

Agenda

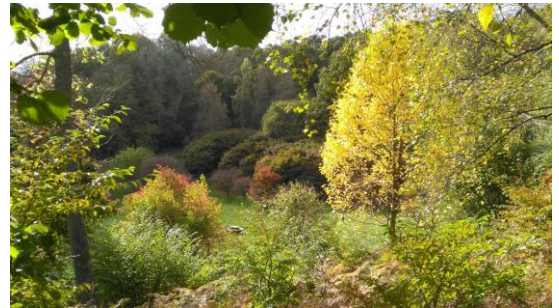
Waverley
Local Committee

**We welcome you to
Waverley Local Committee**
Your Councillors, Your Community
and the Issues that Matter to You

Discussion

Includes:

- Alleged Public Footpaths, Busbridge
- Surrey Hills HGV & Country Lanes Review
- Highways Update



Venue

Location: Godalming Baptist
Church, 15 Queen
Street, GU7 1BA)

Date: Friday, 8 December 2017

Time: 10.00 am



SURREY

You can get involved in the following ways

Ask a question

If there is something you wish know about how your council works or what it is doing in your area, you can ask the local committee a question about it. Most local committees provide an opportunity to raise questions, informally, up to 30 minutes before the meeting officially starts. If an answer cannot be given at the meeting, they will make arrangements for you to receive an answer either before or at the next formal meeting.

Write a question

You can also put your question to the local committee in writing. The committee officer must receive it a minimum of 4 working days in advance of the meeting.

When you arrive at the meeting let the committee officer (detailed below) know that you are there for the answer to your question. The committee chairman will decide exactly when your answer will be given and may invite you to ask a further question, if needed, at an appropriate time in the meeting.

Get involved

Sign a petition

If you live, work or study in Surrey and have a local issue of concern, you can petition the local committee and ask it to consider taking action on your behalf. Petitions should have at least 30 signatures and should be submitted to the committee officer 2 weeks before the meeting. You will be asked if you wish to outline your key concerns to the committee and will be given 3 minutes to address the meeting. Your petition may either be discussed at the meeting or alternatively, at the following meeting.



Attending the Local Committee meeting

Your Partnership Officer is here to help.

email: yvette.ortel@surreycc.gov.uk

Tel: 01932 795120 (text or phone)

Website: <http://www.surreycc.gov.uk/waverley>



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This is a meeting in public.

Please contact **Yvette Ortel, Partnership Committee Officer** using the above contact details:

- If you would like a copy of this agenda or the attached papers in another format, e.g. large print, Braille, or another language
- If you would like to attend and you have any **additional needs, e.g. access or hearing loop**
- If you would like to talk about something in today's meeting or have a local initiative or concern.





















Surrey County Council Appointed Members

Mrs Victoria Young, Waverley Eastern Villages (Chairman)
Mr Richard Hampson, Haslemere (Vice-Chairman)
Mr David Harmer, Waverley Western Villages
Mr Andy MacLeod, Farnham Central
Mr Peter Martin, Godalming South Milford and Witley
Dr Andrew Povey, Cranleigh & Ewhurst
Mr Wyatt Ramsdale, Farnham South
Mrs Penny Rivers, Godalming North
Mr Stephen Spence, Farnham North

Borough Council Appointed Members

Cllr Carole Cockburn, Farnham Bourne
Cllr James Edwards, Haslemere Critchmere and Shottermill
Cllr Pat Frost, Farnham. Wrecclesham & Rowledge
Cllr Jerry Hyman, Farnham Castle
Cllr Denise LeGal, Farnham Hale & Heath End
Cllr Denis Leigh, Milford
Cllr David Round, Haslemere East and Grayswood
Cllr Richard Seaborne, Bramley Busbridge and Hascombe
Cllr Liz Townsend, Cranleigh West

Acting Chief Executive
Julie Fisher

				
<p>Victoria Young (Chairman) victoria.young@surreycc.gov.uk Waverley Eastern Villages</p>	<p>Richard Hampson (Vice Chairman) richard.hampson@surreycc.gov.uk Haslemere</p>	<p>David Harmer david.harmer@surreycc.gov.uk Waverley Western Villages</p>	<p>Andy MacLeod andy.macleod@surreycc.gov.uk Farnham Central</p>	<p>Peter Martin peterj.martin@surreycc.gov.uk Godalming South Milford and Witley</p>
				<p><i>For councillor contact details, please visit:</i></p> <p>Surrey County Council www.surreycc.gov.uk/waverley</p>
<p>Andrew Povey andrew.f.povey@surreycc.gov.uk Cranleigh and Ewhurst</p>	<p>Wyatt Ramsdale wyatt.ramsdale@surreycc.gov.uk Farnham South</p>	<p>Penny Rivers penny.rivers@surreycc.gov.uk Godalming North</p>	<p>Stephen Spence stephen.spence@surreycc.gov.uk Farnham North</p>	
				
<p>Carole Cockburn carole.cockburn@waverley.gov.uk Farnham Bourne</p>	<p>James Edwards james.edwards@waverley.gov.uk Haslemere Critchmere and Shottermill</p>	<p>Pat Frost pat.frost@waverley.gov.uk Farnham Wrecclesham and Rowledge</p>	<p>Jerry Hyman jerry.hyman@waverley.gov.uk Farnham Castle</p>	<p>Denise Le Gal denise.legal@waverley.gov.uk Farnham Hale and Heath End</p>
				<p><i>For councillor contact details, please visit:</i></p> <p>Waverley Borough Council www.waverley.gov.uk</p>
<p>Denis Leigh denis.leigh@waverley.gov.uk Milford</p>	<p>David Round david.round@waverley.gov.uk Haslemere East and Grayswood</p>	<p>Richard Seaborne richard.seaborne@waverley.gov.uk Bramley Busbridge and Hascombe</p>	<p>Liz Townsend liz.townsend@waverley.gov.uk Cranleigh West</p>	

MOBILE TECHNOLOGY AND FILMING – ACCEPTABLE USE

Those attending for the purpose of reporting on the meeting may use social media or mobile devices in silent mode to send electronic messages about the progress of the public parts of the meeting.

Anyone is permitted to film, record or take photographs at council meetings. Please liaise with the council officer listed in the agenda prior to the start of the meeting so that those attending the meeting can be made aware of any filming taking place.

Use of mobile devices, including for the purpose of recording or filming a meeting, is subject to no interruptions, distractions or interference being caused to the PA or Induction Loop systems, or any general disturbance to proceedings. The Chairman may ask for mobile devices to be switched off in these circumstances.

It is requested that if you are not using your mobile device for any of the activities outlined above, it be switched off or placed in silent mode during the meeting to prevent interruptions and interference with PA and Induction Loop systems.

Thank you for your co-operation

Note: This meeting may be filmed for live or subsequent broadcast via the Council's internet site - at the start of the meeting the Chairman will confirm if all or part of the meeting is being filmed. The images and sound recording may be used for training purposes within the Council.

Generally the public seating areas are not filmed. However by entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes.

If you have any queries regarding this, please contact the representative of the Community Partnerships and Community Safety Team at the meeting.

OPEN PUBLIC QUESTIONS FORUM

Before the formal Committee session begins, the Chairman will invite questions from members of the public attending the meeting. Where possible questions will receive an answer at the meeting, or a written response will be provided subsequently.

1 APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2 MINUTES OF PREVIOUS MEETING

(Pages 1 - 12)

To approve the minutes of the previous meeting on 22 September 2017 as a correct record.

3 DECLARATIONS OF INTEREST

All Members present are required to declare, at this point in the meeting or as soon as possible thereafter

(i) Any disclosable pecuniary interests and / or

(ii) Other interests arising under the Code of Conduct in respect of any item(s) of business being considered at this meeting.

NOTES:

- Members are reminded that they must not participate in any item where they have a disclosable pecuniary interest.

- As well as an interest of the Member, this includes any interest, of which the Member is aware, that relates to the Member's spouse or civil partner (or any person with whom the Member is living as a spouse or civil partner).
- Members with a significant personal interest may participate in the discussion and vote on that matter unless that interest could be reasonably regarded as prejudicial.

4 CHAIRMAN'S ANNOUNCEMENTS

To receive any Chairman's announcements.

Agenda item only

5 PETITIONS & PETITION RESPONSES

(Pages 13 - 20)

To receive any petitions in accordance with Standing Order 68.1. Notice must be given in writing or by email to the Partnership Committee Officer at least 14 days before the meeting. Alternatively, the petition can be submitted on-line through Surrey County Council's e-petitions website as long as the minimum number of signatures (30) has been reached 14 days before the meeting.

Two petitions have been received:

(i) From Mr Tony Sollars which contains 54 signatures and reads:
"We the undersigned petition Surrey County Council to: 'implement a 20mph zone around the Chandler and Barrow Hills schools in Witley'.

Witley Parish Council have put forward suggestions for a 20mph zone around the Chandler and Barrow Hills schools in Witley to make it safer for pedestrians, cyclists and drivers."

(ii) From Mr Luke Freeborough which contains 110 signatures and reads:
"We, the undersigned, petition Surrey County Council via Witley Parish Council to install the following in order to make access to Witley Infant School safer:

- *appropriate school signage at strategic points on Church Lane*
- *to begin the '20 is plenty' process for the part of Church Lane that runs past Witley Infants*
- *to add coloured road messaging to the surface of Witley Infants*
- *any other driver behaviour-changing improvements.*

The road system in and around Witley CE Infant School is dangerous and not fit for purpose. Crossing the road, accessing the car parking and access to Church Lane, both by car and on foot, is dangerous. Every school should have safe access for the children who are in attendance, but Witley Infant School does not. There is not enough signage at two key points on Church Lane to inform drivers that there is a school; there are no road markings to encourage vehicles to drive more slowly and appropriately around young children; pedestrians have no right-of-way here."

The petition response reports are attached.

6 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.

7 WRITTEN PUBLIC QUESTIONS

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.

8 LOCAL COMMITTEE DECISION TRACKER (SERVICE MONITORING & ITEMS OF LOCAL CONCERN) (Pages 21 - 26)

To review any outstanding Local Committee decisions.

9 RIGHT OF WAY: ALLEGED PUBLIC FOOTPATHS BETWEEN CLOCK BARN LANE, NEW ROAD AND PUBLIC FOOTPATH 178, BUSBRIDGE (EXECUTIVE FUNCTION) (Pages 27 - 44)

For Decision: this Right of Way item was deferred from the Waverley Local Committee on 22 September 2017, to allow more time for consultation.

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.

10 SURREY HILLS HGV AND COUNTRY LANES REVIEW (EXECUTIVE FUNCTION) (Pages 45 - 70)

To receive a report from SCC Transport Policy Team.

The report summarises the feasibility work and further consultation carried out during the review of Heavy Goods Vehicle (HGV) movements through the study area. It also outlines the proposed measures for HGV management and puts forward a recommended strategic concept for Local Committee approval.

11 HIGHWAYS UPDATE (EXECUTIVE FUNCTION) (Pages 71 - 86)

To receive an update from the Area Highway Manager (South West).

12 LOCAL COMMITTEE FORWARD PROGRAMME 2017-18 (Pages 87 - 88)

To review the forward programme 2017/18, indicating any further preferences for inclusion.

13 DATE OF NEXT MEETING

To be held on Friday 9 March at 10am in Hale Institute, Farnham.

(10am – 10.30am: Open Public Questions Forum)

DRAFT

Minutes of the meeting of the
Waverley LOCAL COMMITTEE
 held at 10.00 am on 22 September 2017
 at Bramley Village Hall, Hall Road, Bramley. GU5 0AX.

Surrey County Council Members:

- * Mrs Victoria Young (Chairman)
- * Mr Richard Hampson (Vice-Chairman)
- * Mr David Harmer
- * Mr Andy MacLeod
- Mr Peter Martin
- * Dr Andrew Povey
- * Mr Wyatt Ramsdale
- * Mrs Penny Rivers
- * Mr Stephen Spence

Borough / District Members:

- * Cllr Carole Cockburn
- * Cllr James Edwards
- * Cllr Pat Frost
- * Cllr Jerry Hyman
- Cllr Denise LeGal
- * Cllr Denis Leigh
- * Cllr David Round
- * Cllr Richard Seaborne
- * Cllr Liz Townsend

* In attendance

77/17 APOLOGIES FOR ABSENCE [Item 1]

Apologies were received from Mrs Denise Le Gal and Mr Peter Martin.

78/17 MINUTES OF PREVIOUS MEETING [Item 2]

Minutes of the Waverley Local Committee on 23 June 2017 were agreed and approved as an accurate record.

79/17 DECLARATIONS OF INTEREST [Item 3]

Dr Andrew Povey declared an interest regarding Item 13 Waverley Parking Review 2017: Dr Povey declared a financial interest in a property in Cranleigh.

80/17 PETITIONS & PETITION RESPONSES [Item 4]

Two petitions were received in advance of the meeting.

ITEM 2

- (i) From Simon Cross which contains 35 signatures of the 24 households in the street and requests the introduction of bollards on the pavement for the length of the double yellow lines along Stream Farm Close.

Mr Simon Cross spoke to the Local Committee for the allowed three minutes.

There are already double yellow lines at the entrance to Stream Farm Close but they are mostly being ignored. Mr Colin Kemp said that parking enforcement officers who cover Waverley should be carrying out the enforcement, not the police. However, it was acknowledged that the enforcement officers are not able to be there all the time. Members agreed that Surrey Police does not have the resources to regularly monitor the area.

Members were generally supportive of the petitioner, but there was concern regarding the cost of installing bollards. There was also concern that other residents would request bollards for their roads and there is no budget to pay for these. The petitioner, Mr Cross, said that The Fox public house had agreed to pay for the bollards at the entrance to Stream Farm Close. Local Bourne members requested that they meet with officers at the site and consult with local residents.

The Local Committee (Waverley) resolved to AGREE that:

Following the petitioner's statement that the local public house 'The Fox' has agreed to pay for the bollards, local members and SCC officers will meet at the site to look at the technical possibilities of bollard installation and to discuss style and location.

- (ii) From Sandra Cheeseman which contains 49 signatures and reads:
"We the undersigned call for the construction of a parking lay-by in Broomfield to allow for residents to park and allow space for the safe passage of traffic along the highway."

Mrs Sandra Cheeseman was not present at the meeting.

The local member Mr David Harmer requested that the Committee still considers the petition.

The Local Committee (Waverley) resolved to AGREE that:

There is no funding for this at the present time. The Highways team will investigate further and provide an approximate estimate of costs to install a parking lay-by in Broomfield, should funding possibilities be identified at a later date.

81/17 WRITTEN MEMBER QUESTIONS [Item 5]

No member questions were received.

82/17 WRITTEN PUBLIC QUESTIONS [Item 6]

Two Written Public Question were received from: Mr David Beaman and Mr Barry Cole. The questions and answers are in Annex 1 to these minutes (see attached).

Mr Beaman asked a supplementary question regarding how funding is allocated to Surrey roads. Mr Colin Kemp, SCC Cabinet Member for Highways, answered. Mr Kemp explained that the central government calculation uses the length of roads, not their location or usage. Mr Kemp said that SCC is campaigning to get the funding calculation method changed and if members of the public also wished to change the funding method, they should lobby their local member of parliament.

Mr Cole was not present at the meeting.

83/17 LOCAL COMMITTEE DECISION TRACKER (FOR INFORMATION) [Item 7]

The Decision Tracker was acknowledged.

84/17 HIGHWAYS ENGLAND: HINDHEAD TUNNEL (SERVICE MONITORING AND ISSUES OF LOCAL CONCERN) [Item 8]

Two managers from Highways England Routine Maintenance and Operations presented to the Committee. See Annex 2 to these minutes for the presentation.

The Chairman Mrs Victoria Young said she was disappointed that there were no Hindhead Tunnel statistics in the presentation and most of what had been presented was already known to the Committee.

Members asked for more information including traffic patterns, times of day, amount of time closed, numbers of vehicles, reasons for closure etc. Members also asked questions regarding an alternative route plan, management controls and why Farnham Town Council is not included as one of Highways England's regular consultees, especially as the A325 which runs through Wrecclesham takes all the traffic from the A3 when the tunnel is closed from the Portsmouth side. It was noted that at present the regular consultees represent communities around Thursley. Highways England has been in consultation with this group specifically about traffic being diverted off the A3 at Thursley and not following the diversion but instead going through Thursley and/or Bowlhead Green. The group is not a general consultee forum, but specifically meets about this Thursley issue.

There was also discussion concerning the original public enquiry, when it was said that tunnel closure would only be once every five to ten years. Closure is now a much more regular occurrence.

Highways England described the traffic closure procedure and said that it was seeking to fund a trial of traffic officers being based at the tunnel. Over the past 12 months, there had been 53 breakdowns, 17 road traffic accidents, 49 planned closures and 46 unplanned closures. Websites, social media and radio are used to announce issues and closures.

Highways England said more information would be sent to members following this meeting and a follow-up report would be produced to include statistics.

The Chairman thanked Highways England for attending and invited them back in about six months to provide more information to the Local Committee and to answer further questions.

85/17 CABINET MEMBER (HIGHWAYS) UPDATE [AGENDA ITEM ONLY] [Item 9]

The Chairman welcomed Mr Colin Kemp, SCC Cabinet Member for Highways, who presented to the Local Committee. See Annex 3 to these minutes for his Highways Briefing Note, which was tabled at the meeting.

Mr Kemp provided an update on the financial situation regarding Highways in Surrey and set out his intention to improve the quality and transparency of the information that is provided to members and residents. The Cabinet Member acknowledged that although the local committee's highways budget had been drastically cut, there was still a role for local/joint committees going forward. Mr Kemp would like proposals to be presented to the Local Committee earlier so that members are able to contribute to the process. He acknowledged that it was important for them to know what was going on so that they can inform their residents. Mr Kemp intends to attend all local and joint committees in early 2018 to consult with local members.

