEE
held at 1.30 pm on 25 September 2015
at Alfold Village Hall, Dunsfold Road, Alfold GU6 8JB.

Surrey County Council Members:

- * Mrs Pat Frost (Chairman)
- * Mr David Harmer
- * Mrs Nikki Barton
- Mr Steve Cosser
- * Ms Denise Le Gal
- * Mr Peter Martin
- * Mr David Munro
- * Mr Alan Young
- * Mrs Victoria Young (Vice-Chairman)

Waverley Borough Council Members:

- * Cllr Carole Cockburn
- Cllr Brian Ellis
- * Cllr Mary Foryszewski
- * Cllr Simon Inchbald
- * Cllr Denis Leigh
- Cllr Stephen Mulliner
- * Cllr Julia Potts
- Cllr Wyatt Ramsdale
- * Cllr David Round

* In attendance

28/15 APOLOGIES FOR ABSENCE [Item 1]

Apologies were received from Mr S Cosser, Mr B Ellis, Mr S Mulliner and Mr W Ramsdale. Mr P Martin and Ms D Le Gal had given notice of their late arrival.

29/15 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes were agreed as a correct record and the decision tracker noted.

30/15 DECLARATIONS OF INTEREST [Item 3]

Mr P Martin had declared a pecuniary interest in relation to Item 8 on the grounds that he is Chairman of Governors of St Catherine's School, Bramley (recommendation (ii)).

The Community Partnership and Committee Officer reminded the committee of the guidance on members' interests and conduct in relation to Rights of Way decisions contained in the relevant County Council Code of Best Practice.

Declarations were subsequently made as follows:

Item 7: Mrs Barton made a statement to the effect that, in her actions as local county councillor with respect to this item, she did not believe that she had prejudiced her position in considering the report; however, she would withdraw from the meeting for this item.

Item 9: Mr A and Mrs V Young declared a pecuniary interest on the grounds of their ownership of a property which is accessed via one of the roads under discussion.

31/15 PETITIONS [Item 4]

Petitions were presented as follows, responses being tabled as **Annex 1**.

1. A petition presented by Ms J Rawlings requesting the bus stop in Ewhurst to be reinstated outside the school or the terminus of the 53 service from Guildford and Cranleigh to be at The Glebe and not at the Bull's Head green.

Ms Rawlings explained that the bus service is a lifeline for older residents of The Glebe and Downhurst Road as a means of accessing shops and services. While recognising that the removal and relocation of the previous bus stop at the school had been well intentioned, the petitioners felt that the safety and welfare of older residents had not been recognised and there had been no consultation with them. The new arrangements had resulted in an extended walk for older people which would cause increased difficulties in poor weather. Ms Rawlings understood that the council did not wish to reinstate the bus stop at its former location, but proposed that a solution could be found in establishing The Glebe as the terminus, after turning the bus at the Bull's Head green. It was suggested that the underlying problem in Ewhurst is inappropriate vehicle speed and this needs to be addressed.

The Area Highways Manager confirmed that the former bus-stop and lay-by had presented dangers to pedestrians and their removal had been well received by many users. However, the council will continue to work with Arriva to seek a solution to the problem of reversing buses at the Bull's Head green and to identify an appropriate terminus. Mr A Young, as the local county councillor, reinforced the importance of responding to the needs of older residents and to continue to pursue a solution; he will also give attention to concerns about vehicle speeds in Ewhurst. The chairman confirmed that the committee will receive a full report on the matter at its December 2015 meeting.

2. An online petition submitted by Mrs N Foskett requesting that the county council urgently review and improve road safety for drivers, cyclists and pedestrians on Chapel Road and The Avenue in Rowledge.

