

Agenda

Waverley
Local Committee

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

Discussion

Items include:

- SCC Deputy Leader: Surrey infrastructure plans
- Rights of Way: Chiddingfold; Elstead
- On-street Parking Review 2020

Please note: only a limited number of paper copies will be available at the meeting for the public.



Venue

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

Date: Friday, 13 March 2020

Time: 10.00 am

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. All local committees provide an opportunity to raise questions, informally, up to 30 minutes before the formal business of the meeting 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.

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

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

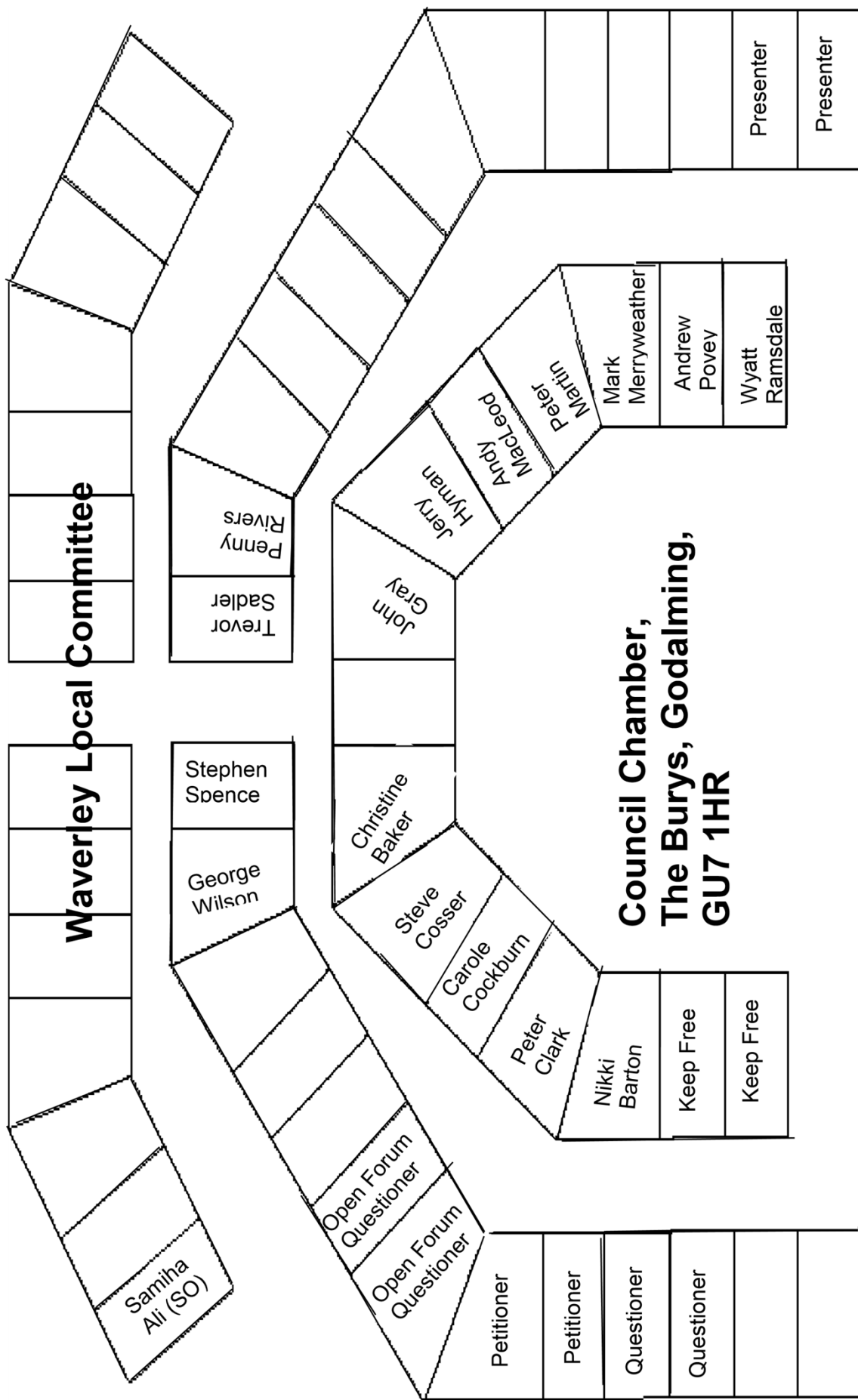
Mrs Victoria Young, Waverley Eastern Villages (Chairman)
Mr David Harmer, Waverley Western Villages (Vice-Chairman)
Mrs Nikki Barton, Haslemere
Mr Andy MacLeod, Farnham Central
Mr Peter Martin, Godalming South Milford and Witley
Dr Andrew Povey, Cranleigh & Ewhurst
Mr Wyatt Ramsdale, Farnham South
Mrs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