This year £90 million will be spent across the Surrey road network. A map (attached to these minutes at Annex 4 – see explanatory note* below) was displayed that showed the location of projects in Waverley, either delivered or scheduled for delivery this financial year. The briefing note summarised the spend across the borough; the Cabinet Member recognises that this is not enough, which is why there is a need to prioritise where and how the money is spent on the network.

The Local Committee also needs to look at other sources of funding that it may have access to, for example Community Infrastructure Levy (CIL), developer funding (s106) and the parking surplus. Mr Kemp said that Waverley uses its parking surplus well and some great work had been done in Farnham already.

On-street parking charges in commercial areas is one option that is being explored but the Cabinet Member stressed that residential areas were not part of the scope. The main aim is to create churn of vehicles and allow residents who wish to visit these businesses to park and this in turn will help businesses to survive.

County officers would work with colleagues at the borough council to ensure a local approach and any decisions would come back to the Local Committee for agreement.

Members asked questions regarding the briefing note, including clarification on the 'defects' figures. It was explained that the figure includes everything, for example signs and potholes. There was a request that the parking revenue be saved for what it was intended in Farnham and not be top-sliced to support other areas.

The Chairman thanked Mr Kemp and said that the Committee looked forward to his future attendance.

* The numbers on the map are the Surrey Highways asset ID number. These numbers correspond with the ID on the published Horizon 2 lists on the SCC website.

86/17 ALLEGED RIGHT OF WAY BETWEEN SALT LANE AND CLOCK BARN LANE, BUSBRIDGE (EXECUTIVE FUNCTION) [Item 10]

This item was DEFERRED until the next Waverley Local Committee on 8 December 2017, to allow time for further consultation.

87/17 HIGHWAYS UPDATE (EXECUTIVE FUNCTION) [Item 11]

The Chairman welcomed the SCC Acting Area Highways Manager, who presented the item.

It was requested that in future, the Area Highways Manager adds to the table headings in Highways Update Annex 2 (Waverley LTP Schemes Ranking), to indicate parish area in addition to the town (in the 'Division' column).

Members were provided with an update to Annex 3 – Road Casualties summary, which included information specific to Waverley. See Annex 5 to these minutes.

The Chairman gave an update regarding Farnham pedestrianization. She had met with the three Farnham county councillors on Monday 18 September to discuss in more detail. The Chairman is now going to meet with the Farnham county councillors and the local member of parliament, Jeremy Hunt, to discuss how the scheme can be progressed.

Members requested clarification regarding grit bins. The SCC Cabinet Member for Highways, Mr Colin Kemp, informed them that they are unable to use their SCC member allocation on grit bins. All grit bins will remain in place for this winter and SCC officers are communicating with members regarding the future status of grit bins - and the grit re-filling - in their areas.

The Local Committee (Waverley) resolved to AGREE:

- (i) To note the capital works being progressed during 2016/17
- (ii) To note the ongoing revenue works being carried out.
- (iii) To approve the expenditure of the parking surplus as detailed in the report. (paragraphs 2.1.2 to 2.1.11 refer).
- (iv) To delegate to the Area Highway Manager, in consultation with the Chairman and Vice Chairman and Divisional Member, the ability to resolve any problems encountered to facilitate scheme delivery.

Reason: The recommendations are intended to facilitate delivery of the 2017-18 Highways programmes funded by the Local Committee, whilst at the same time ensuring that the Chairman, Vice Chairman and relevant Divisional Members are fully and appropriately involved in any detailed considerations.

88/17 HIGHWAYS: B2130 DUNSFOLD ROAD / D181 BARRIHURST LANE - SPEED LIMIT ASSESSMENT (EXECUTIVE FUNCTION) [Item 12]

The Local Committee (Waverley) resolved to AGREE that:

- (i) Based upon the evidence the speed limits should be changed to adhere to the current policy, and gives authority 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 the changes. Subject to no objections being maintained the Order is made.
- (ii) Authorisation is given to 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.
- (iii) The speed limit be reduced to 40mph along the following lengths of highway:
 - B2130 Dunsfold Road, westwards from the existing de-restriction to a point 430 metres east of the access to The Lodge
 - D181 Barrihurst Rd, southwards from the existing de-restriction to its junction with B2130 Dunsfold Road.

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

89/17 WAVERLEY PARKING REVIEW 2017 (EXECUTIVE FUNCTION) [Item 13]

The Chairman welcomed the SCC parking team engineer, who presented the report. He informed the Local Committee that he intends to produce several smaller parking reviews in future, rather than one large review. This Waverley Parking Review had taken two years to produce.

The officer asked members in turn regarding their local area as detailed in the report, and he answered their queries. Cllr Denis Leigh requested it be noted that he was concerned regarding costs of providing additional yellow lines given the enforcement availability to ensure yellow lines meet their desired intention.

Some members asked to speak to the officer in more detail outside of the committee.

There was discussion regarding paragraph 5.1 – financial information. Members requested further information concerning the breakdown of the parking surplus, for example, from fines, parking meters, residents permits etc. The Chairman said she would come back to members with more information.

Members asked for it to be recorded that they thank the officers in the SCC parking team and especially the officer present, for all the work on the parking review.

The Local Committee (Waverley) resolved to AGREE:

- (i) the proposed amendments to on-street parking restrictions in Waverley as described in this report and shown in detail on drawings in Annex A are agreed, **minus the proposals for Tilford Street, Tilford (paragraph 3.7.1).**

- (ii) the local committee allocates funding as detailed in paragraph 5.1 of this report to proceed with the introduction of the parking amendments.
- (iii) the intention of the county council to make an order under the relevant parts of the Road Traffic Regulation Act 1984 to impose the waiting and on street parking restrictions in Waverley as shown on the drawings in annex A is advertised and that if no objections are maintained, the orders are made.
- (iv) if there are unresolved objections, they will be dealt with in accordance with the county council's scheme of delegation by the parking strategy and implementation team manager, in consultation with the chairman/vice chairman of this committee and the appropriate county councillor.

Reason: It is recommended that the waiting restrictions are implemented as detailed in Annex A. They will make a positive impact towards:
 Road safety, Access for emergency vehicles, Access for refuse vehicles,
 Easing traffic congestion, Better regulated parking, Better enforcement,
 Better compliance.

90/17 LOCAL COMMITTEE FORWARD PROGRAMME 2017-18 [Item 14]

The forward programme was agreed, with the addition of the deferred Right of Way item, which will now come to the next Local Committee meeting on 8 December 2017.

91/17 DATE OF NEXT MEETING [Item 15]

To be held on Friday 8 December 2017 at 10am in The Baptist Church, Godalming.

(10am – 10.30am: Informal Public Question Time)

Meeting ended at: 12.16 pm

Chairman

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MINUTES - ANNEX 1

SCC LOCAL COMMITTEE (WAVERLEY) 22 September 2017

AGENDA ITEM 5

WRITTEN MEMBER QUESTIONS

No written questions have been submitted.

AGENDA ITEM 6

WRITTEN PUBLIC QUESTIONS

1. Mr David Beaman will ask the following question:

“Central Government has allocated Surrey County Council £1,348,000 from the Pothole Action Fund and £3,451,000 from The National Productivity Investment Fund for local highway maintenance - click on the following links for verification of these amounts:

<https://www.gov.uk/government/news/government-allocates-12-billion-roads-funding-to-councils>

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/583263/roads-funding-information-pack.pdf

(see Table on page 6)

How much of these extra funds being provided by Central Government specifically for highway maintenance has been allocated to Waverley and are these funds additional to the amounts that were reported at the last Waverley Local Committee?”

Matthew Gallop, Surrey CC Asset Policy & Programme Team Leader, will give the following answer:

“We have published on the Surrey County Council website where this money was allocated – see the links below. The Pothole Action Fund has been allocated the same way as 2016/17.

<https://www.surreycc.gov.uk/roads-and-transport/road-maintenance-and-cleaning/maintaining-our-roads-and-pavements/department-for-transport-capital-funding-for-highways/department-for-transport-pothole-action-fund-2016-17>

<https://www.surreycc.gov.uk/roads-and-transport/road-maintenance-and-cleaning/maintaining-our-roads-and-pavements/department-for-transport-capital-funding-for-highways/department-for-transport-national-productivity-investment-fund-2017-18>

The lump sum for reactive maintenance (£3m) is spent where defects are found and according to the safety defect matrix. We have an additional £3m for repairing actual and preventative defects on the SPN 4a and 4b network, again where the need is, independent of the location.

From the SCC website:

Department for Transport – Pothole Action Fund 2016-17

In April 2017 the government announced a £250m Pothole Action Fund. £50m will be made available each year for the next 5 years. Funding is calculated according to the size of the local road network in the area and for 2016-17, Surrey was allocated £1,033,000.

Surrey have used their allocation as part of a Preventative Programme to deal with both actual and potential potholes on our lower category roads. We have used a range of techniques including; handlay patching, machine patching, jet patching, thermal patching and rejuvophalt.

The 2016-17 Preventative Programme, which has cost £3m in total, has removed or prevented approximately 35,000 defects and therefore the funding from the Pothole Action Fund has removed over 10,000 potholes from the network. The innovative nature of this programme means that as well as removing or preventing potholes, we have also been able to add life back into the road network rather than just filling potholes.

Department for Transport – National Productivity Investment Fund 2017-18

In the 2016 Autumn Statement, the government announced the creation of a new National Productivity Investment Fund to provide funding for local highway and other local transport improvements.

The Fund aims to:

- reduce congestion at key locations
- upgrade or improve the maintenance of local highway assets across England, outside London
- improve access to employment and housing
- develop economic and job creation opportunities

For 2017-18, £185m has been made available which has been allocated via a formulaic approach. Surrey's allocation for 2017-18 is £3,451,000.

We intend to use our allocations to help fund maintenance improvements and make our network more resilient on the following key strategic areas in Surrey:

- A217 from the Sutton County Boundary to Horley
- A24 Epsom Town Centre Gyratory
- A25 Clandon Crossroads”

2. Mr Barry Cole will ask the following question:

“I would like to ask the local committee as to how they have allowed SCC to switch off the lights on Sandy Hill Estate in Farnham?

I do believe it was discussed and put to a vote by approx. 850 people which resulted in 76% voted in favour of turning off some of the lights for some off the time, we have had the whole of the estate turned off all of the time.

Also SCC stated that Surrey Police were involved in this policy with them stating that this would not increase crime, but recently declared in their own website arise in crime by 8-10%.”

Andy Royse, Surrey CC Contract Manager - Street Lighting, will give the following answer:

“The committee understands that Mr Cole has already been in contact with Officers and Councillors in relation to the County Council’s Part Night Lighting policy. The main focus has been about keeping lights on where they are in close proximity to steps. The Council has agreed with Mr Cole and will keep some lights on all night if they are in close proximity and provide useful illumination to County Council maintained steps.

In relation to the specific questions raised by Mr Cole:

1) I would like to ask the local committee as to how they have allowed SCC to switch off the lights on Sandy Hill Estate in Farnham?

There is no statutory requirement on local authorities in the UK to provide street lighting. The Highways Act empowers local authorities to light roads but does not place a duty to do so. Surrey County Council is facing significant financial pressures and as with other Public Sector organisations is having to explore all opportunities to generate savings to manage its budget. Switching street lights off in some residential areas from midnight to 0500 is one of these initiatives.

Before any lights are switched off, each road is surveyed to identify if any of the published avoidance criteria are present. Lights will not be switched off where these avoidance criteria are present or in areas where the Council’s Road Safety Team or Surrey Police raise concerns about the potential impact on road or community safety.

2) I do believe it was discussed and put to a vote by approx. 850 people which resulted in 76% voted in favour of turning off some of the lights for some of the time, we have had the whole of the estate turned off all of the time.

The public Consultation which the Council carried out between 5th August 2016 and 2nd September 2016 was open to all residents rather than being targeted at any specific groups to try and elicit as wide a response as possible. This was publicised through a number of means including the Council's social media sites, website and libraries as well as through direct contact with the Council's Highways Customer Panel. The Part Night Lighting Programme has also been featured by several news outlets.

The purpose of the public consultation was to hear as many views as possible about the proposed Part Night Lighting programme. The attached document gives more information and explains the results of the consultation and was included as an appendix to the Cabinet report which was agreed on 18 October 2016.

3) Also SCC stated that Surrey police were involved in this policy with them stating that this would not increase crime, but recently declared in their own website a rise in crime by 8-10%.

Many other authorities have introduced similar part night lighting schemes successfully, without adverse effects and have made significant savings. With rising energy costs and reduced budgets these types of changes to street lighting are becoming more common. Recent independent academic research found no link between street lights being dimmed or switched off and any increase in road accidents or crime.

Surrey Police have been provided with area maps and lists of roads that were intended to be included in the Part Night Lighting programme and have been afforded the opportunity to identify any areas of concern where switching lights off would be expected to have an adverse impact on either road or community safety. Information relating to crime statistics are the domain of Surrey Police and so Officers will continue to engage with them and where identified, locations where the lights should be considered to be excluded from Part Night Lighting will be discussed and a joint decision taken.

More information about the Council's Part Night Lighting programme including, the rationale, cabinet reports, avoidance criteria, independent research and answers to some frequently asked questions is available on our website: <https://www.surreycc.gov.uk/roads-and-transport/road-maintenance-and-cleaning/street-lights-traffic-signals-and-signs/part-night-street-lighting> ”

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (WAVERLEY)

DATE: 8 DECEMBER 2017



LEAD OFFICER: REBECCA HARRISON – SAFER TRAVEL TEAM MANGER

SUBJECT: ROAD SAFETY OUTSIDE SCHOOLS – THE CHANDLER AND BARROW HILLS

DIVISION: GODALMING SOUTH MILFORD AND WITLEY

SUMMARY OF ISSUE:

A petition was presented to the Waverley Local Committee which contains 54 signatures.

This petition calls for Improvements to the area surrounding The Chandler School and Barrow Hills School, Witley.

RECOMMENDATIONS:

The Local Committee (Waverley) is asked to note the petition and agree that

- (i) The Safer Travel Team and key stakeholders including the Police will investigate the issues set out in the petition in line with Surrey County Councils (SCC's) Road Safety Outside Schools Policy.
- (ii) The Safer Travel Team will return to the Waverley Local Committee in March 2018 with a report outlining any recommendations associated with the petition.

REASONS FOR RECOMMENDATIONS:

A petition has been received at Waverley local Committee which states:

"We the undersigned petition Surrey County Council to: 'implement a 20mph zone around the Chandler and Barrow Hills schools in Witley'. Witley Parish Council have put forward suggestions for a 20mph zone around the Chandler and Barrow Hills schools in Witley to make it safer for pedestrians, cyclists and drivers."

The Safer Travel Team will investigate the above issues in accordance to the SCC's Road Safety Outside Schools Policy, and will return to the next Local with a full report.

1. INTRODUCTION AND BACKGROUND:

- 1.1 One of the most frequently expressed road safety concerns is that of the safety of children outside schools. At school drop off and pick up times the roads in the immediate vicinity of the schools are especially busy and there is usually a higher level of vehicle, pedestrian, scooter and cyclist activity. This causes slower vehicle speeds and the congestion and very often leads to frustration from residents and motorists at the apparent chaos caused by parents and children arriving or leaving the school.
- 1.2 Concerns have been expressed via an online petition, containing 54 signatures of support.

**"We the undersigned petition Surrey County Council to: 'implement a 20mph zone around the Chandler and Barrow Hills schools in Witley'.
Witley Parish Council have put forward suggestions for a 20mph zone around the Chandler and Barrow Hills schools in Witley to make it safer for pedestrians, cyclists and drivers."**

- 1.3 A further 23 signatures were received from Barrow School after the petition deadline, in support of the petition.

2. ANALYSIS:

Following the Road Safety Outside Schools Policy analysis will be carried out including collision data, road user and behaviour observations will be undertaken.

3. OPTIONS:

- 3.1 Following investigations a full committee report will be brought to the Waverley Local Committee in March 2018 for consideration.

4. CONSULTATIONS:

- 4.1 As part of the Road Safety Outside Schools process the school, parish council and county councillor will be consulted.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 Any recommendations for engineering measures to improve this location will be added to the list of possible future highway improvement schemes for prioritisation alongside other requests for schemes within Waverley. This will take into account the likely effect of the proposals on congestion, accessibility, safety, environment and economy (CASEE).

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 This report and any future reports will be created in accordance with the council's "Road Safety Outside Schools" Policy which has been subject to Equality and Diversity impact assessments.

7. LOCALISM:

- 7.1 Any future proposals and recommendations will be developed in consultation with the school community, local and divisional members.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report)
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 Any conclusions and recommendations will be detailed in a future report to the Waverley Local Committee

10. WHAT HAPPENS NEXT:

- 10.1 The Safer Travel Team will seek to investigate the concerns using the Road Safety Outside Schools Policy.

Contact Officer:

Rebecca Harrison Safer Travel Team Manager
01483 517515

Annexes:

The Road Safety Outside Schools Policy

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (WAVERLEY)

DATE: 8 DECEMBER 2017



LEAD OFFICER: REBECCA HARRISON – SAFER TRAVEL TEAM MANGER

SUBJECT: ROAD SAFETY OUTSIDE SCHOOLS – WITLEY INFANT SCHOOL

DIVISION: GODALMING SOUTH MILFORD AND WITLEY

SUMMARY OF ISSUE:

A petition was presented to the Waverley Local Committee which calls for improvements to the area surrounding Witley C of E Infant School.

RECOMMENDATIONS:

The Local Committee (Waverley) is asked to note the petition and agree that

- (i) The Safer Travel Team and key stakeholders including the Police will investigate the issues set out in the petition in line with Surrey County Councils (SCC's) Road Safety Outside Schools Policy.
- (ii) The Safer Travel Team will return to the Waverley Local Committee in March 2018 with a report outlining any recommendations associated with the petition.

REASONS FOR RECOMMENDATIONS:

A petition has been received at Waverley local Committee which states:

"We the undersigned, petition Surrey County Council via Witley Parish Council to install the following in order to make access to Witley Infant School safer:

- Appropriate school signage at strategic points on Church Lane
- To begin the "20 is plenty" process for the part of Church Lane that runs past Witley Infants
- To add coloured road messaging to the surface of Witley Infants
- Any other driver behaviour-changing improvements.