Mrs Foskett drew the committee's attention to the risks faced by pedestrians and cyclists on the local network of narrow and busy roads; residents using the network in this way to access the school, shops, hall and surgery are vulnerable to fast-moving vehicles. The 2011 Village Plan identified road safety as its top priority. Motorists are unaware of the significance of the buff-coloured walking route. Clarity was requested on the County Council's ownership and enforcement arrangements for hedges and verges as these could offer a safe walking space for vulnerable users. Adjustments to signage and lining could assist motorists in understanding the shared nature of the road and assist in the reduction of speeds. It was hoped that the planned maintenance would be a full resurfacing, rather than surface-dressing.

The Area Highways Manager clarified the position relating to boundaries and verges: while all boundary hedges, fences and walls fronting the public highway are privately owned and maintained, verges between road and such boundaries form part of the highway and are maintained at public expense. He explained the enforcement arrangements for overgrown hedges and undertook to investigate verge-clearance and signage. Mr D Munro, as the local county councillor, welcomed the petition and referred to differing views on the matter amongst residents of Rowledge. He felt that most owners of overgrown boundaries would respond positively to a polite, low-key request to cut back their vegetation, but recognised that formal enforcement arrangements may be necessary in a minority of cases. He commended the work of Patrick Giles (Community Highway Officer) in liaising effectively with residents. The chairman hoped that further discussion amongst all parties, including the residents' association, would yield a rapid solution.

3. A petition presented by Ms A Emersic requesting the county council to investigate and complete the resurfacing originally scheduled for The Street, Thursley with the addition of Highfield Lane hill including the church hill up to the end of the grass verges, in a manner which is in accordance with the British Horse Society and County Councils' joint guidance pamphlet Horses and Highways Surfacing, to which Surrey County Council is a contributor.

Mr D Harmer, as the local county councillor, expressed surprise that the resurfacing had not been completed and recommended that consideration be given to resurfacing the Highfield Lane hill in such a way that the situation is not made worse. The chairman asked that the Haslemere and Western Villages Task Group consider the matter.

4. A petition presented by Ms Lucy Weldon requesting the local committee to support new traffic calming measures along Elmbridge Road, Cranleigh, in particular in and around the priority road system over the Wey and Arun Canal.

Ms Weldon requested new signage (including vehicle-activated equipment) to give motorists clear warning of the hazards at this location. Ms Weldon reported the support of Cranleigh Parish Council

for traffic-calming measures and the concern of Surrey Police about the risks in the vicinity of the bridge. The road is heavily used by many types of vehicle and cyclists, travelling to a variety of local destinations. Signage is insufficient to reinforce the 30mph speed limit or to alert drivers of the unusual length of the single-carriageway section, obstructions and poor sight-lines. Ms Weldon asked the committee to agree that this section of road is a high priority for attention and to progress appropriate measures to address the problems.

The Area Highways Manager reported that discussions with Surrey Police and Ms Weldon's family have taken place. It is envisaged that a scheme involving revised signage and Vehicle Activated Signs will be developed to assist drivers. Mr A Young, as the local county councillor, welcomed the petition and confirmed that finding a solution is top of his list of infrastructure needs for Cranleigh. The chairman confirmed that the Cranleigh and Eastern Villages Task Group would consider the matter when developing its priorities for the 2016/17 programme of improvement schemes.

32/15 FORMAL PUBLIC QUESTIONS [Item 5]

The text of one formal question received and of the response provided is attached at **Annex 2**.

In his follow-up statement, Mr Beaman hoped that Waverley Borough Council would be one of the "willing partners" referred to in the response.

33/15 MEMBER QUESTIONS [Item 6]

No member questions had been received.

34/15 ALLEGED PUBLIC FOOTPATH BETWEEN PETWORTH ROAD/LOWER STREET AND COLLEGE HILL, HASLEMERE (OTHER COUNTY COUNCIL FUNCTIONS) [Item 7]

The Chairman explained that members of the committee had been given the opportunity to familiarise themselves with the location at a site visit. Members were reminded that their decision should be based on the published report and not on representations made separately to them.

