

DRAFT

Minutes of the meeting of the
WAVERLEY LOCAL COMMITTEE
held at 1.30 pm on 18 March 2016
at Godalming Baptist Church, Queen Street, Godalming GU7 1BA.

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)

Borough / District Members:

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

* In attendance

1/16 APOLOGIES FOR ABSENCE [Item 1]

Apologies were received from Mr W Ramsdale and Mr D Round. Mr D Munro and Mr A Young were absent at the beginning of the meeting.

2/16 MINUTES OF PREVIOUS MEETING [Item 2]

Mrs V Young proposed the following amendment to the final sentence of section 2 of minute 46/15:

It was confirmed that the request would remain on the holding list of the Cranleigh and Eastern Villages Task Group **for consideration in the year 2017/18.**

Seconded by Mr S Inchbald, the amendment was agreed. With this amendment made, the minutes were approved as a correct record.

3/16 DECISION TRACKER [Item 3]

The committee noted further updates to the decision tracker and agreed to the removal of completed items. It was noted that the A286 Grayswood Road improvements (Haslemere) remain to be completed, also that the chairman will shortly meet residents to discuss the College Gardens on-street parking proposals.

4/16 DECLARATIONS OF INTEREST [Item 4]

No declarations of interest were received.

5/16 PETITIONS [Item 5]

Mr D Chandler presented a petition requesting that Portsmouth Road Hindhead be widened to avoid accidents. He referred to a number of comments on social media reflecting the concern of residents. It was felt that the pavement is too wide and the carriageway too narrow and that the road has further features that increase the risk of accidents: there are no central white lines, there is no street-lighting, there are angled bends with protruding kerbs rather than curves, users include large vehicles, morning congestion makes turning through traffic from side roads hazardous. Improvements were suggested to address these concerns.

The Area Highway Manager (AHM) referred to the proposed response tabled at the meeting (Annex 1). He expressed a fear that widening the road and painting a central white line would increase speeds, but undertook to consider the petitioners' ideas and to bring a report to the next meeting of the committee on 17 June 2016.

[Mr D Munro joined the meeting.]

6/16 FORMAL PUBLIC QUESTIONS [Item 6]

The text and response to one public question are attached at Annex 2.

7/16 MEMBER QUESTIONS [Item 7]

The text and response to one member question are attached at Annex 3.

Mr S Cosser noted that information on Horizon had now been received, but requested assurance that outstanding schemes not scheduled on 2016/17 would be completed in the final year of the programme so that appropriate publicity could be issued.

8/16 APPLICATION TO RECORD A PUBLIC FOOTPATH FROM PUBLIC FOOTPATH NO.181 (FARNHAM) TO PUBLIC FOOTPATH NO.7 (FARNHAM) (OTHER COUNTY COUNCIL FUNCTIONS) [Item 8]

No members of the public had registered to speak on this item.

The Countryside Access Officer reminded the committee that it could only consider evidence relating to the historical route described in the report. The recent planning history of the site and the intention of the developer to provide footpaths in the future were not relevant to the decision to be made.

Ms D Le Gal explained that, although a current user of the field, she was unable to comment on the situation during the 20-year period in question and sought clarification on the evidence for the route proposed in the report. It was pointed out that the route was supported by user evidence forms.

Mr S Mulliner questioned the judgement that, even if the landowner had sought to prevent access and any barriers had been subsequently removed, rights can be established by users who have not themselves damaged or removed the obstacles. The Countryside Access Officer acknowledged that a conflict existed, but had made her recommendation on the basis of the number of users and the nature of the landowner's attempts to stop their access.

When put to the vote, the recommendations were agreed by 13 votes to nil, with one abstention.

Resolved that:

- (i) Public Footpath rights are recognised over the route A-B-C-D-E on Drawing No 3/1/18/H85 (Annexe H of the report) and that a Map Modification Order 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.300 (Farnham).
- (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 confirmation.