The road system in and around Witley C of E Infants School is dangerous and not fit for purpose. Crossing the road, accessing the car parking and access to Church Lane, both by car and foot, is dangerous. Every school should have safe access for the children who are in attendance, but Witley Infant School does not. There is not

www.surreycc.gov.uk/waverley

enough signage at two key points on Church Lane to inform drivers that there's a school; there are no road markings to encourage vehicles to drive more slowly and appropriately around young children; pedestrians have no right-of-way here".

The Safer Travel Team will investigate the above issues in accordance to the SCC's Road Safety Outside Schools Policy, and will return to the next Local with a full report.

1. INTRODUCTION AND BACKGROUND:

- 1.1 One of the most frequently expressed road safety concerns is that of the safety of children outside schools. At school drop off and pick up times the roads in the immediate vicinity of the schools are especially busy and there is usually a higher level of vehicle, pedestrian, scooter and cyclist activity. This causes slower vehicle speeds and the congestion and very often leads to frustration from residents and motorists at the apparent chaos caused by parents and children arriving or leaving the school.
- 1.2 Concerns have been expressed via a petition, containing 110 signatures of support.

2. ANALYSIS:

- 2.1 Following the Road Safety Outside Schools Policy, analysis will be carried out using collision data, speed data, and site visits will be carried out to assess road user behaviour.

3. OPTIONS:

- 3.1 Following investigations a full committee report will be brought to the Waverley Local Committee in March 2018 for consideration.

4. CONSULTATIONS:

- 4.1 As part of the Road Safety Outside Schools Policy process, the school, parish council and county councillor will be consulted.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 Any recommendations for engineering measures to improve this location will be added to the list of possible future highway improvement schemes for prioritisation alongside other requests for schemes within Waverley. This will take into account the likely effect of the proposals on congestion, accessibility, safety, environment and economy (CASEE).

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 This report and any future reports will be created in accordance with the council's "Road Safety Outside Schools" Policy which has been subject to Equality and Diversity impact assessments.

7. LOCALISM:

- 7.1 Any future proposals and recommendations will be developed in consultation with the school community, local and divisional members.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 Any conclusions and recommendations will be detailed in a future report to the Waverley Local Committee

10. WHAT HAPPENS NEXT:

- 10.1 The Safer Travel Team will seek to investigate the concerns using the Road Safety Outside Schools Policy.

Contact Officer:

Rebecca Harrison Safer Travel Team Manager
01483 517515

Annexes:

The Road Safety Outside Schools Policy

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Local / Joint Committee Decision Tracker

This tracker monitors progress against the decisions that the Local Committee has made. It is updated before each committee meeting. (Update provided November 2017).

- Decisions will be marked as 'open', where work to implement the decision is ongoing.
- When decisions are reported to the committee as **complete**, they will also be marked as 'closed'. The Committee will then be asked to agree to remove these items from the tracker.
- Decisions may also be 'closed' if further progress is not possible at this time, even though the action is not yet complete. An explanation will be included in the comment section. In this case, the action will stay on the tracker unless the Committee decides to remove it.

Meeting Date	Item	Decision	Status (Open /Closed)	Officer	Comment or Update
22 September 2017	4 (i)	PETITION The Local Committee (Waverley) resolved to AGREE that: Following the petitioner's statement that the local public house The Fox had agreed to pay for the bollards, local members and SCC officers will meet at the site to look at the technical possibilities of bollard installation and to discuss style and location.	Open	Area Highway Manager (South West)	Update from Highways team: Confirmation regarding payment for the bollards is awaited from The Fox.
22 September 2017	4 (ii)	PETITION The Local Committee	Open	Area Highway Manager (South West)	Update from Highways team: A site visit has been carried out to assess

		<p>(Waverley) resolved to AGREE that:</p> <p>There is no funding for this at the present time. The Highways team will investigate further and provide an approximate estimate of costs to install a parking lay-by in Broomfield, should funding possibilities be identified at a later date.</p>			<p>the parking in Broomfield. It was noted that the majority of vehicles are currently parking on the carriageway and not on the verges and that damage to the grass verges and kerbing from vehicle overrun was minor. It was also noted there is insufficient width of verge at the edge of the carriageway to provide a parking bay for vehicles. However, It could be possible to remove the grass verge to widen the carriageway on one, or both sides of the road to increase the width of the road. The estimated cost, based on other schemes within the county to widen the road is likely to be in excess of £100,000. As you will appreciate, this is a significant amount of money and currently exceeds the funds allocated towards highway improvements which is £36,000 this financial year. Therefore, a project of this nature is unlikely to be prioritised unless funding can be secured through other means or from local development contributions.</p>
22 September 2017	8	<p>HINDHEAD TUNNEL (for information)</p> <p>Highways England said more information would be sent to members following this meeting and a follow-up report would be produced to include statistics. The Chairman invited Highways England back in about six months to provide more information to the</p>	Open	Partnership Committee Officer	<p>Highways England will be invited to the Local Committee on 9 March 2018.</p> <p>No follow-up report has been received to date.</p>

		Local Committee and to answer further questions.			
22 September 2017	10	<p>ALLEGED RIGHT OF WAY BETWEEN SALT LANE AND CLOCK BARN LANE, BUSBRIDGE</p> <p>This item was DEFERRED until the next Waverley Local Committee on 8 December 2017, to allow time for further consultation.</p>	Open	Countryside Access Officer	This is on the agenda for 8 December.
22 September 2017	12	<p>HIGHWAYS: B2130 DUNSFOLD ROAD / D181 BARRIHURST LANE - SPEED LIMIT ASSESSMENT</p> <p>The Local Committee (Waverley) resolved to AGREE that:</p> <p>(i) Based upon the evidence the speed limits should be changed to adhere to the current policy, and gives authority 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 the changes. Subject to no objections being maintained the Order is made.</p> <p>(ii) Authorisation is given to the</p>	Open	Senior Engineer – Road Safety	Scheme to be implemented before the end of the financial year.

		<p>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.</p> <p>(iii) The speed limit be reduced to 40mph along the following lengths of highway:</p> <p><input type="checkbox"/> B2130 Dunsfold Road, westwards from the existing de-restriction to a point 430 metres east of the access to The Lodge</p> <p><input type="checkbox"/> D181 Barrihurst Rd, southwards from the existing de-restriction to its junction with B2130 Dunsfold Road.</p> <p>Reason: Recommendations have been made based upon existing policy, in consultation with Surrey Police Road Safety and Traffic Management Team.</p>			
22 September 2017	13	<p>WAVERLEY PARKING REVIEW 2017</p> <p>The Local Committee (Waverley) resolved to AGREE:</p> <p>(i) the proposed amendments to on-street parking restrictions in Waverley as described in this report and shown in detail on drawings in Annex A are agreed, minus the proposals for Tilford Street, Tilford (paragraph 3.7.1).</p>	Open	Engineer, Parking Strategy and Implementation Team	The proposed changes will be advertised in early 2018 via street notices, local press and some selected letter drops. Implementation is expected in spring 2018.

		<p>(ii) the local committee allocates funding as detailed in paragraph 5.1 of this report to proceed with the introduction of the parking amendments.</p> <p>(iii) the intention of the county council to make an order under the relevant parts of the Road Traffic Regulation Act 1984 to impose the waiting and on street parking restrictions in Waverley as shown on the drawings in annex A is advertised and that if no objections are maintained, the orders are made.</p> <p>(iv) if there are unresolved objections, they will be dealt with in accordance with the county council's scheme of delegation by the parking strategy and implementation team manager, in consultation with the chairman/vice chairman of this committee and the appropriate county councillor.</p>			
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SURREY COUNTY COUNCIL**LOCAL COMMITTEE** (Waverley)**DATE:** 8 DECEMBER 2017**LEAD OFFICER:** DEBBIE PRISMALL, SENIOR COUNTRYSIDE ACCESS OFFICER**SUBJECT:** ALLEGED PUBLIC FOOTPATHS BETWEEN CLOCK BARN LANE, NEW ROAD AND PUBLIC FOOTPATH No. 178, BUSBRIDGE**DIVISION:** WAVERLEY EASTERN VILLAGES**SUMMARY OF ISSUE:**

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 that can be reasonably alleged to support a modification. Three linking applications have been received for Map Modification Orders (MMO) to add Public Footpaths between Clock Barn Lane, New Road and Public Footpath No. 178, Busbridge to the Surrey County Council DMS as shown on the attached drawing of 3/1/3/H13 (**Annex A**).

It is considered that the evidence shows that neither a public footpath, nor a right of way of any other status, can reasonably be alleged to subsist over the routes. As such no legal order to modify the Definitive Map and Statement should be made.

RECOMMENDATIONS:

The Local Committee (Waverley) is asked to agree that:

- (i) No Public Footpath rights are recognised over the routes shown as:
 - (a) Claimed footpath no. 574 between points A – B – C – D - E on Drg. No. 3/1/3/H13
 - (b) Claimed footpath no. 559 between points C – H – F – D, H – I and F – G on Drg. No. 3/1/3/H13 and
 - (c) Claimed footpath no. 565 between points B – J on Drg. No. 3/1/3/H13

and that the applications for MMOs under sections 53 and 57 of the Wildlife and Countryside Act 1981 to modify the Definitive Map and Statement by the addition of footpaths is not approved.
- (ii) In the event of the County Council being directed to make a MMO by the Secretary of State following an appeal by the claimant(s), the County Council as surveying authority will adopt a neutral stance at any Public Inquiry, making all evidence available to help the inspector determine the case.

REASONS FOR RECOMMENDATIONS:

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 it is considered the evidence does not support the making of a MMO.

1. INTRODUCTION AND BACKGROUND:CLAIMED FOOTPATH APPLICATION (CP) No. 574

1.1 In March 2016, Ian Wilks of 2 Mary Vale, Godalming, Surrey GU7 1SW submitted an application for a Map Modification Order (MMO) to add a public footpath from the junction of New Road with Salt Lane to Clock Barn Lane. The claimed route runs between points A – B – C – D – E on Drg. No. 3/1/3/H13 (**Annex A**).

1.2 The application was accompanied by 15 public way evidence forms showing use of the route on foot between 2014 – 2016.

CLAIMED FOOTPATH APPLICATION (CP) No. 559

1.3 In June 2013, Graham Cornick of Nutwood Cottage, New Road, Hydestile, Godalming GU8 4DJ submitted an application for a MMO to add a network of public footpaths from Salt Lane along New Road through woodland to Clock Barn Lane with two spurs running towards Hydon Hill Cheshire Home. The claimed routes run between points A – B – C – D – E, C – H – F – D, H – I and F – G on Drg. No. 3/1/3/H13.

1.4 The application was accompanied by 15 public way evidence forms showing use of the routes on foot and on bicycle between 1984 – 2013.

CLAIMED FOOTPATH APPLICATION (CP) No. 565

1.5 In January 2015, Ian Wilks of 2 Mary Vale, Godalming, Surrey GU7 1SW submitted an application for a MMO to add a public footpath from Salt Lane along New Road to public footpath no. 178, Busbridge. The claimed route runs between points section A – B – K – J on Drg. No. 3/1/3/H13.

1.6 The application was accompanied by 6 public way evidence forms showing use of the route between 1955 – 1960 (UEF 5) and 1972 – 2016. Use varies between 2 – 5 times a year with one user (UEF 4) claiming use every day.

2. ANALYSIS:**PUBLIC USER EVIDENCE FOR THE ROUTES:**

2.1 Section 31 of the Highways Act 1980 provides that the claimant's evidence must show that the route has been enjoyed by the public for a 20-year period, calculated retrospectively from the point at which that use was first challenged. The use must have been without force, secrecy or permission. Public use can also lead to the acquisition of public rights at common law. In such cases the use must have been sufficient to raise a presumption that

the landowner had intended to dedicate the route. For the legal background for map modification orders see **Annex B**.

- 2.2 Section 31 provides no minimum level of user for the establishment of a public right of way. Instead a route must have been used by a “sufficient number of people who together may sensibly be taken to represent the people as a whole/the community in general”. The House of Lords has ruled that the amount of user must be such as might have been reasonably expected if the route in dispute was an undoubted public highway. The necessary level of use must therefore be considered on a case by case basis.
- 2.3 Six of the claimants have been interviewed about their use of all the claimed routes. Mrs A Barney (UEF 1) has lived at her property since 1994 and started walking along New Road eastwards through the woodland to Clock Barn Lane and then onto Hydons Ball or Juniper Valley and then walk back past the Cheshire Home as part of a circular route. In the early years they would also take their sons on their bikes on the paths. Neighbours had told them about it and they just assumed it was a public path as there was an opening in the woodland as well as a well trodden path. Mrs Barney has seen other people from the locality using the routes, usually either with dogs or children. She says there have never been any restrictions and has never seen the landowners.
- 2.4 Mr M Guerrini (UEF 8) and Ms C Wakeman (UEF 13) have lived in New Road since 2000. At that time the pathway through the woodland had no barriers at either end. They would walk, run and cycle through with their young sons approx. 60 times a year. They have never been stopped and told they couldn't use the path. The people we bought the house from originally told us about the path through the woodland. They say there were never any signs on the path from the western end of New Road to Public footpath 178 until the current owners of Busbridge Copse Farm moved in and put some up in 2013. Mr Guerrini used the path occasionally to walk to Milford station. The width has always been only one person wide and when the bamboo at the side grew up people used to cut it back. Their property has the benefit of a right of way over the road known as New Road leading into Salt Lane granted by a Deed.
- 2.5 Mrs B (UEF 5) and Mr P Gardner (UEF 15) moved into their house in New Road in 1984 and have used the claimed routes through the woodland to Hydons Ball and part of circular routes. They say that in those days the care assistants from Hydon Hill Cheshire Home would walk through the woodland and along New Road to get to the Hydestile Social Club. That has since closed and been renamed “Hunters”. We used the path when our neighbours invited us to the Summer Fair at the Cheshire Home shortly after they moved in. They say they used to see neighbours and dog walkers using the path from New Road to Clock Barn Lane. It was safer for their sons to cycle through the woodland than along Salt Lane. Walking to the west from New Road they walk down a path next to Hydons and on a path parallel to Station lane to Milford Station almost all off road. They state they have never asked for or been granted permission to use the paths.
- 2.6 Mr G Cornick (UEF 3 and the applicant for CP 559) moved into New Road in 1978 and started walking the west to east route through the woodland twice a day minimum to walk their dogs to Clock Barn Lane Hydons Ball. He says

they always saw other people using the route. There were never any signs up and nobody told him he couldn't use the paths. The barrier at the western end off New Roads was put in about 4 – 5 years ago by the current landowner. They sometimes use the liking paths to do a circular walk or visit the Cheshire Home but not as frequently.

- 2.7 Ms S Bell-Wilson who lives in Salt Lane has described walking the paths from point A to B, C, D, E, F, G, H, I, J and K from 1977 playing with friends in the woodland most days through to 1990. When she was older she walked neighbour's dogs and from 1987 to 1990 her use would have been approximately 150 times a year.

CLAIMED FOOTPATH APPLICATION No. 574

- 2.8 Fifteen user evidence forms have been completed showing use of the route on foot. Twelve of the users have walked the route once in 2016 as part of a rambling group on an organised walk. The other 3 have used it on average 1 – 5 times a year during the period 2014 – 16.

CLAIMED FOOTPATH APPLICATION No. 559

- 2.9 Fifteen user evidence forms have been completed showing use of the routes on foot and on bicycle. Four of the claimants show use on bicycle with only one for the full 20-year period. Twelve of the claimants live in New Road and the other 3 in the adjoining Salt Lane. Two of the claimants have used the routes for the full 20-year period. Use varies between daily on foot to 30 times a year. The average use on foot is 179 times a year. Average use on bicycle is 50 times a year. Only 3 of the claimants have used the routes for the full 20-year period

CLAIMED FOOTPATH APPLICATION 565

- 2.10 Six user evidence forms have been completed showing use of the route on foot. Only 2 have used the route for the 20-year period. One user (UEF 4) claims daily use whilst the other claimants' use varies between 2 – 5 times a year.

LANDOWNERS EVIDENCE

- 2.11 All of the landowners have been contacted. The section J – K is owned by Mr and Mrs J Power of Busbridge Copse Farm. When they bought the property in July 2013 they put up notices at either end of the path saying:

"POLITE NOTICE

Permissive Path

This alleyway is private property and is not a public right of way. Use by the residents of Hydestile is permitted by the owner at their own risk. The owner accepts no liability for any incidents relating to its use. On the 1 December each year this path will be closed for planned maintenance."

They say when they bought the property they understood it was a permissive path for local residents and they are happy for local people to continue to use it as such.