Borough Council Appointed Members

Cllr Christine Baker, Milford
Cllr Peter Clark, Farnham Wrecclesham and Rowledge
Cllr Carole Cockburn, Farnham Bourne
Cllr Steve Cosser, Godalming Charterhouse
Cllr John Gray, Chiddingfold and Dunsfold
Cllr Jerry Hyman, Farnham Castle
Cllr Mark Merryweather, Farnham Weybourne and Badshot Lea
Cllr Trevor Sadler, Witley and Hambledon
Cllr George Wilson, Godalming Farncombe and Catteshall

Chief Executive
Joanna Killian

				
Victoria Young (Chairman) victoria.young@surreycc.gov.uk Waverley Eastern Villages	David Harmer (Vice-Chairman) David.harmer@surreycc.gov.uk Waverley Western Villages	Christine Baker christine.baker@waverley.gov.uk Milford	Nikki Barton Nikki.Barton@surreycc.gov.uk Haslemere	Peter Clark Peter.clark@waverley.gov.uk Farnham Wrecclesham and Rowledge
				
Carole Cockburn carole.cockburn@waverley.gov.uk Farnham Bourne	Steve Cosser steve.cosser@waverley.gov.uk Godalming Charterhouse	John Gray john.gray@waverley.gov.uk Chiddingfold and Dunsfold	Jerry Hyman jerry.hyman@waverley.gov.uk Farnham Firgrove	Andy MacLeod Andy.macleod@surreycc.gov.uk Farnham Central mailto:andy.macleod@surreycc.gov.uk
				
Peter Martin Peter.martin@surreycc.gov.uk Godalming South, Milford and Witley	Mark Merryweather mark.merryweather@waverley.gov.uk Farnham Weybourne and Badshot Lea	Andrew Povey andrew.f.povey@surreycc.gov.uk Cranleigh and Ewhurst	Wyatt Ramsdale Wyatt.ramsdale@surreycc.gov.uk Farnham South	Penny Rivers Penny.rivers@surreycc.gov.uk Godalming North
			For County Council contact details, please visit: Surrey County Council www.surreycc.gov.uk/waverley	For Borough contact details, please visit: Waverley Borough Council www.waverley.gov.uk
Trevor Sadler trevor.sadler@waverley.gov.uk Witley and Hambledon	Stephen Spence Stephen.spence@surreycc.gov.uk Farnham North	George Wilson george.wilson@waverley.gov.uk Godalming, Farncombe and Catteshall		



Presenter
Presenter
Yvette Ortel (PCO)
Victoria Young (Chairman)
David Harmer (Vice-Chair)
Area Highway Officer
Spare Highways

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. **To support this, wifi is available for visitors – please ask for details.**

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

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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 Team at the meeting.

OPEN FORUM - INFORMAL PUBLIC QUESTIONS

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 13 December 2019 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 - 14)

To receive any petitions in accordance with Standing Order 68. 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.

A petition has been received from Mr Malcolm Carter of the Beacon Hill Focus Group which contains 152 signatures and reads:

"We the undersigned petition Surrey County Council to Change the speed limit to 30mph on the A287 through Beacon Hill.

We represent the residents of Beacon Hill village. We petition SCC to change the speed limit through the village to 30mph from the current 40mph. This is a village that has bus stops which the aged, disadvantaged and children use as well as access to essential services including the village school. This is the only village between Farnham and Haslemere where traffic is allowed to drive at 40mph through a built up area. We believe that as more people are cycling or walking that this is required urgently."