Mrs N Barton made a statement to the effect that, in her actions as local county councillor with respect to this item, she did not believe that she had prejudiced her position in considering the report; however, she would withdraw from the meeting for this item.

Registered speakers were invited to address the committee for three minutes each, as follows:

Supporters

- Mr M Weston stated that, in terms of the criteria that use must have been without force, secrecy or permission, he had used the path for 30 years, often in the past with his children. He understood that Lloyds Bank

welcomed and supported use of the path, to the extent that it had installed a lamp to enable 24-hour use. He added that the path offered a useful route for pedestrians.

- Mr R Manville stated that, on his appointment as manager of Lloyds Bank in 1969, the path was in regular use and it was irrefutable that it had been in use for at least 45 years; on his retirement in 1984 bollards had only been provided to prevent the path being obstructed. Mr Manville had never been asked, during his employment as manager, to close a gate on one day each year, as there was no gate to lock. Access through the car park was open at all times.
- Mr C Scholfield stated that he had used the path almost daily for over 25 years. He noted that the alternative route via College Hill brought parents and children into close proximity with vehicles.
- Mrs S Farley had owned a nursery school in College Hill between 1970 and 1994 and the path had been used regularly with the children, e.g. when accessing a coach parked adjacent to the Town Hall for outings. She had not encountered any restriction to use of the path either during this period or during her subsequent continued residence in College Hill until 2006.
- Mr P Bagshaw stated that he had lived in Hill Road for 30 years and found the path a better walking route to the High Street than the alternative roads. During this period he had walked along the path almost every day and had never encountered any sign or impediment to his passage.

Objector

- Mr H Robbie stated that he is a Chartered Surveyor and, with Mr P Warner, owns the land on which they erected the fence. He said that the committee's role is not to consider the availability of the Lloyds Bank car park, the relative merits of the path as opposed to College Hill or to query motivations, but to consider whether anyone seeing the signs erected could understand the land to be private. He has submitted statutory declarations to the effect that the land has been private since the early 1980s. Mr Robbie referred to the guidance on Map Modification Orders (Annex B of the report) and quoted the statement that "although 20 years' uninterrupted use by the public establishes a presumption that the way has been dedicated to the public, this can be contradicted by evidence showing that the landowner did not intend to dedicate public rights during that time." Mr Robbie contended that notices to the effect that the land is private can imply the owners' intent not to dedicate public rights; the report accepts that signs have been in place since the 1980s and the evidence of people who did not see the notice to the effect that the land is private should not be relied upon.

Applicant

- Mr R Serman, a Chartered Land Agent and Surveyor, responded to the points made by the objector. He stated that there is no doubt that the path had been in use for many years and new evidence has recently become available that reinforces this. He understood that the signs in place relate to the Lloyds Bank car park and are not visible to pedestrians walking up

the path from the town centre. The bank has always made clear that the path is open at all times and Mr Serman has seen photographs in which a stile is in place. He believed that the bank had been asked to pay a substantially increased charge.

The Senior Countryside Access Officer referred the committee to the statutory guidance at Annex B of the report and reminded members that they must not give weight to factors such as the suitability of the path.

The chairman put the recommendations to the vote and both were approved with eleven votes in favour, none against and no abstentions.

Resolved that:

- (i) Public Footpath rights are recognised over the route shown between points A – B – C – D - E on Drg. No. 3/1/20/H48 and that a MMO under sections 53 and 57 of the Wildlife and Countryside Act 1981 be made to modify the Definitive Map and Statement. The route will be known as Public Footpath No. 604, Haslemere.
- (ii) If objections are maintained to such an order, it will be submitted to the Secretary of State for Environment, Food and Rural Affairs for determination.

Reason

The evidence submitted in support of the application is considered sufficient to establish that public footpath rights are reasonably alleged to subsist, having been acquired under both statutory presumed dedication (under s.31(6) of the Highways Act 1980) and common law. It is considered that landowners have not taken sufficient actions to demonstrate their lack of intention to dedicate public footpath rights during the relevant period. A MMO to modify the DMS by the addition of a public footpath as described above should be made under s. 53 of the WCA 1981.