- 2.12 The previous owners of Busbridge Copse Farm, Mr and Mrs J Hindley lived there from 1983 to 2013. They say that the path “was unfenced when we bought the house” and as far as they “were concerned the path was a permissive path that we allowed our neighbours to use and we never intended to dedicate it as a public footpath. We believe that the path was originally a short-cut for residents on New Road to get to the old social club adjoining Busbridge Copse Farm. The social club closed around 1997 and was converted into a house that is now called ‘Hunters’. After the club closed we continued to allow it to be used by the neighbours so that they didn’t have to go on Salt Lane. We didn’t put up a sign stating it was not a public right of way. In our minds there was no need as it was used only by neighbours on New Road. As far as we were aware it was never habitually used by anyone else. When ramblers on footpath 178 asked for directions we certainly never directed them to the alleged footpath through our then garden.”
- 2.13 New Road (sections A – B – K) is a private road owned by the Mcpherson family. James Mcpherson has lived at 6 New Road for around 30 years. He objects to the alleged footpath. He states “I am not aware that the general public have been using New Road as a public footpath to make a cut through to footpath 178 as per your drawing. The only people I am aware of who walk up and down New Road are a few of our neighbours, who sometimes use the short cut through to footpath 178 with the permission of the owners at Busbridge Copse Farm. The path across Busbridge Copse Farm was originally a cut through from New Road to the Social Club that was adjacent to Busbridge Copse Farm. I believe that the social club closed around 1998. The previous owners of Busbridge Cope Farm allowed their neighbours to use the path so that they didn’t have to walk the long way around and along Salt Lane. Since then the few residents on New Road continued to use it as a cut through to the footpath that runs down to Clock Barn. I have used the path on occasion over the past 20+ years but have always considered that I am doing it with the permission of my neighbour. I certainly wouldn’t walk through someone’s garden otherwise. When the current owners of Busbridge Copse Farm moved in they discussed with me that they were considering putting a gate on the path but had no objection to their neighbours using it. This reinforced to me the principal that they considered it their garden and that if I was to use it, it would be with their permission.”
- 2.14 The woodland between New Road and Clock Barn Lane (sections B – C – D – E, C – H – F – D, H – I and F – G) is owned by Mr R Favell and Ms L Hampson. They bought it in 2013 from Mr P Boddington and his daughter Ms K Keightley. Before that it was owned by the Bill Myer Trust. They say that the main east to west route has always been quite clear and the other routes are more like meandering animal tracks. When we bought the wood there was some old barbed wire fencing that had been broken down all along the woodland/ road edge with Clock Barn Lane. In 2013/14 we replaced the fencing along the eastern and northern boundaries. When they bought the land they chose not to fence off the paths but left a gap at the eastern end and installed a staggered barrier just east of point B. Mr Favell and Ms Hampson bought the woodland for their own use and in 2013 say they offered a private licence to local residents for them to be allowed to walk through. They haven’t stopped anybody walking through so far but would like to keep the flexibility of being able to close the footpath when they need to for woodland management. The offer of a licence prompted Mr

Cornick to submit his claim for public footpath rights supported by a number of public user evidence forms from some local residents.

- 2.15 Mr Boddington and Ms Keightley say they bought the woods in 1990 as community land. Mr Boddington has stated that “From 1990 to 1997 we lived at Hydon Heath Corner, Salt Lane. I very regularly walked in the woods during this period and drove past every day but never encountered anybody or evidence of paths. The woods have always been private property as was known locally and we never gave permission for anyone to walk there and since then I have made visits and still seen nobody.” They never closed the woodland for maintenance work. Mr Boddington has stated that “The woodland was fenced down the side of Clock Barn Lane and at the boundary to the Cheshire home. There was also a wooden sign which read ‘Private Woodland’.
- 2.16 In addition, Mr P Gardner who has lived on New Road for 33 years since June 1987 has written saying that he has always considered the path at the end of the road as private property. He is concerned making it an official footpath would result in a large number of people using the road and path to the detriment of the security of the area.

BUSBRIDGE PARISH COUNCIL COMMENTS

- 2.17 The Parish Council has commented on the applications. They say all of the paths and tracks have a considerable history of usage which can be traced back to the time of the London Blitz in WW2. Pupils and staff from the former evacuation centre, now part of the Cheshire Home, regularly used the paths as the quickest way to the bus stop at Hydestile crossroads, Milford railway station and the Country Counter shop in Salt Lane. These continued to be used after the war by evacuees from the Hungarian revolution in the 1950s. The site then became a Cheshire Home and particularly during 1968 – 1988 staff used the path to go to the facilities including the new social club (now known as ‘Hunters’). The King George V Hospital was originally built in 1922 on the opposite side of Salt Lane with a second hospital, the Third Australian Serviceman’s Hospital, built to the east. Some staff were billeted to houses in the surrounding area and many of those living in Clockbarn Lane would have used the paths to get to and from work.
- 2.18 With the hospitals, shop, social club and even buses now long gone the footpath usage is now quite different. The paths do not form part of any particular long distance route as most walkers going from Godalming to Hydon’s Ball simply continue along FP 178 and cross over Salt Lane straight onto Hydon Heath. The current use of the paths is best split into three sections.
- i. The short section from Busbridge Copse Farm and FP 178 (points J - K) is used mostly by residents from further west on Salt Lane to cut through to New Road and then on through the woods to Juniper Valley avoiding having to walk on Salt Lane itself.
 - ii. The New Road section is used by New Road residents who mostly carry on up to the woods and towards Juniper Valley rather than down towards FP 178.

- iii. The main woods section B – C – D – E which runs parallel to Salt Lane sees the most use of the three. It definitely does get regular use as the path is well defined, well worn and not at all overgrown. C – H – F – D and its offshoots are rather more problematic because although also well worn they do not really go anywhere and simply circle round to rejoin the main path.

2.19 The Parish Council is keen to preserve the existing network of public footpaths and where appropriate expand it. They also seek to take into account the wishes of the residents whom they represent. Sections J – K (Busbridge Copse) and K – B (New Road) are both effectively permissive footpaths for local residents who are quite content with the status quo. Concerns about privacy and security have been raised relating to these in the event they were to be mapped and signed as public footpaths.

2.20 In conclusion the Parish Council say therefore they cannot support the application for sections J – K – B and C – H – F – D but do support it in its original form for A – B – C – D – E because in their opinion it is most regularly used and it provides a safe alternative to walking along the ever busier and dangerous Salt Lane.

MAP EVIDENCE

2.21 The routes do not appear on any editions of the Definitive Map or in the Definitive Statement. The paths are not shown on the 1871, 1897 and 1918 Ordnance Survey maps. New Road is shown on the 1938 edition but not the cut through from its western end to Busbridge Copse Farm or any path through the woodland to the east. The 1972 edition shows the cut through from the western end of New Road but no path in the woodland.

2.22 In the absence of any conclusive documentary evidence showing public rights the claim must rely on user evidence either by statute or common law.

3. OPTIONS:

- 3.1 The Committee may agree or disagree with the officer's recommendation that footpath rights have not been acquired. Alternatively, they may decide that the evidence submitted shows that the routes should be included on the Definitive Map and Statement as public footpaths. Decisions can only be made on the basis of the evidence available. The recommendation is based upon the evidence submitted and interpreted under the current legislation. Matters such as convenience, amenity, security or safety are irrelevant (see **Annex B**)
- 3.2 Where the County Council decides not to make an order, the decision can be appealed to the Secretary of State. If such an appeal resulted in a Public Inquiry the County Council would normally take a neutral stance.

4. CONSULTATIONS:

- 4.1 Waverley Borough Council, Busbridge Parish Council, Mrs Victoria Young County Councillor, Cycling UK, Auto Cycle Union, British Driving Society, British Horse Society, Open Spaces Society, The Ramblers and all relevant landowners have all been consulted.

4.2 Legal Services have been consulted and approved this report.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 The cost of advertising a Map Modification Order would be approximately £1200, which would be met from the County Council's Countryside Access budget. If objections are received and a Public Inquiry held, additional costs of around £4000 will also be met from the same budget. Most costs are fixed by our duties under Schedule 15 of the WCA 1981.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 There are no equalities and diversity implications. In any event these are irrelevant factors under the current legislation.

7. LOCALISM:

7.1 If it is agreed that no Map Modification Order should be made it is likely that the landowners will continue to allow use by local residents on a permissive basis. The private rights of residents of New Road to access their properties are unaffected.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	None of these are relevant considerations under the current legislation
Sustainability (including Climate Change and Carbon Emissions)	
Corporate Parenting/Looked After Children	
Safeguarding responsibilities for vulnerable children and adults	
Public Health	

9. HUMAN RIGHTS ACT 1988:

9.1 Local Authorities are required to act to uphold European Convention rights which are now enforceable in British courts as a result of the Human Rights Act 1988. Primary legislation, of which the WCA 1981 is an example, may require the County Council to act in a different way. While the Council must interpret primary legislation in a way that is compatible with Convention rights that duty does not apply if the County Council could not have acted differently. In this instance it is first necessary to consider whether the action recommended to members touches on a Convention right. The making of this order may affect the rights of the landowner/ occupier under Article 8 of the Convention, the right to a peaceful enjoyment of one's possessions. The Act makes it clear that such rights may only be interfered with in a way that is in accordance with the law. Here the action by the County Council as surveying authority is prescribed by law as described in **Annex B** of this

report. The recommendation to Members not to make Map Modification Orders is not considered to be in breach of the Act.

10. CONCLUSION AND RECOMMENDATIONS:

- 10.1 Any decision must be made on the legal basis set out in **Annex B** to this report. The only relevant consideration is whether the evidence is sufficient to raise a presumption that a public right of way exists. Other issues such as security, privacy, convenience or safety are irrelevant. The safety of walkers using Salt Lane as an alternative route to the claimed paths is not a relevant factor in considering whether public footpath rights have been acquired.
- 10.2 Under Section 53 of the WCA 1981, “the authority shall make such modifications to the Definitive Map and Statement as appear to them to be requisite in consequence of the discovery of evidence which (when considered with all other relevant evidence available to them) shows that a right of way not shown on the DMS subsists or is reasonably alleged to subsist over land in the area to which the map relates”.

STATUTORY TEST

10.3 Section 31 of the Highways Act 1980 states that:

1) “Where a way over any land other than a way of such character that use of it by the public could not give rise at common law to any presumption of dedication has actually been enjoyed by the public as of right and without interruption for a full period of 20 years, the way is deemed to have been dedicated as a highway unless there is sufficient evidence that there was no intention during that period to dedicate it.

2) The period of 20 years referred to in sub-section (1) above is to be calculated retrospectively from the date when the right of the public to use the way is brought into question whether by a notice...or otherwise.

- 10.4 In respect of CP 574 the relevant 20-year period is 1996 – 2016. As discussed in for CP 559 the relevant 20-year period is 1993 – 2013 and for CP 565 the relevant 20-year period is 1996 – 2016.
- 10.5 As discussed in 2.7 above in respect of CP no. 574, the evidence provided only covers a two year period rather than 20 as required under the legislation. Therefore the statutory test is not met.
- 10.6 The evidence for CP 559 is that only 2 people have used the routes for the full 20-year period, The remaining user evidence will add to the cumulative use of the routes. However, the overall use is considered insufficient to meet the statutory test.
- 10.7 In respect of CP 565 there are 6 claimants of which only 2 have used the route for the 20-year period. Three of the claimants have only used the route for 4 years between 2011 – 2014. It is also likely that the majority of claimants have been exercising a private right along New Road. Therefore, it is considered there is insufficient use to meet the statutory test.
- 10.8 The conclusions also relate to insufficient evidence for use on bicycle to give rise to any higher rights.

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Calling into question

- 10.5 It is necessary to establish under Section 31 when the public's use was first brought into question. A period of 20 years must be calculated retrospectively from the date when the right of the public to use the way was brought into question whether that was by a notice, by the making of a Schedule 14 application, by blocking the route or otherwise. With all 3 applications the relevant callings into question are the dates of the Schedule 14 applications.

Public use

- 10.8 Section 31 provides no minimum level of user for the establishment of a public right of way. Instead a route must have been used by a sufficient *"number of people who together may sensibly be taken to represent the people as a whole/ the community in general"*¹. It is not necessary for all, or indeed any, of the claimants to have used the route for the whole 20 year period but the cumulative effect must be considered. In this instance the level of use during the previous 20 year periods does not meet the statutory test and therefore the routes have not been dedicated as public footpaths.

Common law

- 10.9 An inference that a way has been dedicated for public use may also be drawn at common law where the actions (or lack of) by the landowner indicate they intended a way to be dedicated as a highway and where the public have accepted it. Dedication may be express or implied from evidence of use by the public and of acquiescence to that use by the landowner. The period of use required to give rise to dedication at common law has never been defined and will depend upon its own facts.
- 10.10 In this instance the owners of Busbridge Copse Farm and New Road have stated that the route was provided for use by local residents and they were the only people they saw walking through. With reference to CP 559 (UEFs 1, 3, 4, 5, 6, 7, 8, 10, 11, 12, 13, & 15) it is assumed that the claimants who live in New Road have a private right of access to their property and therefore they may have been exercising a private right along New Road rather than a public right before entering the woodland. Their evidence of use is considered insufficient to meet the common law test.

Use 'As of Right' or 'By Right'

- 10.10 Under the legislation, use of the way must have been 'as of right', which means without force, secrecy or licence. It is not necessary for the user to have a belief that their use is 'as of right'
- 10.11 The majority of the claimants for CP 559 live in New Road and have been exercising a private right of way along the road to go to and from their homes to get to the woodland to the east, public footpath no, 178 to the west or Salt Lane. It is considered there are insufficient numbers of claimants who are not residents to have acquired use 'by right'. Furthermore, Mr Boddington and Ms Keightley say that the woodland was

¹ Paragraph 5.12 Planning Inspectorate's Definitive Map Orders: Consistency Guidelines. April 2003.
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fenced along its boundary with Clock Barn Lane and the Cheshire Home and there was a 'Private Woodland' sign. Mr Favell and Ms Hampson have confirmed that when they bought the woodland in 2013 there was an old barbed wire fence that had been broken down along Clock Barn Lane. They replaced it with wooden fencing leaving a gap for the path. None of the claimants recall the path having a fence across it but if a barbed wire fence had been broken down in the past this may mean that originally the path was used 'with force' and therefore use would not have been 'by right'.

Lack of intention to dedicate

10.13 There is no evidence that any landowner prevented pedestrian use during the relevant periods although the landowners for New Road and Busbridge Copse Farm were aware that local residents were using the route and the owner of the woodland during the relevant period has stated he didn't see any use and therefore took no action.

CONCLUSIONS

10.14 In light of the above, it is the Officer's view that footpath rights have not been acquired either by virtue of section 31 of the Highways Act 1980 or at common law.

11. WHAT HAPPENS NEXT:

- 11.1 If the recommendations are agreed no legal order will be made. The applicants will have an opportunity to appeal to the Secretary of State for Environment, Food and Rural Affairs against this decision.
- 11.2 If the committee decides that an order should be made and objections are maintained to that order, it will be submitted to the Secretary of State for confirmation.
- 11.3 If the Committee resolution is different to the officer's recommendation the reasons and evidence for the decision should be recorded. This will explain the Council's actions should the matter proceed to Public Inquiry or Appeal.
- 11.4 All interested parties will be informed about the decision.

Lead & Contact Officer:

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debbie.prismall@surreycc.gov.uk

Consulted:

See Section 4.

Annexes:

- A Drawing No. 3/1/3/H13
- B Legal background

Sources/background papers:

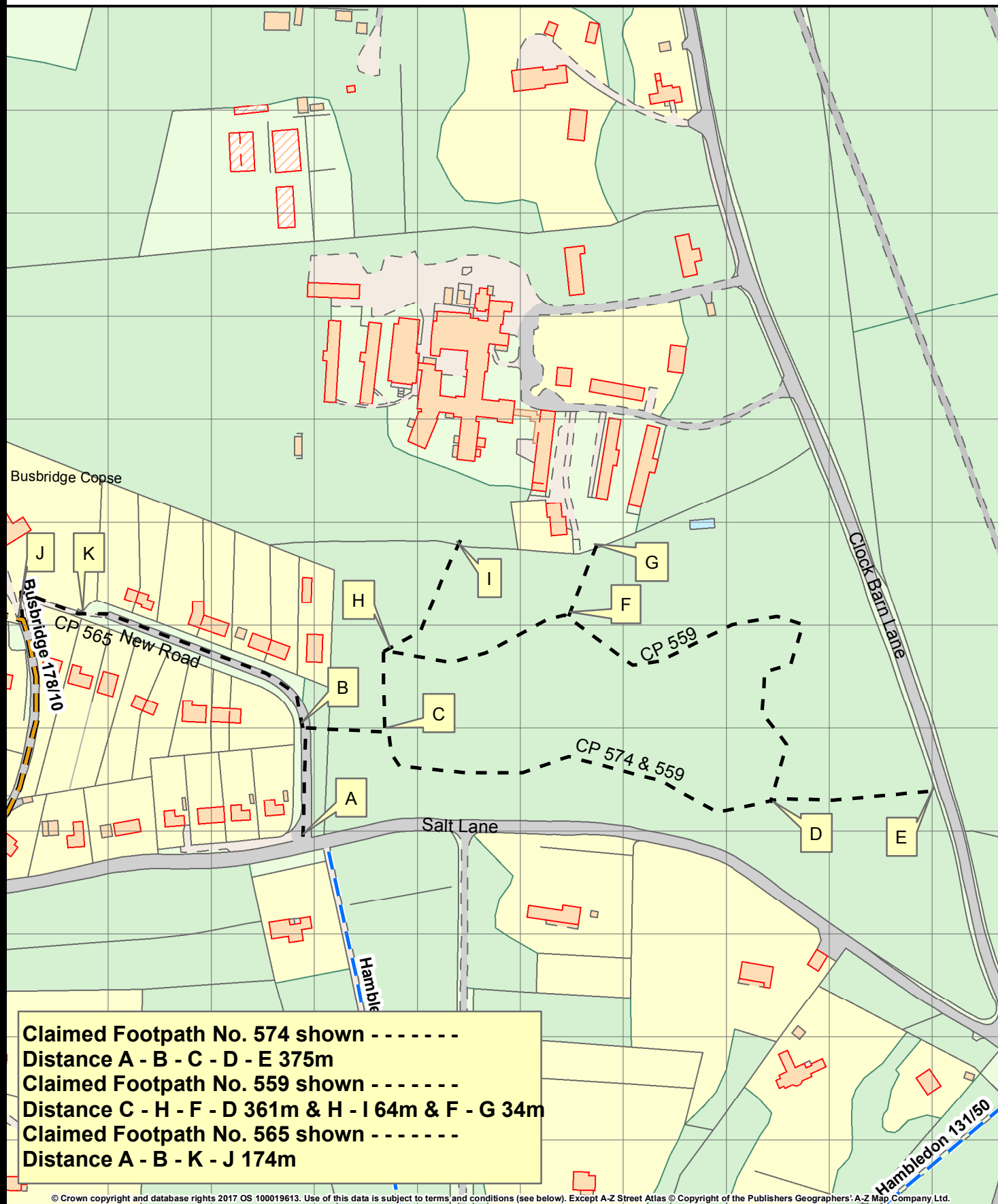
Files 'CP559', 'CP565' & 'CP574' including all relevant correspondence and documents can be viewed by appointment at Surrey County Council Merrow Offices.