Petition response report attached.

6 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.

7 WRITTEN MEMBER QUESTIONS

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

8 RIGHT OF WAY: ALLEGED PUBLIC FOOTPATH OFF WOODSIDE ROAD, CHIDDINGFOLD (OTHER COUNTY COUNCIL FUNCTIONS)

(Pages 15 - 32)

To receive a report from the SCC Countryside Access Officer, to consider if Public Footpath rights are recognised over the route shown.

9 RIGHT OF WAY: FOOTPATH NOS. 64 AND 65 (ELSTEAD) PROPOSED DIVERSION (OTHER COUNTY COUNCIL FUNCTIONS)

(Pages 33 - 48)

To decide on whether to make a legal order to divert Footpaths Nos.

64 & 65 (Elstead).

**10 SCC DEPUTY LEADER COLIN KEMP: SURREY
INFRASTRUCTURE PLANS (SERVICE MONITORING & ISSUES OF
LOCAL CONCERN) (AGENDA ITEM ONLY)**

For information - SCC Cabinet Member Colin Kemp: Update of Surrey Infrastructure Plans and overview of Transport Development Planning (TDP) in Surrey County Council and how it operates.

Agenda item only

**11 WAVERLEY ON-STREET PARKING REVIEW 2020 (EXECUTIVE
FUNCTION)** (Pages 49 - 92)

SCC Parking Strategy and Implementation Team (parking team) carry out periodic reviews of on-street parking restrictions across Surrey on a borough by borough basis. Committee approval is required in order to progress these changes to the stage of 'formal advertisement'.

12 HIGHWAYS UPDATE (EXECUTIVE FUNCTION) (Pages 93 - 108)

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

**13 CABINET MEMBER FOR HIGHWAYS & TRANSPORT UPDATE TO
COUNCIL (FOR INFORMATION)** (Pages 109 - 114)

SCC Cabinet Members provide a briefing on their portfolios to council meetings. The Cabinet Member for Highways and Transport briefings will be provided for the local and joint committees for consideration and comment.

14 LOCAL COMMITTEE DECISION TRACKER (FOR INFORMATION) (Pages 115 - 116)

To review any outstanding Local Committee decisions.

15 LOCAL COMMITTEE FORWARD PROGRAMME 2020-21 (Pages 117 - 118)

To note the proposed forward programme and consider any additional items for future discussion.

16 DATE OF NEXT MEETING

To be held on Friday 19th June 2020 at 10am in Waverley Council Chamber, The Burys, Godalming GU7 1HR.

(10am – 10.30am: Open Forum / Informal Public Question Time)

Minutes of the meeting of the
Waverley LOCAL COMMITTEE
 held at 10.00 am on 13 December 2019
 at Waverley Borough Council Chamber, The Burys, Godalming GU7 1HR.

These minutes are subject to confirmation by the Committee at its next meeting.

Surrey County Council Members:

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

Borough / District Members:

- * Cllr Christine Baker
- * Cllr Peter Clark
- * Cllr Carole Cockburn
- * Cllr Steve Cosser
- * Cllr John Gray
- * Cllr Jerry Hyman
- Cllr Mark Merryweather
- * Cllr Trevor Sadler
- Cllr George Wilson

* In attendance

OPEN FORUM - INFORMAL PUBLIC QUESTIONS

42/19 APOLOGIES FOR ABSENCE [Item 1]

Apologies were received from Mrs Nikki Barton, Cllr Mark Merryweather and Cllr George Wilson.

43/19 MINUTES OF PREVIOUS MEETING [Item 2]

Minutes of the Waverley Local Committee on 27 September 2019 were agreed and approved as an accurate record.

44/19 DECLARATIONS OF INTEREST [Item 3]

There were no declarations of interest.

45/19 CHAIRMAN'S ANNOUNCEMENTS [Item 4]

There were no Chairman's announcements.

46/19 PETITIONS & PETITION RESPONSES [Item 5]

Declarations of Interest: None.

Officer in attendance: Frank Apicella, Area Highway Manager (South West).

Petitions, Public Questions/Statements: One petition.