[Mr P Martin and Ms D Le Gal joined the meeting at the conclusion of this item.]

35/15 HIGHWAYS UPDATE (EXECUTIVE FUNCTION) [Item 8]

The Area Highways Manager confirmed his intention to provide task groups with information on the amount of money available from the Planning Infrastructure Contribution (PIC) scheme, broken down by electoral division. The committee discussed delays in design and costing within the highways service and the consequent impact on delivery, recognising that this was not a criticism of the area team. It was envisaged that, following a review, the highways service would be strengthened to reduce the problems experienced. It was confirmed that the cabinet had been aware of the problem, which had been experienced across Surrey; the location of Surrey and the buoyancy of its economy presented some recruitment difficulties. There is no opportunity to bypass the established arrangements for commissioning design work. The chairman recommended that, in developing priorities for 2016/17, task groups should consider increased investment in resurfacing.

The committee was informed that a report on the final two years of the Horizon programme would be presented at the December 2015 or March 2016 meeting.

Members expressed satisfaction at the progress of schemes, including the feasibility studies in Farnham, Wey Meadow, the Bookhurst Road cycle path and the Shere Road HGV restriction. It was hoped that the pedestrian phase at the Farnborough Road/Upper Hale Road crossing would be installed in 2015.

Mr P Martin had declared a pecuniary interest as Chairman of Governors of St Catherine's School, Bramley and left the meeting for the decision on recommendation (ii).

Resolved to:

- (i) Note progress of the 2015/16 programme of highway works funded by this committee and external sources described at Annex 1 of the report.
- (ii) Note that a zebra crossing in Station Road, Bramley has now been included in the 2015/16 programme of improvements as an entirely externally funded scheme; see Annex 1 of the report.
- (iii) Note that, following Cabinet Member review, the introduction of a 30mph speed limit on the A283 Petworth Road south of Cherry Tree Roundabout, Milford has been included in the 2015/16 programme.

Reason

The committee receives regular reports on the progress of its programme and associated budgets.

36/15 VARIOUS ROADS IN WAVERLEY: SPEED LIMIT ASSESSMENT (EXECUTIVE FUNCTION) [Item 9]

Mr A and Mrs V Young declared a pecuniary interest on the grounds of their ownership of a property which is accessed via one of the roads under discussion and withdrew from the meeting for this item.

The report was welcomed. It was felt that perception of speed may have caused concern on those roads in Godalming where changed limits were not considered necessary and that better enforcement might be appropriate.

Resolved:

- (i) That, based upon the evidence, the speed limits set out in paragraph 2.5 of the report should be changed to adhere to the current policy; that authority be given to advertise a notice in accordance with the Traffic Regulation Act 1984 (the effects of which will be to implement the proposed speed limit changes and revoke any existing traffic orders necessary to implement these changes); and that, subject to no objections being maintained, the Order is made.

- (ii) To authorise the Area Team Manager, in consultation with the Chairman of the Local Committee and local member, to resolve any objections received in connection with the proposals.

Reason

Recommendations have been made based upon existing policy, in consultation with Surrey Police Road Safety and Traffic Management Team.

37/15 LOCAL COMMITTEE FORWARD PROGRAMME (SERVICE MONITORING AND ISSUES OF LOCAL CONCERN) [Item 10]

The addition to the forward programme of an update on Project Horizon was noted.

The committee discussed the suggestion that meetings be held in the morning. Some members felt that this would be more convenient for those with childcare responsibilities and encourage a wider diversity of attendance. Those who opposed the proposal felt that changing the established time would have an impact on other commitments of certain members. It was noted that the agenda of morning meetings would need careful management to ensure completion by 1.00pm.