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ANNEX A

Alleged Footpaths

ITEM 9



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1:2,500

Borough of Waverley
Claimed Footpath Applications Nos. 559, 565 & 574 Busbridge
Drawing No. 3/1/3/H13
Drawn DP 7/17

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RIGHTS OF WAY

- Footpath
- Bridleway
- BOAT
- Restricted byway

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ANNEX B

Map Modification Orders – Legal Guidance

The National Parks and Access to the Countryside Act 1949 placed a duty on all Surveying Authorities in England and Wales to produce a definitive map and statement, indicating and describing public rights of way within their areas.

The 1949 Act also required Surveying Authorities i.e. County Councils, to keep their definitive map and statement under periodic revision. The Wildlife and Countryside Act 1981 completely changed the way in which the definitive map and statement is updated. Under this Act Surveying Authorities have a duty to keep their map and statement under continuous review.

Certain specified events can trigger that process and one of these is an application under Section 53 of the Act for a map modification order (MMO). Section 53(5) enables any landowner, occupier or user to apply for a Map Modification Order to modify the definitive map. Landowners and occupiers may believe for example that a right of way should never have been shown on the definitive map at all, or is shown on the wrong line or that its status is incorrectly shown, for example, as a bridleway instead of a footpath.

Claims may also be made for routes to be added on the basis of evidence from historical documents or of evidence of public use, either for a continuous period of 20 years, as provided for by the Highways Act 1980 (s31) or for a shorter period under Common Law.

Both at common law and under Section 31 of the Highways Act 1980 the public's enjoyment of the way must have been "as of right" in order to form the basis of implied dedication. "As of right" was interpreted in Merstham Manor v Coulsdon and Purley UDC (1937) as acts done openly, not secretly, not by force and not by permission from time to time given. The House of Lords has held in R v Oxfordshire CC ex p Sunningwell Parish Council (1999) that subjective state of mind of the user does not have to be proved. Users over a long period may have been "subjectively indifferent as to whether a right existed".

Deciding who "the public" are can sometimes be difficult. In general it should be people other than those working for the landowner(s) concerned or who had the permission or licence of the landowner(s) to use the route. The period of 20 years is counted back from the date on which the public's right to use the way was first brought into question or from the date at which an application is made to modify the Definitive Map and Statement. In order to bring the public's right into question, the landowner must challenge it by some means sufficient to bring it home

to the public, for example, through the erection of a fence or locking of a gate across the way, however long ago that date was.

Statute Law

“Section 31 of the Highways Act 1980 provides that the claimants’ evidence must show that the route has been actually enjoyed for a 20-year period. The use must be without force, without secrecy and without permission”.

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. Evidence of interruption of the public’s use of the way, would have to be shown to have been both effective in preventing public use and clearly known to the public. The turning back of the occasional stranger will not be a sufficiently positive act - at least where the way continues to be used by locals. Notices clearly displayed and maintained on the way, indicating that it was private, or plans deposited with the surveying authority or its predecessors can prove sufficient evidence of an intention by an owner not to dedicate. Section 31(6) of the Highways Act 1980 enables landowners to protect themselves against claims based solely on use by depositing a map, statement and statutory declaration with the surveying authority showing which rights of way they acknowledge to be public on their land.

It is not possible to claim a route by presumed dedication over Crown Land such land being exempt from the provisions of the Highways Act 1980. Byelaws for some National Trust Land and other open spaces may also prevent the acquisition of rights.

Under Section 53c (i-iii), documentary evidence alone, may be sufficient to establish the existence of public rights and however old the document, the rights recorded will still exist unless there is evidence of a subsequent legally authorised change.

An implication of dedication may be shown if documentary evidence can be provided which enables an inference of dedication and acceptance of a right of way. Section 32 of the Highways Act 1980 requires a court or tribunal to take into account any map, plan or history of the locality, or other relevant document which is tendered in evidence, giving it such weight as appropriate before determining whether or not a way has been dedicated as a highway. If the evidence is sufficient to show that at some stage in the past the route did carry public rights then the accepted legal principle “once a highway always a highway” will apply if no lawful extinguishment can be shown.

In May 2006, the Natural Environment and Rural Communities Act was brought into commencement. The main effect of sections 66 and 67 of this act was to significantly curtail the scope for recording further public rights of way for mechanically propelled vehicles (MPVs) on the definitive map and statement. This was done in two ways. Firstly, any existing unrecorded public rights of way for MPVs (with certain exceptions) were extinguished, so that they cannot then be added to the definitive map and statement as byways open to all traffic (BOATs). Secondly, the act also ensures that no further public rights of way for MPVs can be acquired unless expressly created or constructed. Typically, where such rights had been acquired but were thereafter extinguished, this results in a restricted byway.

Common Law

A highway is created at Common Law by the dedication by the owner of a right of passage across his land for the use by the public at large coupled with acceptance and use by the public as of right. Dedication may also be inferred at Common Law where the acts of the owner conclusively point to an intention to dedicate. In Poole v Huskinson (1843) it was held that “2 things to be made good, that the user has been sufficient in its duration and character and that the presumption then arising has not been rebutted. The length of user evidence is also important but there is no fixed minimum or maximum period of use which must be proved in order to justify an inference of dedication. Under Common Law it is possible to claim a route by presumed dedication over Crown Land. Once again relevant documentary or historical documentation may contribute to any inference.

Schedule 14 Applications For Definitive Map Orders

The procedures for the making and determination of an application are set out in Schedule 14 of the Wildlife and Countryside Act 1981. Anyone making an application must serve notice on every owner and occupier of land affected by the application. In cases of difficulty in tracing the owner or occupier, the authority has the power to direct that a notice be placed on the land instead. The procedures include the right for applicants to appeal to the Secretary of State for the Environment, Food and Rural Affairs against the surveying authority's refusal to make an Order. In such cases the Secretary of State can direct the authority to make the Order even when the authority considers the evidence does not support the making of the Order.

Once the authority has received the certificate of service of notice it has a duty to investigate the application and consult with every local authority concerned, i.e. District/Borough, Parish/Town Council. The authority should make a decision on the application as soon as reasonably practicable. Where the authority has not come to a decision within 12 months of receiving an application, the applicant can appeal to

the Secretary of State for the Environment, Food and Rural Affairs, who can direct the authority to determine it within a specified time.

An authority can act on evidence without a Schedule 14 application being made and should do so on discovery of relevant evidence. There is no requirement to investigate the claim within 12 months and no right of appeal to the Secretary of State for the Environment, Food and Rural Affairs in these cases.

Order-making procedure

If it is established that, on the balance of probabilities, public rights have been acquired, a MMO is published and advertised on site and in a local newspaper. If no objections are received the Order can be confirmed by the County Council. If there are unresolved objections it must be referred to the Secretary of State who will probably decide to hold a Public Inquiry to resolve the matter.

If the authority has been directed by the Secretary of State to make a MMO after it has decided not to do so and objections are made which result in a Public Inquiry being held, the authority will adopt a neutral stance.

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (WAVERLEY)****DATE:** Friday 8 December 2017**LEAD OFFICER:** Jeffrey Wilson, Graduate Transport Planner**SUBJECT:** SURREY HILLS HGV AND COUNTRY LANES REVIEW**DIVISION:** CRANLEIGH & EWHURST AND WAVERLEY EASTERN VILLAGES (Waverley)

Also Dorking Hills (Mole Valley), Shere and Shalford (Guildford)

SUMMARY OF ISSUE:

This report summarises the feasibility work and further consultation carried out during the review of Heavy Goods Vehicle (HGV) movements through the study area (Annex A).

The report also outlines the proposed measures for HGV management, including safe measures to conserve and enhance country lanes within the area that have been considered during this process and puts forward a recommended strategic concept for Local Committee approval.

RECOMMENDATIONS:**The Local Committee (Waverley) is asked to:**

- (i) Acknowledge the outcome of continued dialogue with local parish councils regarding the development of HGV interventions in the area.
- (ii) Agree the concept of a proposed 'Country Lanes Unsuitable for HGVs' pilot zone to cover a defined area of the Surrey Hills within the wider study area.

REASONS FOR RECOMMENDATIONS:

To ensure that Members are kept informed of the outcome of local stakeholder engagement regarding HGV and country lane management measures.

To enable the proposed concept to be agreed across all affected boroughs and districts and subsequently included in relevant forward programmes of transport measures for future development and implementation in collaboration with parish councils and local community groups via appropriate funding streams.

1. INTRODUCTION AND BACKGROUND:

***Introductory Note:** Earlier committee reports refer to a 'Quiet Lane / Unsuitable for HGV' pilot zone. Concerns were since raised by officers that this title could be potentially misleading given that a number of roads in the area carry relatively high*

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numbers of rural traffic and do not fit with the conventional definition of a Quiet Lane. Therefore this zone is hereon referred to as 'Country Lanes Unsuitable for HGVs'.

- 1.1 In response to requests from the parishes within the Surrey Hills, the Surrey County Council Local Highways Team agreed to carry out a review of HGV routes through the area with the aim of understanding the current levels of HGV demand on the local network and to establish a consensus on routes or zones that might be particularly unsuitable for HGVs.
- 1.2 Given an overlap in geographical and topical areas of concern, it was agreed to combine the HGV review with an ongoing 'decluttering' initiative undertaken by the Surrey Hills Area of Outstanding Natural Beauty (AONB) office through the De-Cluttering Working Group. In doing so this enabled consultations to be streamlined and help ensure the following AONB aims for the area are met:
 - Discourage through traffic and inappropriate use by HGVs.
 - Conserve and enhance the rural and historic character of country lanes and villages
 - Reduce traffic speeds and make lanes safer, quieter and help to enhance accessibility for walkers, cyclists and equestrians.
- 1.3 Parish Councils in this area, and the wider study area bounded by the A25/A29/A281/A248 (Annex A) have been central in developing proposals to reduce and manage HGV activity and identify and reduce superfluous road signs and roadside clutter.
- 1.4 A proposal for a zone that would be designated as 'Unsuitable for HGVs' was established following the conclusions of a 2016 feasibility study, however a previous report intended for the December 2016 Local Committee was deferred pending further consultation with parish councils and Surrey Police regarding the feasibility of HGV restrictions.
- 1.5 Some legal width restrictions do currently exist on isolated roads within the study area, mainly within the Holmbury St Mary/Peaslake area.

2. ANALYSIS:

Shere and Ewhurst HGV Feasibility Study

- 2.1 A Surrey County Council feasibility study report on the area was produced in early 2016 to both assess the current traffic flows and consider options for management of HGV traffic (available as Annex B).
- 2.2 As part of the study, both manual and automatic traffic counts were conducted in March 2015 on Houndhouse Road, Barhatch Road and Shere Road to quantify the number of 7.5 tonne HGVs using these roads to travel through the area to/from Shere and Ewhurst (see appendices to Annex B for detail). The manual count was located at the junction of the three roads whilst automatic counters were located on each of the roads. A summary of the observed data is as follows:

	HGV manual count (3 Mar 2015, 7am-6pm)		HGV typical automatic count (9-15 Mar 2015, 24hr)	
	Northbound	Southbound	Northbound	Southbound
Houndhouse Road	7	4	6	6
Barhatch Road	4	1	3	9
Shere Road*	3	3	22	16

*The report accounted for the difference in manual and automatic counts on Shere Road based on additional HGVs using Shere Road to/from Peaslake.

- 2.3 Due to the low number of observed HGVs, the report concluded with a recommendation for the introduction of advisory signage that would designate roads as being unsuitable for HGVs and divert traffic around the periphery of the area onto the A road network as soon as possible.
- 2.4 The report indicated that a Traffic Regulation Order (TRO) to introduce a legal 7.5 tonne HGV ban in either a localised or wider area would not be appropriate due to the possibility of diverting large vehicles onto even more restricted areas, a difficulty of police enforcement and ascertaining whether identified HGVs were legitimately entering the area for access or as a through-route.

Pilot Zone Concept

- 2.5 Subsequent to the feasibility study, further work has been conducted to develop the study's recommended proposal for enhanced advisory and directional signage into a wider strategy to address HGV movements along unsuitable roads in the area. This has led to the development of a pilot zone concept to cover a defined area of the Surrey Hills.
- 2.6 The pilot zone would create an area around the periphery of which advisory measures and messaging could be introduced to deter HGV drivers from entering unless necessary for access purposes. The expected outcome would be to encourage HGVs to remain on larger principal roads whilst avoiding displacement onto other less suitable minor roads in the area. This proposal has been termed a 'Country Lanes Unsuitable for HGVs' zone.
- 2.7 The area covered by the pilot zone is shown in Annex C (note the south western boundary has been altered slightly in rev11.17 following further input from the parishes).
- 2.8 The proposed boundary was agreed with the parish councils as it was felt it covered a key geographical area of concern and would avoid displacement of HGVs onto other unsuitable roads by keeping them on the principal roads along the boundary.
- 2.9 In keeping with the decluttering initiative, Surrey Hills AONB and parish councils are keen that strategy does not lead to significant levels of additional signage clutter and are keen to utilise innovative low-cost measures where possible that are sympathetic to the local surroundings.
- 2.10 Surrey Police have expressed their support for this proposal.
- 2.11 As part of any pilot zone it would be necessary to consider a monitoring regime to be put in place that would enable the comparison of HGV flows before and after scheme implementation. This would enable the effectiveness of the scheme to be analysed and inform future proposals for similar zones.

Formal HGV Restrictions

- 2.12 Following the development of the pilot zone concept, Shere and Albury parish councils indicated that they felt that proposals did not go far enough in addressing localised HGV issues in their area and sought a meeting with Surrey Police to put forward a separate proposal for a 7.5t HGV ban covering the village of Shere which would divert HGVs through Albury. Surrey Police's position following the meeting is provided as Annex D.
- 2.13 Taking into consideration: the conclusions of the feasibility report; Surrey Police's position; feedback from Surrey Highways officers; and further mitigation measures Albury parish indicated they would require prior to supporting the proposed ban, it was concluded that a formal ban would not form part of the 'Country Lanes Unsuitable for HGVs' pilot zone proposal. It should be noted that the zone would not inherently prevent the implementation of a legal 7.5 tonne HGV ban in this area or others should this be pursued in future.

Committee Approval

- 2.14 As the 'Country Lanes Unsuitable for HGVs' pilot zone within the Surrey Hills would cross three local authority boundaries, a consensus is required from the members of Waverley, Guildford and Mole Valley Local Committee.
- 2.15 A similar report to this one was presented to Guildford Local Committee on 19 September 2017 where members approved the recommendation for the proposed zone. The corresponding report to Mole Valley Local Committee is intended to be presented at their meeting on 30 November 2017.

<h3>3. OPTIONS:</h3>

- 3.1 During the HGV review, a number of concepts have been raised to potentially solve the issue of HGVs using unsuitable roads when travelling through the area. These have been narrowed down to the following option:
- The introduction of a 'Country Lanes Unsuitable for HGVs' zone to cover the pilot area shown in Annex C.**
- 3.2 This option is recommended to address the perceived issue of HGV traffic using unsuitable roads within the area based on the recommendations of the Surrey County Council feasibility report, a consensus of support from Surrey Police and Surrey Hills AONB and approval of the concept by the members of Guildford Local Committee.
- 3.3 The zone would form an area where advisory measures and signage could be introduced around the periphery to deter HGV drivers from entering unless necessary for access purposes and direct them on to the nearest suitable roads.
- 3.4 The nature of the area also makes it challenging to find a 'one-size fits all' solution for each affected road within the zone. It is therefore suggested that key entry points and junctions will need to be considered on a case-by-case basis to determine the type of measures that would be effective, appropriate, sensitive to the character of the area and offer value for money.

4. CONSULTATIONS:

- 4.1 The project is being delivered in collaboration with the Local Highways Team and the Surrey Hills AONB Quiet Lanes and Decluttering Working Group.
- 4.2 Consultation has taken place with parish councils and local district and county members.
- 4.3 Consultation has taken place with Surrey Police to establish their position regarding the proposed 'Country Lanes Unsuitable for HGVs' zone.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 Initial costs for the feasibility study and further review have been absorbed through existing revenue budgets.
- 5.2 Opportunities for funding and resourcing from local sources have so far been key to progressing the decluttering initiative, driving forward a locally important issue at a time when county resources are constrained.
- 5.3 The work required to install the proposed limited signage identified in the feasibility report was estimated to cost approximately £8,000. Additional signage and measures required around the periphery of the pilot zone to create the 'Country Lanes Unsuitable for HGVs' area would exceed this and requires feasibility / design work to establish robust estimates.
- 5.4 Given the current financial pressures which the council faces it is recognised that it may prove difficult to secure a significant enough sum to address all entry points into the zone in a single approach. It may therefore be more practical to address clusters of, or individual key junctions when and where appropriate funding streams become available.
- 5.5 Surrey Hills AONB is currently seeking to utilise a portion of their annual Defra funding to develop a concept design for one of the entry points into the area which might provide a case study for other key junctions in the zone. Upon completion it is expected that Surrey Highways will review and feedback on the design proposals.
- 5.6 Further budget should also be considered to cover future monitoring of HGV flows within the zone to establish the success of the scheme.
- 5.7 No current funding streams have as yet been confirmed to cover the scheme design or implementation. It is therefore proposed that the pilot zone be included on a future Local Transport Strategy Forward Programme so that it may be considered for future funding opportunities once they become available.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 No significant implications from this project.

7. LOCALISM:

- 7.1 Parish councils have been central in the identification of issues and development of potential solutions with the project.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	Set out below.
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

Sustainability implications

- 8.1 The overall aim of the project is to conserve and enhance country lanes by reducing the number of unnecessary large goods vehicles movements through the area so that they are more suitable for use by sustainable transport modes (walking, cycling, and horse riding).