Reasons

The County Council has a duty under Section 53 of the Wildlife and Countryside Act 1981 (WCA 1981) to modify the Definitive Map and Statement (DMS) if it discovers evidence which on balance supports a modification. In this instance the evidence submitted in support of the application was considered sufficient to establish that public footpath rights are reasonably alleged to subsist over a route, having been acquired by virtue of public use under statutory presumed dedication (under s.31(1) of the Highways Act 1980). Evidence suggests that landowners have not sufficiently challenged users or taken sufficient actions to demonstrate their lack of intention to dedicate during the relevant period.

9/16 COMMUNITY RESILIENCE TO FLOODING (SERVICE MONITORING AND ISSUES OF LOCAL CONCERN) [Item 9]

The following topics were discussed:

- There was a concern that Thames Water is not sufficiently responsive or appropriately structured to address problems, especially related to drainage and sewage, which fall within its remit. The Strategic Network Resilience Manager explained that the County Council, as Lead Flood Authority (LFA), is working to improve engagement with Thames Water.
- Members wished to explore the implications of the LFA's role in the planning process. The LFA is a statutory consultee for major

developments with respect to surface water management systems, following relevant guidance in the National Planning Policy Framework. Plans are assessed to ensure that discharge of water from sites does not exceed the previous level and conditions, e.g. for long-term maintenance and testing, or refusal can be recommended as appropriate. Some members hoped that a more robust response could be forthcoming in view of the volume of development in certain areas and noted again the need to engage Thames Water in addressing the potential impact of large-scale developments, especially on green-field sites. Officers recognised a need for water companies to increase investment in drainage through the charging regime; an increasing amount of pre-application discussions with developers are taking place.

- The progress made in alleviating the impact of flooding in Godalming and the promotion of resilience in Cranleigh and Alfold was commended.
- There was a wish to engage better with large land-managers, e.g. to respond to run-off associated with the removal of vegetation. Officers referred to the Wey Partnership as a means of engaging large landowners through a catchment-based approach.

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

Reasons

The Local Committee had an opportunity to continue to inform and support the work as relevant.

[Mr A Young joined the meeting during this item.]

10/16 HIGHWAYS UPDATE (EXECUTIVE FUNCTION) [Item 10]

The committee welcomed the County Council's recently-announced initiative to refurbish a significant mileage of the county's pavements. Members expressed regret, however, at the absence of local involvement in developing the Year 1 programme and requested engagement of the local committee in developing the programme for the second and subsequent years.

Members noted the impact of strengthened design and delivery in implementing the committee's 2015/16 programme of improvement schemes and welcomed its completion. The timely release of Planning Infrastructure Contribution funds (PIC) in collaboration with Waverley Borough Council was recognised as a significant feature of the committee's capacity to deliver its programme.

The committee congratulated the Highways teams on the successful delivery of the programme in 2015/16.

Resolved to:

- (i) Note progress of the 2015/16 programme of highway works funded by this committee and external sources as described at Annex 1 of the report.

- (ii) Agree that the Local Transport Plan (LTP) Task Group brings further recommendations on the allocation of the 2016/17 budget to the next meeting of the committee on 17 June 2016.
- (iii) Note the Localism applications submitted by parish and town councils and a housing association and ask the Area Highway Manager to scrutinise these and agree allocations within the £45,000 budget allocated in consultation with the chairman of the local committee.

Reasons

The committee was asked to agree actions by the LTP Task Group, Area Highway Manager and chairman in order to resolve budget allocations for 2016/17.

11/16 HEAVY GOODS VEHICLES IN RURAL AREAS (SERVICE MONITORING AND ISSUES OF LOCAL CONCERN) [Item 11]

The chairman left the meeting and Mrs V Young took the chair for this item.

Members were informed that areas outside of the initial focus of activity, e.g. west of the A281 and in the Haslemere corridor, could benefit from the experience and learning gained. It was envisaged that a workshop would be arranged for parish councils in the wider area to enable them to undertake the initial work.

It was pointed out that a focus on rural areas should not result in displacement of vehicle movements into urban residential areas and that the most appropriate routes should be followed. It was recommended that care should be taken when advising restrictions, as certain routes carry heavy goods vehicles gaining legitimate access to sites. The difficulty of ensuring that information passed to satellite navigation providers is updated for users in a timely fashion is understood.