The chairman put the proposal contained in resolution (ii) to the vote and it was agreed by nine votes to two.

Resolved to:

- (i) Note the Forward Programme for 2015/16, as outlined in Annex 1 of the report, and add Project Horizon to the list of requested reports.
- (ii) Hold meetings at 10.00am on Friday on a trial basis in the municipal year 2016/17, reviewing arrangements after six months.

Reason

Members were asked to consider arrangements for the committee's future activities so that officers can publicise the meetings and prepare the necessary reports. It was felt that the proposed adjustments to the timing of the meetings would help to widen the accessibility of the meeting and the diversity of attendance.

38/15 CHANGES TO THE COMMUNITY YOUTH WORK SERVICE IN WAVERLEY (EXECUTIVE FUNCTION) [Item 11]

Many members welcomed the report and the principle that resources and skilled workers should be allocated to areas of greatest need, with the flexibility to adjust provision to meet changing priorities. Greater clarity was sought on the extent to which the current level of service would be changed in

particular communities and the role of voluntary sector provision in the future (see information tabled at **Annex 3**). The envisaged improvement in the service offered in Cranleigh through collaboration with the parish council was welcomed. Haslemere members were concerned at the significant reduction in service proposed, but noted that the borough-wide resource could be used flexibly to meet any emerging need in the area. Reassurance was provided to the effect that the county council has no plans to close any youth centres: maintenance of the buildings will continue and income generated where possible.

The decision was made, as required by statute, by county councillors only.

Resolved that:

- (i) The proposals set out in 3.1 of the report be adopted as formal guidance for the Community Youth Work Service.
- (ii) The Senior Practitioner in consultation with the Practice Lead (West) and chairman of the Youth Task Group may adjust the services offer to meet the needs of young people as they change.

Reason

The changes are designed to: enable the Community Youth Work Service (CYWS) to better support the county council's strategic goal of employability for young people; implement a cabinet steer to allocate more of our resources to the areas of greatest need; and respond positively to an overall funding reduction of 11% for Community Youth Work across Surrey. The proposals presented in the report were developed in discussion with the local Youth Task Group and informed by a public consultation.

39/15 ANNUAL PERFORMANCE REPORT FROM SERVICES FOR YOUNG PEOPLE (SERVICE MONITORING AND ISSUES OF LOCAL CONCERN) [Item 12]

Members were reassured that a variety of approaches are employed to ensure that hard-to-reach or disaffected young people, especially in rural areas, are engaged. Officers explained that the number of young people not in employment, education or training may fluctuate throughout the year and the serviced continues to identify young people not previously known. It was agreed that additional data on Cranleigh would be supplied. It was clarified that the Youth Support Service will continue to work with relevant young people regardless of the changes in the Community Youth Work Service's provision, e.g. in Haslemere.

Resolved to note how Services for Young People have supported young people to be employable during 2014/15, as set out in the appendix to the report.

Reason

The Local Committee has an important part to play in supporting the local development of Services for Young People, ensuring that we are providing the right support to young people in local communities. In particular it has an

important formal role in relation to the Local Prevention Framework and Centre Based Youth Work.

40/15 ANNUAL REPORT OF THE SAFER WAVERLEY PARTNERSHIP (SERVICE MONITORING AND ISSUES OF LOCAL CONCERN) [Item 13]

The committee was reminded of the history and changing context of the Safer Waverley Partnership and its activities. Insp. Mark Bridge provided an overview of policing priorities in Waverley and the work of his neighbourhood team. There is a need to work smarter and adapt to diminishing resources and police attendance at community meetings and events must be more targeted. The interest in resuming the Junior Citizen programme was noted, but it was pointed out that the difficulty experienced in Waverley was related to consistency of staffing rather than funding. Some members were interested in the multi-agency Joint Enforcement Team concept which was being trialled in some other Surrey districts: Ms J Potts undertook to investigate the matter within Waverley Borough Council. Insp. Bridge will respond to a request to strengthen the relationship between elected members and local policing teams and was invited by the chairman to attend further local committee meetings.