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 Given the outcome of the analysis and consultation, it is recommended to proceed with a 'Country Lanes Unsuitable for HGVs' pilot zone.

The Local Committee (Waverley) are therefore asked to:

- (i) Acknowledge the outcome of continued dialogue with local parish councils regarding the development of HGV interventions in the area.
- (ii) Agree the concept of a proposed 'Country Lanes Unsuitable for HGVs' pilot zone to cover a defined area of the Surrey Hills within the wider study area.

10. WHAT HAPPENS NEXT:

- 10.1 The proposed 'Country Lanes Unsuitable for HGVs' pilot zone will be taken to the Local Committee of the neighbouring district of Mole Valley for approval.
- 10.2 The proposed measures will be included within a future Local Transport Strategy Forward Programme to enable consideration for design and implementation when appropriate funding streams become available.

Contact Officer:

Jeffrey Wilson, Transport Policy Team, Surrey County Council.
020 8541 8764

Consulted:

The project has been developed through consultation with:

Rob Fairbanks (Surrey Hills AONB office)
Graham Cannon (Surrey Police)
Local Area Highways officers for south and west Surrey (Surrey County Council)
Systems and Services Improvement Team (Surrey County Council)

County and district council members and parish councils within the study area.

Annexes:

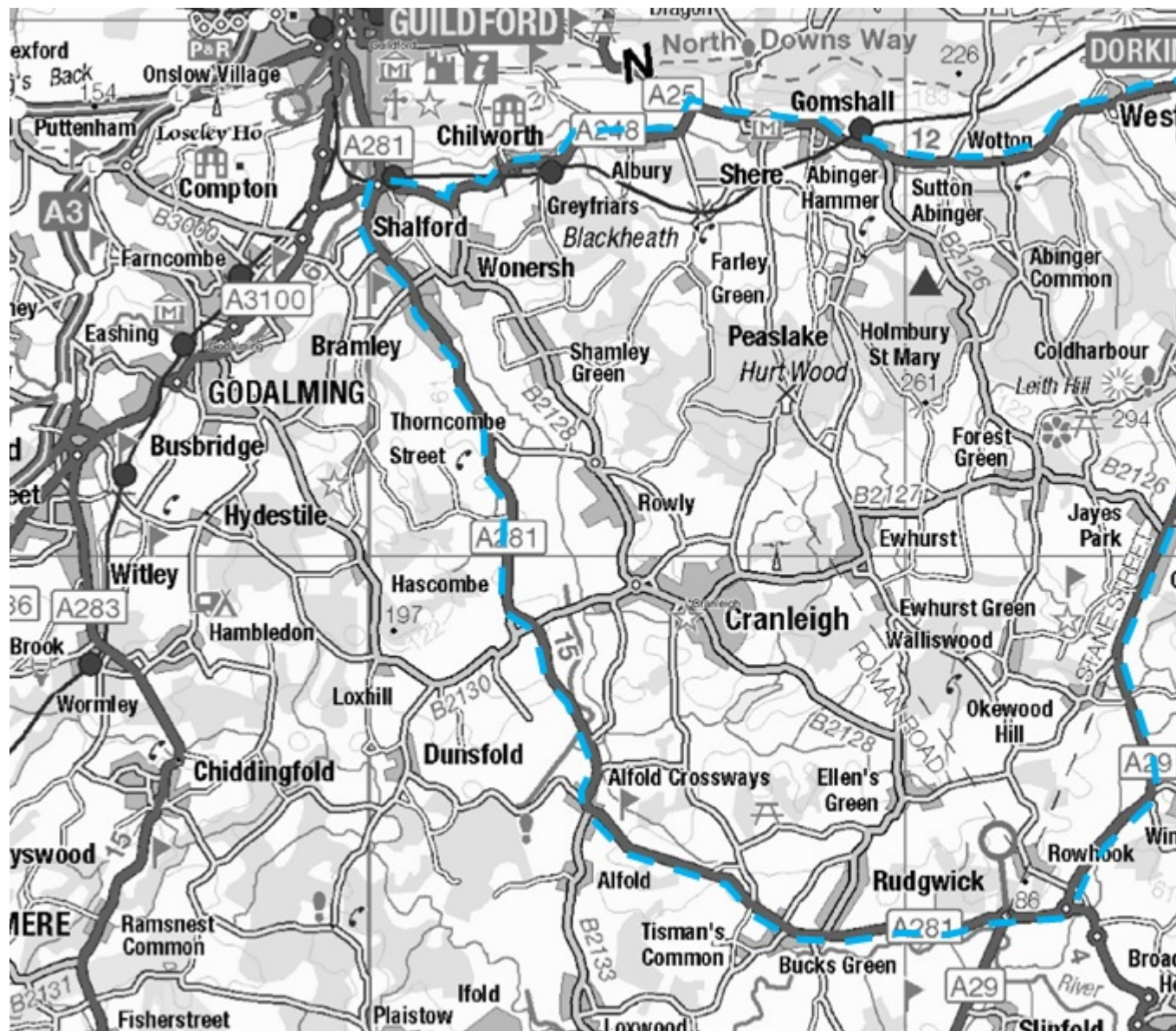
Annex A – Wider Surrey Hills AONB study area map
Annex B – Shere Road – 7.5t ban feasibility study
Annex C – ‘Country Lanes Unsuitable for HGVs’ pilot zone map
Annex D – Surrey Police correspondence 16-05-17

Sources/background papers:

SHERE RURAL AREA HGV REVIEW, Guildford Local Committee 19 September 2017.

**SHERE RURAL AREA HGV REVIEW AND DE-CLUTTERING PROJECT,
Waverley Local Committee 9 December 2016**

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Wider Surrey Hills AONB study area

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SHERE ROAD, EWHURST, WAVERLEY (9/2/16)

Scheme Ref: PC0540 - 7.5 T Lorry Ban Feasibility Study

The brief for this scheme was to investigate the problem of Heavy Goods Vehicles (HGVs) using Shere Road, Ewhurst travelling between Ewhurst and Shere and to consider what measures may help reduce or remove HGV use.

Shere Road is a narrow country lane that connects Ewhurst to both Shere and Peaslake. The majority of roads that are contained within the area bordered by the A25 to the north, B2126 to the east, B2127 to the south and B2128 to the west are all of a similar nature, consisting of varying narrow widths with passing places, frequent bends and steep gradients. All these roads are unsuitable for large vehicles and such vehicles should be using the perimeter roads listed above where possible. There will be occasions when large vehicles of any category may use these roads for access despite their restrictive nature. Shere Road and all the adjacent roads within the perimeter listed above, have frequent natural restrictions on traffic flow and speed.

To gauge the frequency with which various vehicles are using Shere Road traffic counts were undertaken to assess the scale of the perceived problem. A manual count was undertaken on the 3rd March 2015 between 7am and 6pm, at the junction of Ride Way (north of Shere Road) and Barhatch Road. This initial count gave an indication of traffic volumes and category heading to/from Shere/Ewhurst. This count did not include traffic that may have been using the Peaslake alternative route but it would be reasonable to assume this would not have been the route of choice due to its more winding nature, parking and village centre.

An automatic count was undertaken w/c 9th March for 24hs/day for 7 days. HGV use was negligible in the evening and weekends. Typical day time figures (7am-7pm) are shown on the plan PC0540/2. This count included all traffic using Shere road.

In summary the manual counts (shown on plan PC0540/1) indicated that during the day flows were as follows:

Houndhouse Road	North 1085 (HGV 7)	South 927 (HGV 4)
Barhatch Road	North 572 (HGV 4)	South 769 (HGV 1)
Ride Way (Shere Road)	North 791 (HGV 3)	South 713 (HGV 3)

In summary the automated counts (shown on plan PC0540/2) indicated that during a typical day flows were as follows:

Houndhouse Road	North 1378 (HGV 6)	South 1263 (HGV 6)
Barhatch Road	North 979 (HGV 3)	South 952 (HGV 9)
Shere Road	North 1216 (HGV 22)	South 1182 (HGV 16)

During the manual count the type of vehicles were also visually monitored. There were very few large commercial vehicles and no buses of any kind. The type of commercial vehicles was predominantly transit vans and a very small number of small cabbed lorries that fell below the 7.5T threshold.

ITEM 10

The volume of HGVs monitored during the manual count is considered very low, with the HGVs to/from Ewhurst amounting to only 3 in each direction (0.4%) which would be expected to fall further during the remainder of the evening/night.

Observed vehicles that exceeded 7.5T during the visual count, included those carrying logs, small tankers, DIY deliveries for construction. These types of vehicles could be expected to be operating in connection with access to properties within the area under consideration. The surrounding roads are rural and may require agricultural deliveries or collections. Gas deliveries will not be uncommon to rural properties so will require tanker supplies. In addition these same businesses and residential properties will require normal deliveries by HGVs that go un-noticed in other locations. It is therefore likely the majority of the HGVs noted are using the local road network to gain access rather than through choice to shorten travel time or distance.

The automated seven day count indicated similar flows to the manual account, approximately 0.5% on Houndhouse Road and Barhatch Road. The results showed some addition HGVs using Shere Road to/from Peaslake, approximately 1-2%. However over the course of the day these numbers are still considered low.

Due to the low number of HGVs using Shere Road, and similarly low figures for the other roads monitored, it is not considered appropriate to introduce a mandatory Traffic Regulation Order (TRO) 7.5 Tonne lorry ban. This is because it will have an effect on such a small number of vehicles, that some of these vehicles would be exempt from the restriction for access or loading reasons, and enforcement would be difficult due to the low numbers and police priorities. It may be perceived that larger numbers of HGVs are using the local roads, however many of these may appear 'large' but they fall below the 7.5 tonne threshold and would be unaffected by any mandatory 7.5 Tonne restriction. Examples of vehicles below the 7.5T threshold are shown on Annex A.

Were a mandatory 7.5T limit be introduced the terminal points will need to be at a point where HGVs can take an alternative route to avoid the restriction. Options 2 and 3 show alternative areas that could be included.

Rather than the use the 7.5T lorry ban signing (lorry with 7.5T symbol), the alternative gross weight signing (Weak Road 3T) has been considered. However this signing does not allow any exceptions so would prohibit all vehicles, including access for residents and businesses. In addition there are no external vehicle markings to indicate whether a vehicle exceeds 3 tonnes so would prove extremely difficult for enforcement.

Regulatory signing should include periodic police enforcement. The rural nature of the area and low numbers that would be affected by a Prohibition is likely to receive low priority. The affect may therefore be minimal.

HGVs can cause damage to verges and embankments, increasing debris and blockages in drainage and increasing maintenance and disruption on the highway network. In narrow lanes this can also add to the incidents of congestion caused by larger vehicles unable to pass oncoming traffic. Encouraging HGVs to use the B2127 may assist reducing these incidents but the change will still remain small.

Accidents - Over the preceding 3 year period only one accident is recorded, involving an HGV in Houndhouse Road. A car travelling in the opposite direction skidded on a bend. The severity is recorded as slight. This would indicate that HGV accidents do not make a contributory case for restricting HGV usage.

There is not a regular bus service that uses Shere Road / Houndhouse Road but occasional other buses may use this route. They would be unaffected by any lorry weight restriction.

All options will require additional signing at various locations. In view of the low number of HGVs that may be affected and the level of compliance, consideration needs to be made as to the balance between the visual intrusion of additional signing against HGV usage.

Shere already has some advisory lorry restriction signing on the A25. Should it be felt that Shere village needs consideration, further restrictions could be investigated here. However, similar issues will apply, in particular exceptions to any mandatory restrictions and placement of signs in the historical village.

Surrey Police have been consulted on all three options below. Their preferred option is Option 1 as this is more proportional to the perceived problems of HGVs using Shere Road and should be self enforcing. Surrey Police would not object to Option 2 if Houndhouse Road were included to extend as far as Shere. However, due to the low level of existing HGV use and the difficulty identifying which vehicles are entering legally, it is unlikely to be a priority for enforcement. Option 3 was felt to be too large an area for drivers to know the restriction limits and authorised vehicles numbers would be much larger. Such an area would require considerable police resources to police only to ascertain HGVs had entered legitimately. This option would not be supported.

Option 1

Option 1 consists of a series of additional advisory signs located along the roads between Shere and Ewhurst, particularly at Shere Road. The approach to Shere Road from Ewhurst village is not clearly signed that the B2127 heads to the east (and not straight ahead) or that the B2127 is more suitable for large vehicles. Shere is only signed via Shere Road. Enhanced signing for the B2127 east bound would assist in encouraging vehicles to use the higher category road. An additional supplementary white on black ‘lorry direction sign’ would further assist drivers to consider the signed route. This single black sign should be sufficient in this direction and would not require further direction signing as Abinger Hammer is signed at Forest Green. Plan PC0540/04 shows the suggested direction signing at this junction.



Shere Road (B2127 Ockley Road jnc) looking north



Houndhouse Road (Hook Lane jnc) looking south

Option 1 also includes additional white/blue advisory ‘unsuitable for HGVs’ and ‘Single Track Road’ signs located to further discourage HGVs approaching from Shere at the railway bridge at the northern end of Houdhouse Road and discourage vehicles from continuing south at the Barhatch Road junction. Additional white/blue signs are shown to discourage vehicles from Ewhurst village entering Shere Road (Ride Way and Houndhouse Road) from the village, as this length of road currently has no signing of this nature at the village end, and only one at the northern end of Houndhouse Road.

For consistency, additional white/blue signing is proposed at the southern end of Barhatch Road. An additional roundabout warning sign on Shere Road is proposed on the southbound approach in order

ITEM 10

to warn drivers of the mini-roundabout and assist in encouraging lower approach speeds to the junction.

It appears a proportion of HGVs are using Peaslake, with access to the village likely to be from Gomshall or B3126 Horsham Road. Additional blue/white signing is also proposed here. Likewise to capture vehicles from Albury an additional sign is shown here.

Existing direction signing from the A25 Shere Road includes direction signing to Ewhurst via Shere. It would be more appropriate that Ewhurst is signed south via B3126 at Abinger Hammer. However, as the existing signing already includes HGV warning signs it is recommended that these are not altered. Blanking plates could be applied at a later date. Additional 'Ewhurst' signs are proposed at Abinger Hammer to the B2126. These will need to be smaller scale and can be erected away from the junction so as not to affect the character of the existing historical direction sign (shown on plan PC0540/03).

The estimated cost of a signing scheme similar to that shown is approximately £8,000.

Option 2

Option 2 shows the smallest area that could be considered within a TRO, however the alternative routes an HGV would be forced to take around Peaslake are more restrictive than Shere Road itself. If the length is reduced further this may imply that Peaslake is a suitable route. Whether a junction is signed with either the beginning of a 7.5T restriction, or advance notice of the restriction, the driver will need to have a suitable alternative at that point. Terminal points within Peaslake village will leave drivers little alternatives with all roads narrow, winding and little space to turn. It would be preferable that HGVs did not travel through Peaslake in the first instance.

Reducing the length further to just Shere Road would then require advance signing in Peaslake that may exacerbate the situation in this village. In view of the similar nature of all the local roads it is difficult to justify isolating Shere Road over and above the other roads such as Barhatch Road with its steep inclines, Houndhouse Road with its minimal passing places or Peaslake Road through the village, particularly as Shere Road has better alignment and width compared to these roads.

Option 2 will require numerous signs at all the terminal points, together with supplementary plates. In some locations these will be needed on both side of the road. This may be considered visually intrusive and excessive sign clutter, particularly around the village of Peaslake. To improve the effectiveness, advance signing of the restriction will be needed together with the some additional direction signing.

The estimated cost to provide a mandatory scheme is estimated at £10,000 and would require further formal consultation.

Option 3

Option 3 indicates treating a larger area within the perimeters of the A25, B2126, B2127 and B2128. This would contain all the roads of similar nature in the area. However, due to the low percentage of HGVs counted, this would appear to be an excessive area to treat. In addition the larger the area, the more likely the vehicles using these roads are seeking 'access' because of the area contained within is greater, thus making enforcement less viable. This will also require further Committee Approval from the Guildford Committee and additional signing at every terminal point which some residents may feel is additional and unnecessary clutter. In view of the rural nature of the roads and low numbers involved it is likely that police enforcement would be a low priority.

The estimated cost of Option 3 is estimated at £12,000 and would require additional consultation.

Recommendation

Signing as shown in Option 1, PC0540/04 is considered more appropriate. This signing more accurately conveys the nature of the roads character and difficulties that may be encountered. Furthermore it is relevant to any large vehicle whether it exceeds 7.5 Tonnes or not, so is more likely to deter a wider range of drivers than a mandatory 7.5T lorry ban. As these signs are advisory there is no need to erect large numbers of additional posts and terminal signs at every junction around the surrounding roads. The enhanced direction signing should further assist drivers from Ewhurst village and potentially reduce the overall use of the road by larger vehicles.

It is recommended that Option 1 is taken forward for implementation. As overall HGV movements are very low and enforcement a low priority this is likely to be more effective. This will not require a Traffic Regulation Order and can be incorporated into our contractors programme for the next financial year. A more detailed plan will be prepared for the signing for the contractor.

Some northerly signing is located within the Guildford Borough so consultation with Shere Parish Council is recommended.

Feasibility plans attached:

PC00540/01 Manual traffic count

PC0540/02 Automatic traffic count

PC0540/03 Existing signs

PC0540/04 Option 1 Advisory signage

PC0540/05 Option 2 Lorry Ban

PC0540/06 Option 3 Lorry ban

Seven day automated count

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Annex A



Examples of goods vehicles up to 7.5T gross weight that may enter roads signed with the above prohibition.



Examples of buses and coaches that are not prohibited by a 7.5T HGV weight limit.



Vehicles over 7.5T that may enter a 7.5T HGV restriction for access. These vehicle restrictions do not apply to vehicles requiring access to any road length within the restriction.