Resolved to:

- (i) Endorse the study approach for identifying and addressing rural Heavy Goods Vehicle (HGV) issues.
- (ii) Support the proposed direction of the project to coordinate it with the work of the Surrey Hills Area of Outstanding Natural Beauty (AONB) Quiet Lanes and De-Cluttering Working Group, including trialling the decluttering approach developed by Norfolk County Council.

Reasons

A certain level of HGV activity on this area's rural road network is inevitable, due to agricultural and local business activity and the need for local deliveries. However, it is perceived that many HGV movements through this area are unnecessary and having a detrimental impact on the safety and character of rural lanes. It is expected that some problems on minor lanes can be eased by a combination of defining and signing the most appropriate routes for HGVs through rural areas together with low cost measures identified through discussions with parish councils. Some of these measures are already being promoted by the Surrey Hills Quiet Lanes and De-Cluttering Working Group.

[Mrs N Barton left the meeting.]

12/16 DATA OVERVIEW OF ACADEMIC PROGRESS WITHIN WAVERLEY (SERVICE MONITORING AND ISSUES OF LOCAL CONCERN) [Item 12]

The item was taken after Item 13/16.

While recognising the significant achievements of many schools, a number of members expressed their concerns that the progress made by children and young people from disadvantaged backgrounds remains unsatisfactory. The extent of interventions to promote inclusion was noted, but it was understood that under proposed reforms of school governance the Local Education Authority's focus would become narrowed towards providing support for more vulnerable children. The committee discussed the benefits of multi-agency engagement activity in communities experiencing disadvantage and of developing support and co-ordination arrangements to promote this.

The committee expressed its thanks to the Area Education Officer and her team and to Babcock 4S in supporting schools. The chairman proposed an additional recommendation (set out at (ii) below) which was agreed by the committee.

Resolved:

- (i) To note the content within the report for information only purposes.
- (ii) To congratulate schools in Waverley on their achievements and to ask the Chairman to write to head teachers in these terms.

Reasons

Having noted the progress reported and the planned support being provided to schools in Waverley, the committee wished to notify schools of its appreciation of the work being done.

13/16 THE THREE SOUTHERN COUNTIES (3SC) DEVOLUTION PROPOSALS (SERVICE MONITORING AND ISSUES OF LOCAL CONCERN) [Item 13]

The following points were raised in discussion:

- The Assistant Director for Highways and Transport felt that the proposals would lead to greater influence with central government and agencies such as Network Rail and Highways England; there may also be benefits from greater collaboration across the three county councils.
- The value of "triple" devolution, i.e. involving town/parish councils was noted (e.g. the contribution of Godalming Town Council to the flood alleviation group).
- Significant cultural change is needed to enhance joint working between the county and borough/district councils and might be effected through a thematic review and re-alignment of activities in the public realm, having regard to economies of scale. A radical re-assessment of the

strategic/local division of responsibilities was also suggested as a prerequisite for significant change.

- It was hoped that the initiative would not cost more money than it saves.

Resolved to note the update on the 3SC devolution proposals contained in the report and attached annex.

Reasons

The committee had an opportunity to consider the implications of the proposals, with particular reference to Waverley.

14/16 LOCAL COMMITTEE FORWARD PROGRAMME (SERVICE MONITORING AND ISSUES OF LOCAL CONCERN) [Item 14]

Resolved to note the Forward Programme for 2016/17, as outlined in Annex 1 of the report.

Reasons

The committee was invited to consider arrangements for its future activities so that officers can publicise the meetings and prepare the necessary reports.

The committee asked that its appreciation of the work of David North, on his retirement from the post of Community Partnership and Committee Officer for Waverley, be recorded.

Meeting ended at: 4.45 pm

Chairman

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ANNEX 1

**LOCAL COMMITTEE (WAVERLEY)****PETITION: PROPOSED RESPONSE****18 MARCH 2016**

The following online petition has been received, posted by Mr D Chandler and attracting 86 signatories:

We the undersigned petition Surrey County Council to: 'Widen Portsmouth Road Hindhead to Avoid Accidents.'