The partnership's focus on Child Sexual Exploitation was welcomed.

Resolved to:

- (i) Note the contents of the annual report of the Safer Waverley Partnership in the year 2014-15 and the updated Partnership Plan 2015-18.
- (ii) Request that the committee's comments on the work of the partnership and its priorities be noted.
- (iii) Bear the priorities of the partnership in mind when making decisions on funding.

Reason

The committee wishes to receive periodic reports on the work of the Safer Waverley Partnership, its achievements and priorities and to consider its contribution to these.

41/15 PROMOTING RESILIENCE TO FLOODING (SERVICE MONITORING AND ISSUES OF LOCAL CONCERN) (TO FOLLOW) [Item 14]

The Community Resilience Officer (Liz Fowler) explained her role in helping communities to develop resilience to extreme weather events and encouraged councillors to support residents in responding to local risks in this way.

The Strategic Network Resilience Manager will act as a contact for members who wish to raise concerns about locations subject to regular flooding, e.g. related to drainage or run-off. Collaborative working between the county and borough/district councils and Thames Water continues to improve. There is

an increasing recognition of the impact on urban areas of land management practices in the countryside. Members hoped that the requirement for developers to mitigate flood risk could be strengthened. It was pointed out that the county council, in its capacity as statutory consultee, recommends that clarity on drainage matters is required from developers before approval, but the determination of applications remains the responsibility of the Local Planning Authority.

Resolved to note the work achieved to date by Surrey County Council, Waverley Borough Council and the Environment Agency in promoting flood resilience in the borough and request that the committee's comments be noted.

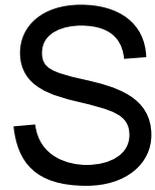
Reason

To keep the committee informed of work on flood resilience in the borough.

Meeting ended at: 4.45 pm

Chairman

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LOCAL COMMITTEE (WAVERLEY)

RESPONSE TO PETITIONS

25 SEPTEMBER 2015

The following petitions have been received:

1. A petition presented by Ms J Rawlings requesting the bus stop in Ewhurst to be reinstated outside the school or the terminus of the 53 service from Guildford and Cranleigh to be at The Glebe and not at the Bull's Head green.

Response

The response provided by Surrey County Council Highways to the formal complaint raised by Ms Rawlings is outlined below. This complaint, and one other, is now being considered at Stage 2 of the corporate complaints process by an independent investigator from Customer Relations. The investigation is expected to conclude within the next two weeks and a draft report will be issued to Mrs Rawlings and Surrey Highways for their comments.

'Surrey County Council recently provided an uncontrolled crossing facility for Ewhurst School to help improve safety for the children and parents as they negotiate crossing the busy B2127 The Mount, Ewhurst. Unfortunately, Road Safety Audit deemed it unsafe to retain the bus stop at this location together with the new crossing due to the potential conflict of cars overtaking a stationary bus on the brow of a hill and reduced visibility for pedestrians. Despite our best efforts to keep the bus stop in the immediate vicinity it was necessary to relocate approximately 200m south of the school at the next viable location. The statutory consultation process was carried out for the relocation of the bus stop. However, this does not take into account bus service users as this information is largely unknown.

Since the scheme has been completed, it has been brought to our attention that the bus stop that previously existed at the school was used by some of The Glebe residents. This has resulted in difficulties for these users on their return journey as they are no longer able to alight near The Glebe as before. Surrey County Council Officers, Surrey Police and representatives of the bus operator Arriva, have actively tried to resolve this problem by meeting residents with Parish, Borough and County

ANNEX 1

Councillors on site to explore all of the potential solutions. Regrettably, it is not possible to restore the bus stop at the school, as is the wish of The Glebe residents, for the reasons already mentioned and the remaining options are extremely limited due to safety restrictions on visibility and vehicle speeds, which are currently being checked by Surrey Police.