End

12 March 2015



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LOCATION OF TRAFFIC COUNT

North Point

Scale NTS

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Checked by	ML	Sig.	ML	Date	11/03/15
Approved by		Sig.		Date	

Project

SHERE ROAD, EWHURST
EWHURST TO SHERE HGV RESTRICTION

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MANUAL TRAFFIC COUNT
7am TO 6pm 3rd MARCH 2015

Drawing

Project No.

PC0540

Contract Sheet No.

PC0540/01

Rev.

-

Classification

FEASIBILITY

SURREY COUNTY COUNCIL
Surrey County Council
Surrey



North Point

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Approved by		Sig.	
Date	11/03/15	Date	11/03/15
Date		Date	

Project

SHERE ROAD, EWHURST

EWHURST TO SHERE HGV RESTRICTION

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Automatic Traffic Count

WEDNESDAY 11th MARCH 2015

Drawing

Project No.

PC0540

Contract Sheet No.

Drawing No.

PC0540/02

Rev.


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Classification

FEASIBILITY



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Approved by		Sig.		Date	

Project

SHERE ROAD, EWHURST

EWHURST TO SHERE HGV RESTRICTION

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EXISTING SIGNS LAYOUT

Project No.

PC0540

Contract Sheet No.


Drawing No. **PC0540/03**

Rev.

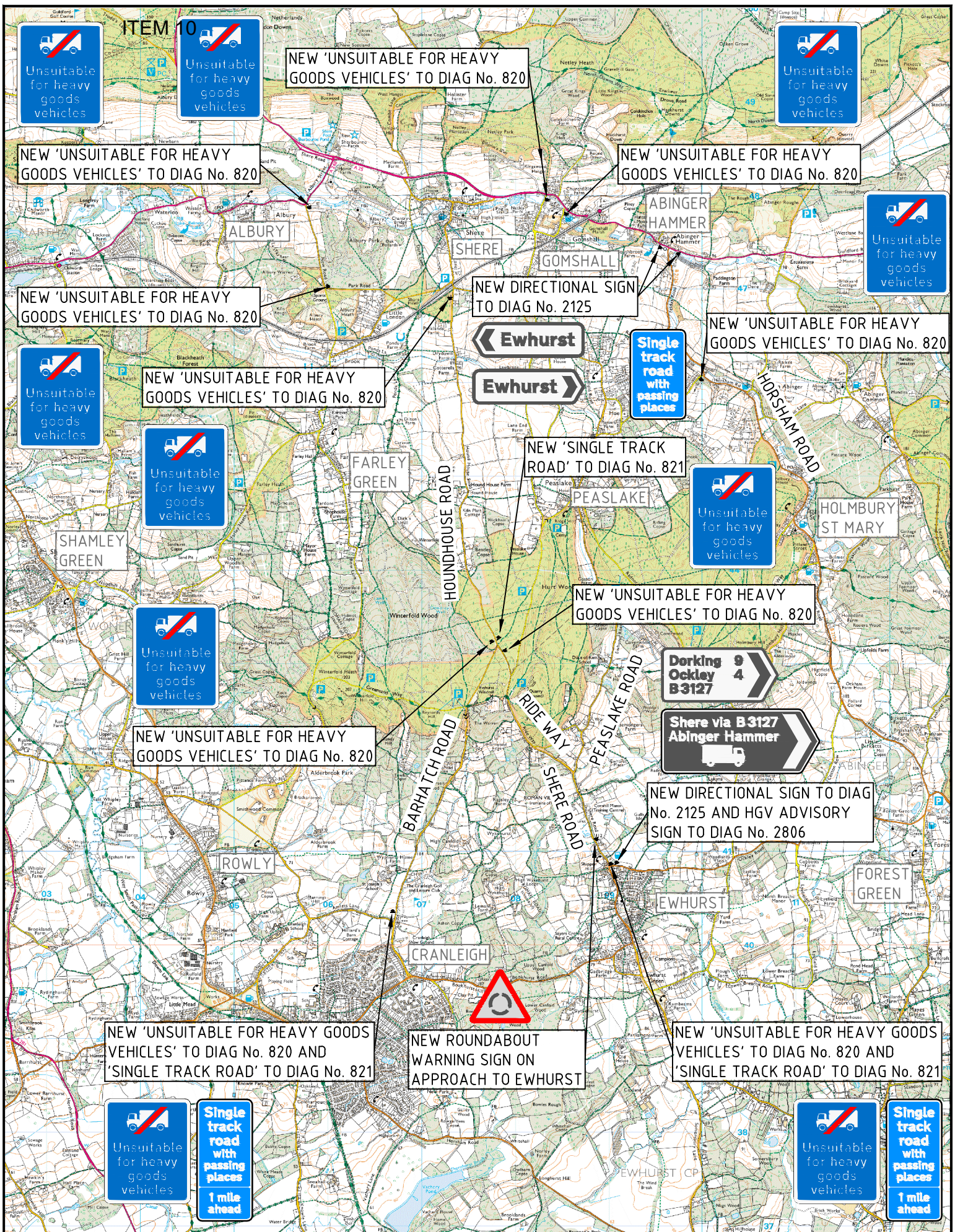
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Classification


FEASIBILITY



SURREY
COUNTY COUNCIL
Surrey County Council
Surrey County Council



North Point



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Approved by		Sig.		Date	

Project

SHERE ROAD, EWHURST

EWURST TO SHERE HGV RESTRICTION

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PROPOSED ADVISORY SIGNAGE

OPTION 1

Project No.

PC0540

Contract Sheet No.

Drawing No.


PC0540/04

Rev.

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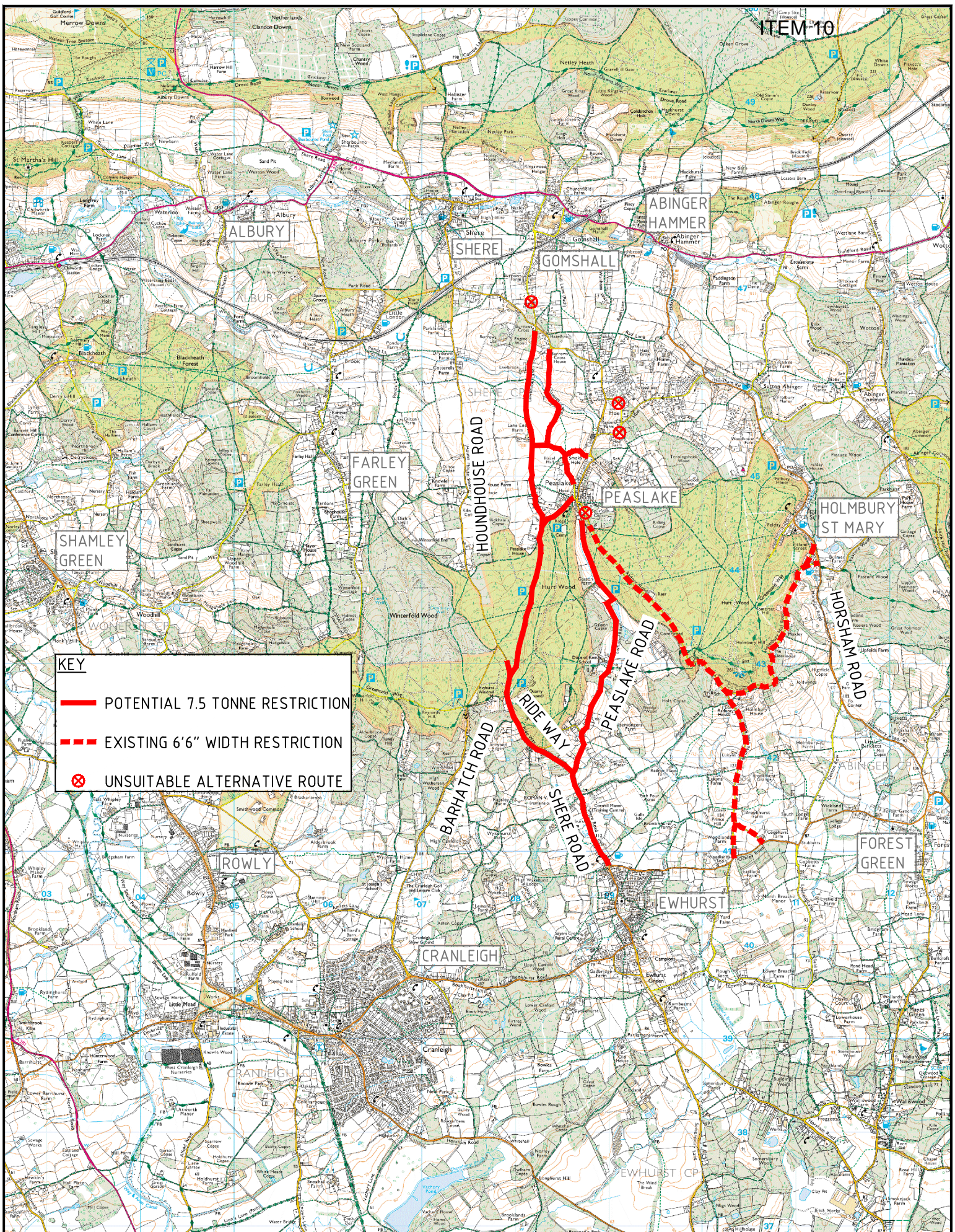
Classification

FEASIBILITY



SURREY COUNTY COUNCIL

Strong Growth
Smart for Surrey



ITEM 10

KEY

- POTENTIAL 7.5 TONNE RESTRICTION
- EXISTING 6'6" WIDTH RESTRICTION
- UNSUITABLE ALTERNATIVE ROUTE

North Point

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Date		Date	

Project

SHERE ROAD, EWHURST

EWHURST TO SHERE HGV RESTRICTION

POTENTIAL 7.5T LORRY BAN

OPTION 2

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Project No.

PC0540

Contract Sheet No.

Drawing No.

PC0540/05

Classification

FEASIBILITY

SURREY COUNTY COUNCIL

Very Green Transport for Surrey



North Point

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Approved by		Sig.	
Date	11/03/15	Date	11/03/15
Date		Date	

Project

SHERE ROAD, EWHURST
EWHURST TO SHERE HGV RESTRICTION

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PROPOSED LIMITS OF 7.5T LORRY BAN
OPTION 3

Drawing

Project No.

PC0540

Contract Sheet No.

Drawing No.

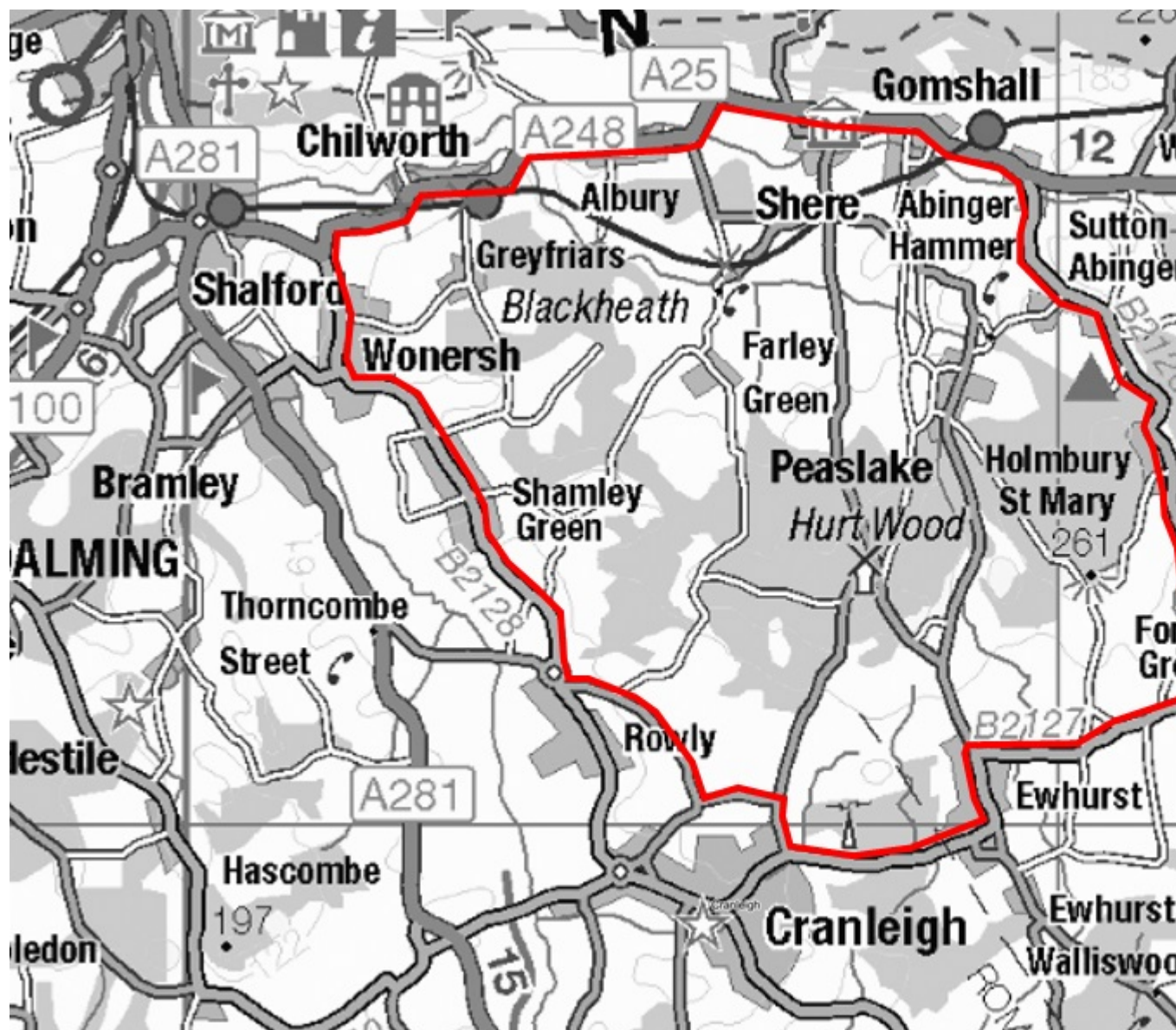
PC0540/06

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Classification

FEASIBILITY



'Country Lanes Unsuitable for HGVs' pilot zone (red outline)

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From: Cannon, Graham 14422 <Graham.Cannon@surrey.pnn.police.uk>
Sent: 16 May 2017 07:20
To: clerk@shereparishcouncil.gov.uk; john.brockwell@dsl.pipex.com;
roymdavey@outlook.com
Subject: RE: HGV Ban Meeting Tanyard Hall

Dear all,

Further to our recent meeting on the HGV restrictions, I have now had replies from others and can now give you an update.

We discussed the possibility of a 7.5t HGV weight restriction that just covers Shere Village (from the A25 to Sandy Lane at the junction Park Road). Having driven the alternative route for HGVS, being Park Road, New Road and Sherbourne, with you I do consider this to be slightly more suitable for HGV's than Shere Village. I have checked the injury collision data on this alternative route and can confirm that there has only been two rtc's, but these did not involve a goods vehicle. Having said that I am still slightly uneasy about the issue of displacement and that it does not address the HGV issue in Hound House Road. However, after further consideration I informed SCC that I would have no objection to this proposal, so long as it had the support of the Albury Parish and that it was understood that it would not been seen as an enforcement priority. SCC acknowledged my comments on the above proposal, but indicated that that was not part of the current proposals. I suppose this is now a matter for you to discuss with them.

We also discussed the area wide 6'6" Width Restriction. There appears to have been some confusion/ misunderstanding on this matter and hopefully the following from SCC will clarify this. SCC stated that the current proposal is to introduce an area wide advisory 'unsuitable for HGV zone' and per option One in the original SCC report. Their comments on the width restriction was that some isolated roads within the study area, mainly in the Holmbury St Mary/ Peaslake area, already have a legal width restriction in place and are signed to that effect. SCC intend to leave these in place, but had no intention in extending this type of restriction over the large area indicated on the plan that you gave me. This plan was indicating the extent of the advisory 'unsuitable HGV zone' mentioned above.

I hope the above clarifies the current position of both SCC and Surrey Police on this matter.

Kind regards,

Graham

Graham Cannon

Road Safety & Traffic Management
PO Box 101,
Guildford,
Surrey,
GU1 9PE

ITEM 10

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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (WAVERLEY)****DATE:** 8 DECEMBER 2017**LEAD OFFICER:** JOHN HILDER, AREA HIGHWAY MANAGER**SUBJECT:** HIGHWAYS UPDATE**AREA(S) AFFECTED:** ALL DIVISIONS IN WAVERLEY**SUMMARY OF ISSUE:**

This report provides an update on the 2017/18 programme of highway improvement and maintenance works funded by this committee. It also provides an update on other centrally funded projects being promoted in the local area.

RECOMMENDATIONS:**The Local Committee (Waverley) is asked:**

- (i) To note the capital works being progressed during 2017/18
- (ii) To note the ongoing revenue works being carried out.
- (iii) To delegate to the Area Highway Manager, in consultation with the Chairman and Vice Chairman and Divisional Member, the ability to resolve any problems encountered to facilitate scheme delivery.

REASONS FOR RECOMMENDATIONS:

The committee is not asked to make any financial decisions at this meeting, rather the report gives an update of progress on highway works in the current financial year.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Surrey County Council's Local Transport Plan (LTP) aims to improve the highway network for all users. In general terms it aims to reduce congestion, improve accessibility, reduce the frequency and severity of road casualties, improve the environment, and maintain the network so that it is safe for public use.
- 1.2 The Local Committee for Waverley has an annual delegated highways budget with which to implement measures that contribute towards the objectives set out in Surrey County Council's LTP, according to local priorities.

2. ANALYSIS:

2.1 Available Budget

- 2.1.1 On the 28th March 2017 the Cabinet approved the Waverley Local Committee devolved budget for 2017/18 as follows.

Table 1 – Devolved Budget 2017/18

Devolved Budget	
Revenue Maintenance	£40,909
Capital (Maintenance & ITS)	£36,363
Total	£77,272

- 2.1.2 At the June meeting the committee agreed to use **£63,637** of parking surplus funds in 2017/18, allocated equally between the nine SCC divisional members for Waverley.