The petition's details read:

Ever since the Hindhead Tunnel was opened I have been amazed that the Portsmouth Road is so narrow with an unusually wide pavement. This road is now an arterial road to get to Haslemere from the A3 since it is quicker and shorter than going back up to Hindhead and down. There are many lorries (particularly construction) and coaches (for Woolmer Hill School) that use this road and it is barely wide enough to pass. One day there is going to be a serious accident here which can easily be avoided by widening the road and making the pavement a normal size. Upper Hammer Lane should also be widened up to the junction with Woolmer Hill Road for the same reasons.

Proposed response

During the early stages of planning and design of the Hindhead tunnel a public enquiry was held in 2004, which stipulated that the old A3 Portsmouth Road would be de trunked and reclassified to the A333 Portsmouth Road and Portsmouth Road South, with ownership passing from the Highways Agency to Surrey County Council. It was also a requirement that the provision of cycling facilities be introduced along the Portsmouth Road from Hammer Lane to the junction with the A287 Tilford Road. Consequently the footway was widened between the double roundabouts at the A3 junction and Hammer Lane to create a new shared use cycle path footway. The footway between the A3 junction to the A287 Tilford Road was already at a sufficient width to accommodate a shared use cycle path. The work was carried out by the Highways Agency as part of the tunnel construction project with the intention of creating a more rural road and quieter environment for the local residents.

Since completion of the tunnel, traffic studies have been carried out by the Highways Agency which have revealed a higher volume of traffic than initially predicted using the Portsmouth Road South as access to Haslemere and mainly Grayshott via Crossways. Collision data for this location shows only two recorded injury accidents within the last three years. Both appear to be random isolated incidents, which are not attributed to the width of the carriageway. Hampshire County Council has also carried out a traffic calming scheme along Crossways and has extended the cycle path along Hammer Lane up to the junction with Woolmer Hill Road, where pedestrians previously had to walk along the carriageway.

On this basis, the Surrey County Council would not propose to widen the carriageway, reduce the width of the footway and remove the cycling facilities, which would take away an important part of the infrastructure for pedestrians and cyclists that currently use Portsmouth Road South as access for Woolmer Hill school, The Edge leisure centre and Haslemere town without significant justification in terms of numbers of recorded collisions and a history of poor road safety.

ANNEX 2



LOCAL COMMITTEE (WAVERLEY)

**PUBLIC QUESTION AND
RESPONSE**

18 MARCH 2016

1. From Mr Christopher Peck

Last year, Surrey County Council completed the local awaited and much welcomed cycle track between Marshall Road and the Meadow/Chalk Road/Bridge Road roundabout, Godalming. This was one of two priority schemes identified in the 2002 Waverley Local Plan for Godalming's cycling network (see Policy M7). The second of those prioritised schemes is the continuation of that link between the same roundabout and the centre of Godalming, providing an off-carriageway link through the Lammas Lands, including bridges over Hell Ditch and the River Wey, to the east of Bridge Road. What steps have been made to (a) conduct a feasibility study of this or other options, and (b) secure funding for this route ?

Response

At the time that the Waverley Borough Local Plan was adopted in 2002, the Godalming cycle way mentioned by Mr Peck was considered significantly important and was therefore included as a strategic cycle route in Policy M7 of the Local Plan.

Waverley Borough Council continues to recognise the importance of this route and is aware that the Waverley Cycle Forum has included this cycle scheme in its latest list. However, whilst the Borough Council collects the contributions from developers through s106 agreements that go towards transport schemes, it is up to the County Council to determine their implementation. Local highways schemes, including cycle routes, are identified and prioritised by the Local Committee's local task groups for decision by the committee; to date the scheme described in the question has not been promoted by the Godalming, Milford and Witley Task Group. However, it should be noted that the proposed route is not on highways-owned land but is entirely contained within common land.

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ANNEX 3



LOCAL COMMITTEE (WAVERLEY)

**MEMBER QUESTION AND
RESPONSE**

18 MARCH 2016

1. From Mr Steve Cosser (Godalming North)

Is there a plan for the members of the Local Committee (Waverley) to be given the detail of the Project Horizon programme for 2016/17 before the start of the financial year ?

Response

The Horizon team expects to announce the programme of resurfacing schemes for 2016/17 by the end of March, so within the next week or two.

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