A petition was received from Beth Pinkerton-Smith which contained 28 signatures and read:

"This petition is to gain support from the residents living on and around PORTSMOUTH ROAD (between Milford and Godalming) to present before the Waverley Local Committee, with the request to assess and introduce traffic calming measures to reduce the speed and improve the safety of the road."

The petitioner spoke for the allotted three minutes and included the following points:

- This morning at 7.25am while opening her car door, the number 71 bus, on its way to Milford, did considerable damage to the petitioner's open car door on the Portsmouth Road, but failed to stop. The petitioner said that this highlights the daily dangers residents face.
- Portsmouth Road is a very dangerous road, particularly from Flat 1A up to Primrose Ridge. This is a residential stretch of road, where over half of cars and motorbikes exceed the 30mph speed limit. Drivers seem unaware of the speed limit. The petitioner has reported dangerous incidents over the past few years, but the issue has not been resolved.
- Another resident helped to gain nearly 200 signatures of support and there was an overwhelming response from her community. Another resident in Croft Road, which is parallel to Portsmouth Road, has just started a petition as Croft Road residents find it dangerous to pull out onto Portsmouth Road.
- Portsmouth Road is an integral route for Godalming and its economy. Two big developments are going to be built nearby and more people will use the Portsmouth Road. A speeding road and narrow pavement does not encourage people to walk to use the local facilities.

The petition response report was presented by the Area Highway Manager.

Member discussion – key points:

Members acknowledged that the issue of high volume traffic is a problem on the Portsmouth Road and also on most of the roads in and out of Godalming. There was a request for a general 20 mph discussion for some Waverley roads at a future local committee meeting, as indicated in the minutes of the meeting on 27 September 2019.

The Area Highway Officer stated that 30 mph signs do not need to be placed where there are street lights, as written in the Highway Code. The issue of speeding is a police enforcement matter. The Portsmouth Road could be

made a priority for consideration of further action, if Committee members decide to add it to the Committee's priority list.

SCC Members asked if they could move divisional Highways monies between members to help fund a vehicle activated sign (VAS). The Chairman supported this and Mr Martin, who's division the Portsmouth Road is in, will discuss it with the Area Highway Manager.

The Local Committee (Waverley) resolved to AGREE to:

Note the officer response and the suggestion for the introduction of a Vehicle Activated Sign, to be funded from the Divisional member Mr Peter Martin's committee allocation for 2020/21.

47/19 WRITTEN PUBLIC QUESTIONS [Item 6]

Two Written Public Questions were received from:

1) Waverley Borough Councillors for Bramley, Busbridge and Hascome, Richard Seaborne and Martin D'Arcy;

2) Witley Parish Council.

The questions and answers were published on the SCC Waverley Local Committee web pages before the 13 December Local Committee and were available at the meeting. The following supplementary questions were asked:

Question 1 – Supplementary Question – Cllr Seaborne

"Cllr D'Arcy and I welcome the thorough response. The officer section addresses the symptoms by neatly describing that traffic on the A281 in our area is disrupted for emergency repairs by either Thames Water or SGN approximately once every six weeks. And your response shows a will to try and start work on a solution.

We have a supplementary question to add to what has been covered, based on the relative ease with which some useful data to categorise the scale of the problem has been supplied. Can we ask that before Thames Water and SGN appear before this committee, should they choose to accept your invitation, officers provide us, and members of the Committee, with the following additional background data:

- Firstly, it seems to us that the frequency of emergency repairs has increased over the past 12 months. Do the data support this perception ?
- Secondly, exactly what length of the A281 is covered by the data supplied for SGN and Thames Water, and thirdly
- For completeness can we also know the comparable emergency repair figures for BT and for UK Power Networks. Two weeks ago, BT had two sets of traffic lights disrupting traffic in Bramley at the same time for emergency works, so Thames Water and SGN, while probably having the greater scale of infrastructure renewal to address, are by no means alone.

Thank you for the opportunity to bring this significant issue to your committee."

Response to supplementary question:

The Chairman said that the committee officer will seek an answer and contact Cllr Seaborne after the meeting.