2.2 Budget Allocations

- 2.2.1 At the June meeting the committee also agreed the following allocations for 2017/18.

Revenue Maintenance

- 2.2.2 £40,909 (the entire budget) for the provision of a vegetation gang through the year under the direction of the maintenance engineer, who will liaise with members, town & parish councils to deploy this resource to best effect.

Capital Maintenance

- 2.2.3 £36,363 allocated as follows.

- £5,000 towards completing three 2016/17 feasibility schemes (Badshot Lea crossroads, Station Lane Milford, Meadow/Catteshall Rd)
- £5,000 towards providing signs and lines
- £26,363 towards scheme delivery (part of £10,000 allocated to each division).

Parking Surplus

- 2.2.4 £63,637 towards scheme delivery (part of £10,000 allocated to each division).

2.3 Scheme Progress

- 2.3.1 The programme of works for 2017/18 which shows member £10K choices is attached at **Annex 1**.
- 2.3.2 The heavily reduced committee funding for 2017/18 has severely affected the deliverability of this programme and many projects included on the list. However with the current levels of funding, this list of projects is undeliverable, as it is currently valued in excess of £1.5m.
- 2.3.3 The deadline for ordering any Integrated Transport Schemes through the Kier contract was the 30th September 2017, to guarantee delivery before March 2018. Similarly for maintenance schemes the deadline is the 31st December 2017.

2.4 Planning Infrastructure Contributions (PIC)

- 2.4.1 Note that all PIC expenditure is subject to approval by SCC Transport Development Planning (TDP) officers, and that a PIC spending plan and bidding process is carried out by various groups within SCC, such as Countryside Rights of Way team, Passenger Transport group, Major Schemes group for match funding for larger projects, as well as Highways improvement projects.
- 2.4.2 The Planning Authority are in the last tranche of collecting PIC funding ahead of the introduction of the Community Infrastructure Levy (CIL) anticipated to commence in about 18 months time, so the PIC funding pot has now been virtually depleted.
- 2.4.3 All the balance of the remaining unallocated PIC funding has now been distributed by TDP and they have advised that the following details the remaining approved contributions allocated through the bidding process to this Committee for highway schemes. These funds are not time limited and hence do not need to be expended this year.

Table 5 – PIC Amounts

Ward	Amount
Farnham Bourne	£46,206.89
Farnham Shortheath & Boundstone	£ 9,644.83
Cranleigh West	£13,330.00
Godalming Central & Ockford	£ 826.07
Godalming, Farncombe & Catteshall	£ 3,774.85
Godalming, Farncombe & Catteshall	£ 8,179.74
Godalming Holloway	£12,830.04
Hindhead	£ 3,492.46

Shamley Green & Cranleigh North	£ 1,794.04
Shamley Green & Cranleigh North	£ 3,564.62
Witley & Hambledon	£ 7,235.65

- 2.4.4 However, PIC funding can only be used in the ward where it is collected and cannot be used in other areas.
- 2.4.5 Section 106 monies are also collected by the planning authority, however these funds are normally very specific on how they are expended as it is normal for these to be agreed upfront as part of the planning process. So these amounts do not constitute available funds in the same way as PIC.
- 2.4.6 The following Table identifies the 2 Agreements in place for Waverley. The second of which, in Godalming, has already had elements 2 and 3 identified below, already constructed.

Table 6 – S106 Agreements

Site	Amount	Summary of agreement
Dunsfold Park, Stovolds Hill, Cranleigh	£150,000	Provide a footway on Dunsfold Road between the Farnhurst Lane priority junction with Three Compasses Lane and the Dunsfold Road priority junction with Loxwood Road
Land At Godalming College, Tuesley Lane & Land To The South Of Ashstead Lane, Godalming GU7 1RS	£133,448	The contribution is to be used for the following: 1. Improvements to public footpath No. 27. 2. Accessibility improvements comprising provision of dropped crossings and tactile paving between the application site and Godalming town centre. 3. Pedestrian safety improvements at Holloway Hill/Flambard Way junction and on Station Road

2.5 Parking

- 2.5.1 Recommendations from the 2017 parking review for Waverley were presented to the committee in September. The approved proposals for new and amended parking restrictions will be formally advertised in the New Year and the results of the consultation will be reported to the committee next Summer.

Other highway related matters

2.6 Customer services

- 2.6.1 The total number of enquiries received for the nine months between January and September 2017 is 90,788, an average of 10,088 per month. This a slight reduction in the average for the first six months of 2017 which was

10,880 per month and is in line with the seasonal trend where the summer months generate less enquiries.

- 2.6.2 For Waverley specifically, 11,060 enquiries have been received since January of which 5,346 (48%) were directed to the local area office for action, of these 97% have been resolved. This response rate is slightly above the countywide average of 95%.
- 2.6.3 The Service is currently working to improve information on the Surrey County Council website to allow more customers to self-serve and reduce the need for them to contact us about routine matters. The recent improvement to online reporting have seen a reduction in the number of duplicate reports received after customers have viewed defects on the map. Further developments are being implemented to improve the experience for those using mobile devices.

2.7 Major schemes

- 2.7.1 Surrey County Council is not actively promoting any major highway schemes within Waverley at present.

B3000 New Pond Road Rail Bridge

- 2.7.2 Members for the Godalming area may recall that around 3 years ago Network Rail advised that their bridge on New Pond Road, Compton, close to the Guildford Crematorium, was life expired and required rebuilding.
- 2.7.3 Discussions were had with the 2 local MPs at an early stage, who supported the opportunity to improve and widen any new structure over the railway, however the huge financial implications of any additional widening were beyond economic reach of the County Council at this time.
- 2.7.4 Network Rail will now replace the bridge like for like, however the road will require a road closure during the main construction phase of the works.
- 2.7.5 SCC officers have met with Network Rail, their Consultants, and contractors. The initial programme indicates that the current plan is to close the road around the times they have track possession, which is currently shown to be from early March 2018 until early July 2018.
- 2.7.6 A full diversion route will be provided throughout this time and both SCC and Network Rail's public relations team will be working to keep residents, drivers, and members fully updated.

2.8 Centrally funded maintenance

- 2.8.1 Operation Horizon reports for 2017-18 are available on the Surrey County Council website. These reports list roads that are due to be treated in the current Financial Year 2017-18.
- 2.8.2 Also on the same page of the Surrey County Council website are lists of roads for consideration for future Financial Years.

- 2.8.3 For more information please see here:
<https://www.surreycc.gov.uk/roadsand-transport/highwaysinformationonline/horizonhighwaymaintenanceinvestment-programme>.

2.9 Passenger Transport

- 2.9.1 There was no update at the time of writing this report.

2.10 Other key information, strategy and policy development

- 2.10.1 There was no update at the time of writing this report.

3. OPTIONS:

- 3.1 Officers seek to implement the most cost effective measures which meet scheme objectives. Officers will revert to the Chairman, Vice Chairman and Divisional Member, or indeed the Committee as appropriate, whenever Preferred options need to be identified.

4. CONSULTATIONS:

- 4.1 None at this stage. Officers will consult the Chairman, Vice Chairman and Divisional Members as appropriate in the delivery of the programmes detailed above.

5. FINANCIAL IMPLICATIONS:

- 5.1 The financial implications of this paper are detailed in section 2 above.

6. WIDER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	A well-managed highway network can contribute to reduction in crime and disorder as well as improve peoples' perception of crime.
Equality and Diversity	It is an objective of Surrey Highways to take account of the needs of all users of the public highway.
Localism (including community involvement and impact)	The Local Committee prioritises its expenditure according to local priorities.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

7. CONCLUSION AND RECOMMENDATIONS:

- 7.1 This Financial Year's approved programmes are currently in the process of being delivered.
- 7.2 Members who have not already identified details of their choices are encouraged to do so urgently to ensure that these projects can be delivered.
- 7.3 If choices are not received then the assumption will be made that the funding is being carried forward to next year. As the funds are from the parking surplus there are no timelines for this to be expended.
- 7.4 It is proposed that going forward for 2017/18 the balance of the parking surplus is to be top sliced by 15% annually, for the Committee to separately resolve any relative priorities that arise across the entire nine divisions of Waverley, and that the remaining 85% continues to be allocated as previously determined.

8. WHAT HAPPENS NEXT:

- 8.1 The Area Highway Manager will work with Divisional Members, the Chairman and Vice-Chairman to deliver this Financial Year's approved programme of works.

Contact Officer: John Hilder
 SCC Area Highway Manager SW
 Tel 0300 200 1003

Consulted:
 As detailed within the report.

Annexes:
 1. Programme of Works 2017/18

Background papers:
 Local Committee (Waverley) 22 September 2017 Highways Update

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SCHEME TITLE	2017/18 ALLOCATION	PIC FUNDS	ESTIMATED COST	STATUS/PROGRAMME/COMMENTS
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ITS schemes: Cranleigh and Eastern Villages

Ewhurst Measures to stop large commercial vehicles using Shere Road. (Andrew Povey)	£10,000		£10,000	Jeff Wilson has replaced Peter Hitchings on area wide scheme to look at advisory HGV route signs. See separate report
Baynards Lane/ 'Hogspudding Lane' 40mph speed limit request			£10,000	Baynards Lane/ 'Hogspudding Lane' 40mph speed limit request
Ewhurst Rd/ Park mead junction cycle improvements			£50,000	Not prioritised Insufficient funds available
Barton Rd Station Rd junction Coloured surfacing Scheme (Victoria Young)	£10,000		£10,000	Scheme completed September 2017
The Coombes Bramley. New lay-by to alleviate parking in the Coombes			£50,000	Not prioritised Insufficient funds available
A281 Birtley Rd Bramley Speed limit extension			£15,000	Not prioritised
Chiddingfold drainage schemes (Winterton Arms, Coxcombe Lane)			£10,000	Not prioritised
Pickhurst Rd 40mph speed limit request			£15,000	Not prioritised
Hascombe Mare Lane – grasscrete parking bays			£9,000	Not prioritised
Sub Total	£20,000	£0	£179,000	

SCHEME TITLE	2017/18 ALLOCATION	PIC FUNDS	ESTIMATED COST	STATUS/PROGRAMME/COMMENTS
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ITS schemes: Farnham

Badshot Lea Crossroads, red man/green man for signal junction			£75,000	To be funded via S106 Potential Development (feasibility study currently being completed)
Castle Street crossing point/build out			£15,000	Not prioritised
Develop/Consult on town centre pedestrianisation			£25,000	This is deliverable if scheme is to continue. Further funds required from parking surplus.
Falkner Road Kerbing works – safe routes to school			£15,000	Not prioritised
Rowledge: Village safety scheme Village gateways/safety/speed awareness scheme (Wyatt Ramsdale)	£10,000	£15,000	£25,000	PIC funded - work progressing construction 2018/19 (PIC from Farnham Bourne £55,851.72 -£10,000)
A287 Frensham Road - Bourne Beautification/Safety improvements		£20,000	£20,000	PIC funded Scheme extended to include safety measures and speed limit alterations. (PIC from Farnham Bourne £55,851.72-£10,000)work progressing construction 2018/19
Folly Hill New VAS			£7,000	Not prioritised
Longbridge - Improved crossing point (zebra crossing)			£60,000	Not prioritised
Station Approach – feasibility study to install footway from Firgrove Hill to new entrance			£5,000	Not prioritised (Ownership checked. Land does not form part of the public highway.)
Farnborough Road, Footway (Stephen Spense)	£10,000	£0	£5,000	Ordered - work progressing construction 2018/19
Park Row paviers (take up, base repairs and relay paviers)			£10,000	Not prioritised
Sub Total	£20,000	£35,000	£262,000	

SCHEME TITLE	2017/18 ALLOCATION	PIC FUNDS	ESTIMATED COST	STATUS/PROGRAMME/COMMENTS
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ITS Schemes: Godalming

Pram ramps – various locations			£15,000	Not prioritised
Charterhouse Rd Bridge sign upgrades			£10,000	Not prioritised
Charterhouse Road/Twycross Rd RSWG Roundabout enhancement scheme – signs and lines			£10,000	Not prioritised
Wharf Street ramps			£30,000	Not prioritised
Borough Rd Footbridge repairs			£10,000	Not prioritised (Not public highway. Responsibility of Countryside Team.)
Farncombe Hill Footway improvement (Penny Rivers)	£10,000	£3,775	£14,000	In progress delivery Q4 (PIC applied from Farncombe, Godalming and Catteshall £3774.85) work progressing construction 2018/19
Warramill Rd Drainage repairs			£30,000	Not prioritised (Insufficient funds available - soakaway in rear garden)
Sub Total	£10,000	£3,775	£119,000	

Continued on Page 4

SCHEME TITLE	2017/18 ALLOCATION	PIC FUNDS	ESTIMATED COST	STATUS/PROGRAMME/COMMENTS
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ITS schemes: Godalming, Milford & Witley (continued)

Shackstead Lane carriageway widening			£800,000	Insufficient funds available (land acquisition and retaining wall required, possible intermediate or major scheme due to cost)
Amberley Rd improvements			£16,000	Not prioritised
Petworth Rd Star pub pedestrian crossing feasibility study			£8,000	Not prioritised
Station Lane Milford – feasibility to widen carriageway over bridge			£6,000	Not prioritised
Station Lane Milford - drainage improvements			£10,000	Not prioritised
A286 Haslemere Rd drainage improvements			£10,000	Not prioritised
Coopers Rise/Cliffe Rise Footway			£10,000	Not prioritised (Railings and step repairs)
Shackstead Lane resurfacing (Peter Martin)	£10,000		£10,000	Scheme added due to dangerous carriageway condition - scheme complete
Sub Total	£10,000	£0	£870,000	

SCHEME TITLE	2017/18 ALLOCATION	PIC FUNDS	ESTIMATED COST	STATUS/PROGRAMME/COMMENTS
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ITS schemes: Haslemere and Western Villages

West Street lighting upgrade			£14,000	Not prioritised
Haste Hill/Petworth Rd signs & road markings			£2,000	Not prioritised
Lower Street Bus Shelter			£15,000	S106/PIC funded - Scheme completed
Haslemere Station/Lower Street raised table and cushions (bus stop relocation)			£60,000	Not prioritised (Possibly funded via SW Trains)
Frensham - Millbridge VAS (David Harmer)	£10,000		£8,000	Scheme progressing construction 2018/19
Assessment of safety and speed limit at junction of Shackleford Road/Peper Harow Lane			£6,000	Not prioritised
Peper Harow - Implementation of results of above			£6,000	Not prioritised
Dockenfield - Structural improvements to BW24 to protect Bealeswood Common,			£6,000	Not prioritised (Not public highway. Responsibility of Countryside Team.)
Thursley - Construction of a passing place in Highfield Lane, outside Copper Beeches			£15,000	Not prioritised
Elstead - Feasibility for creation of an additional layby in Thursley Road adjacent to Staceys Farm Rd			£6,000	Not prioritised
Sub Total	£10,000	£0	£138,000	

Capital scheme sub total (combined remaining capital and parking surplus top up)	£70,000		
Value of ITS Schemes			£1,568,000

Capital Maintenance Allocations			ESTIMATED COST	
ITS Schemes not completed in 2016/17	£5,000		£5,000	Feasibility studies now complete
Adhoc Signs and Lines	£5,000		£5,000	Ongoing
Balance of capital	£26,363		£26,363	
Parking surplus top up	£63,639		£35,355	4 Members have not allocated their share.
Sub Total	£100,002		£71,718	Carry forward to page 7

Revenue Maintenance Allocations			ESTIMATED COST	
Maintenance (Vegetation Gang)	£40,909		£40,909	
Sub Total	£40,909		£40,909	Carry forward to page 7

PIC Fund Allocations			ESTIMATED COST	
PIC Fund sub total	£38,775		£38,775	
Sub Total	£38,775		£38,775	Carry forward to page 7

Annex 1

Waverley Parking Surplus Breakdown	Total	Expenditure	2017/18 10k/Member	Total balance remaining
60% Share Local Committee	£377,400			
3 x Farnham Members share	£280,969	£22,900	£21,213	£236,856
6 x Waverley Members share	£96,431		£42,426	£54,005
		Sub total	£63,639	£290,861

SCC Local Committee for Waverley Highways Update Report 23 June 2017

Highway budgets and forecast expenditure for 2017/18

2017/18 Local Committee Budget

2017/18 Forecast Expenditure

Capital Maintenance & ITS £36,363

Revenue £40,909

Parking surplus top up £63,639

PIC Funds allocated £38,775

TOTAL £179,686

PIC Funds remaining £72,107

Total scheme value on works list **£1,568,000**

Capital Maintenance & ITS (Adhoc signs and lines) £5,000

ITS Schemes not completed from 2016/17 £5,000

Capital remaining £26,363

Revenue (vegetation gang) £40,909

Parking surplus top up £35,355

PIC Fund applied £38,775

TOTAL £151,402

ITEM 12: Local Committee (Waverley) - Forward Programme

Details of future meetings			
<p>Dates for the Waverley Local Committee 2017/18: 9 March 2018 (Hale Institute, Farnham).</p> <p>The Committee meeting commences at 10am (Informal Public Question Time 10am – approx. 10.30am).</p>			
Topic	Purpose	Contact Officer	Proposed date
Highways Update	Standing item for all Waverley Local Committees	SCC Area Highway Manager	ALL
Decision Tracker	For information	Partnership Committee Officer	ALL
Forward Programme	Review the Forward Programme and consider further themes for Member briefings	Partnership Committee Officer	ALL
Youth and Early Help	For information	SCC Families Service Manager	March 2018
Hindhead tunnel	To provide an update from the September 2017 meeting	Highways England	March 2018
Waverley Road Safety	For information	SCC Road Safety Team	TBA
Waverley Data Overview of Academic Performance	For information	SCC Area Education Officer	TBA
Surrey Fire and Rescue Service	Annual review, for information	SFRS	TBA

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