A proposal has been put forward to introduce a new stop between the Bulls Head Pub and The Glebe which is north of the school, however this suggestion has been rejected by the residents. Ewhurst Parish Council have asked Arriva if passengers can remain on the bus and alight at The Glebe at no additional cost as the bus makes its return journey to Cranleigh. We wait for an official response.

In the meantime we will continue to work with all of the key stakeholders to try and find a suitable compromise to the problem.'

The Area Highway Manager would remind the committee that making the crossing point at Ewhurst C of E Infants School safer was prioritised following lengthy lobbying from the school, parents and local councillors. A number of options were developed, all of which involved removing the lay-by immediately outside the school, since anyone crossing had to stand within this lay-by in order to best see approaching traffic, unprotected by a kerb. As stated above, without a lay-by to pull into it would be unsafe for buses to stop outside the school, since it is at the brow of a hill and anyone attempting to drive around a stationary bus would not have sight of oncoming traffic or anyone crossing the road. The preferred scheme, with the lay-by converted to footway and the bus stop moved 200m to the south, was installed over a year ago as part of the 2014/15 Integrated Transport Scheme programme sponsored by this committee and has been welcomed by the school and parents. The Area Highway Manager cannot recommend that the lay-by is reinstated allowing the bus stop to be returned to its original position.

Measures to help residents of The Glebe are still being pursued, These include alterations at the green opposite The Bull public house which would allow buses to turn at the end of the route without reversing (a manoeuvre that requires passengers to temporarily disembark). Residents of the Glebe on their return journey home can elect not to disembark at the re-located stop, remain on the bus to the journey-end turning point at the Bull and disembark at the bus stop at the end of their road, so avoiding having to walk further and cross the road. However, buses can stand at the Green for up to 15 minutes, adding to the duration of their journey.

An update, including the Stage 2 complaint response by the Customers Relations team, will be brought to the next local committee meeting on 11 December 2015.

2. An online petition submitted by Mrs N Foskett requesting that the County urgently review and improve road safety for drivers, cyclists and pedestrians on Chapel Road and The Avenue in Rowledge.

Response

Surrey County Council (SCC) can confirm that the public highway is inspected on a regular basis, any safety defects such as potholes being noted and repaired after the inspection. Members of the public can also report potholes via the SCC website or by phoning the SCC Contact Centre. Chapel Road forms part of the Project Horizon resurfacing programme, which is due for treatment between April 2016 and March 2018. Affected residents will be informed closer to the time of the proposed treatment, which is currently planned as inlay resurfacing.

Rowledge is a rural location, which has narrow winding roads with very limited pedestrian footways. The majority of hedges and verges do not form part of the publicly maintainable highway and are therefore outside of our jurisdiction for regular maintenance. The Local Highways Officer has been in contact with various property owners to ask that they cut back their trees and hedges to increase sight lines and to improve safety for pedestrians. Enforcement action could be taken should a property owner fail to comply with the request and it is deemed dangerous to the highway user.

A speed limit assessment could be carried out in Rowledge subject to prioritisation and funding via the Farnham Task Group and approval by the Waverley Local Committee in the Integrated Transport Schemes (ITS) highway works programme for 2016/17.

A highways engineer will review the buff-coloured strip in The Avenue, which was installed as part of an ITS highways improvement scheme in 2013 aimed at improving pedestrian safety and also included the provision of lowered kerbs at the junction of The Long Road and The Avenue to provide a safe crossing area for pedestrians.

3. A petition presented by Ms A Emersic requesting the County Council to investigate and complete the resurfacing originally scheduled for The Street, Thursley with the addition of Highfield Lane hill including the church hill up to the end of the grass verges, in a manner which is in accordance with the British Horse Society and County Councils' joint guidance pamphlet Horses and Highways Surfacing, to which Surrey County Council is a contributor.

Response

Two years ago a section of Highfield Lane approximately 300m in length was resurfaced following similar complaints from horse riders after a rider falling from a horse suffered serious injury. The area team will again review surface condition, particularly of the section identified by the petition, and take action as necessary and as funds permit, keeping the local member informed. Riders would be well advised to consider taking their own precautions where they consider they may be dismounted due to surface conditions.

4. A petition presented by Ms Lucy Weldon requesting the Local Committee to support new traffic calming measures along Elmbridge Road, Cranleigh, in particular in and around the priority road system over the Wey and Arun Canal.

Response

Surrey County Council Highway Officers have worked with the Weldon family since May when the problem was initially highlighted, carrying out several site visits and assessments, whilst keeping in regular contact with Lucy Weldon. The most recent meeting was held on 8 September together with a representative of Surrey Police Road Safety Team and Surrey County Council Road Safety Team, where a safety assessment of Elmbridge Road was carried out with the view to looking at what improvements can be made to the existing signs and road markings. The provision of a Vehicle Activated Sign is also being considered.

It is expected that the conclusions of the safety assessment will suggest some improvements that will be submitted to the Cranleigh and Eastern Villages Task Group for consideration in the Integrated Transport Schemes highway works programme for 2016/17. This location is also being discussed by the Road Safety Working Group in November, which comprises of representatives of Surrey Police Road Safety Officers together with Local Highways Engineers and Road Safety Team Engineers, with a view to investigating collisions at the location of the bridge. It is possible that further funding could be provided towards safety measures subject to evaluation and prioritisation against other sites in the county.

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LOCAL COMMITTEE (WAVERLEY)

PUBLIC QUESTION AND RESPONSE

25 September 2015

From Mr David Beaman (Farnham)

The Government has announced the provision of £5 million to fit buses with green technology:

<https://www.gov.uk/government/news/5-million-greener-bus-fund-announced-to-tackle-air-pollution>

On previous occasions when similar grants have been offered no bids have been submitted by Surrey County Council (SCC), I understand their view being that there were insufficient staff resources available to prepare such a bid that was likely to be successful, since all these grants are generally awarded to major urban areas. To quote the lottery saying "you have to be in it to win it": should not SCC at least try, especially given the known air quality problems in Farnham ?

Response

The Council is actively progressing the introduction of 'green bus technology'. The Travel & Transport and Sustainability Groups within the Environment Service are jointly working with bus operators in developing bids for funding to the Office of Low Emission Vehicles for fully electric buses to replace old diesel buses that are contributors to poor air quality in Surrey's urban areas. This is a £30 million funding programme and the bid focus is currently Guildford and Epsom, based upon willing partners and the need to meet the primary objectives set by the Department for Transport. However, these innovative bids, if funded, will allow tested but new technology to be incorporated into Surrey's bus fleet, providing valuable insight that can be used to inform wider adoption of the technology in the future.

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Community Youth Work Service

Proposed delivery across Waverley

Area	Open Access	Targeted	Detached
Farnham Area	40 Degrees – Wednesday	40 degrees – Day tbc Area wide – Day tbc	Sandy Hill - Tue and Thur Wrecclesham - Monday
Godalming Area	Eashing – Monday Farncombe - Tuesday	Eashing – Day tbc Farncombe - Day tbc	
Cranleigh*	Cranleigh YC – Wednesday		
Haslemere	Sports Group - Tuesday Basement YC – Wednesday Place to be - Friday		
Borough Wide		9 hours of one to one support Young carers project – possibly located in Godalming	2 detached sessions that will operate across the borough depending on needs of young people.

*At Cranleigh Youth Centre we will continue to provide 4 nights per week up until Christmas. From Christmas we will work in partnership with the Parish Council who have agreed to fund 3 nights per week. We are currently talking to young people and the voluntary sector about what this offer should look like and how it will add value to the other youth provision in Cranleigh.

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