Question 2 – Supplementary Question – Witley Parish Council

“We understand that preventing traffic collisions gives the highest weighting for schemes, but we are surprised that none of the other categories mentioned in the integrated transport scheme assessment list give this scheme a positive score. Particularly under “Accessibility” (which includes promoting public transport, encouraging walking and encouraging cycling). This is the route to Milford station and currently pedestrians and cyclists are unable / too frightened to use it in wet weather. Witley Parish Council would therefore respectfully ask for this assessment to be completed again.

SCC Officers advised that this site forms part of the wetspot programme and we note that it scored a medium score of 107. Witley Parish Council would like to request an explanation of how this score was calculated please.

We note that the structures team have recommended preliminary work on drainage around the bridge. Would you expect this to be scheduled for completion under the maintenance budget as soon as the ground dries out or will we have to wait for funding to become available, and for us to reach the top of the priority list, for this maintenance work to be undertaken?”

Response to supplementary question:

The Area Highway Officer replied that the ITS list is assessed annually with the latest accident data and costs. The SCC flood resilience team score any identified wet spot schemes directly and they are then prioritised and programmed for works based upon their available budget allocations.

The Chairman said that the SCC Cabinet decides on the method of scoring. This year each SCC Member has £7,500 to spend on Highways in their division.

Mr Peter Martin, whose division includes Witley, said that there is so little money to spend, but plans could be made for if/when more money becomes available.

48/19 WRITTEN MEMBER QUESTIONS [Item 7]

Two Written Member Questions were received from Cllr Carole Cockburn and Cllr Jerry Hyman.

The questions and answers were published on the SCC Waverley Local Committee web pages before the 13 December Local Committee and were available at the meeting.

Question 1 – Supplementary Question

Cllr Cockburn asked: “I chaired a group who produced the Farnham Design Statement and Neighbourhood Plan, so I understand the issues. Has Farnham Town Council been invited to a specific meeting on Hickleys Corner? Who attended the meeting mentioned in the Written Answer?”

Response to supplementary question:

Mr Andy MacLeod replied that he was unable to attend the meeting but he believed it was attended by the Leader of the Town Council and the Farnham Town Clerk. The meeting was more about the Farnham Strategic Plan but he welcomes a possible Hickleys Corner Scheme revival which would require extensive public consultation.

Question 2 – Supplementary Question

Cllr Hyman asked: “I have been asking for 15 years for Farnham Town Centre modelling. SCC officers and Waverley BC officers say that the modelling has been done, but I don’t believe this. Assessment of impact is required by law. How do we move forward?”

Response to supplementary question:

The Area Highway Officer replied: “Many issues are related to planning, which this Committee cannot comment on.”

49/19 RIGHT OF WAY: PROPOSED CYCLE TRACK ORDER FOR FP 19 HASLEMERE (OTHER COUNTY COUNCIL FUNCTIONS) [Item 8]

Declarations of Interest: Mr Stephen Spence declared that he is a member of the Ramblers Association.

Officer in attendance: Debbie Jones, SCC Senior Countryside Access Officer.

Petitions, Public Questions/Statements: None.

The Chairman reminded those present that there can be no public questions or petitions on the rights of way matters under discussion and that no new evidence can be presented at this stage.

No one registered to speak against the proposal in advance of the meeting.

Mr Alistair Bayliss registered to speak in support of the proposal and he spoke for the allotted three minutes which included the following points:

- Along with friends who were all frustrated at not being able to cycle in Haslemere town centre, Mr Bayliss issued a flyer which resulted in around 100 people of all ages cycling the one and a half miles in Haslemere town as a group, without oppressive road noise.
- Mr Bayliss does not think that the introduction of cycle path No. 19 will deliver this type of cycling activity permanently, but he feels there has to be a start somewhere if cycling is to increase.
- Investment in infrastructure is required. He believes that the proposed changes will make it safer for all and that this small change is symbolic and represents the future of the town. Support for this would be energizing. The public want to cycle.

Member discussion – key points:

The Chairman read a statement from Mrs Nikki Barton, the divisional member for Haslemere, as she was unable to attend the meeting:

“The proposed Cycle Tracks Order on a section of Footpath 19 is an initiative that has support from Haslemere Town Council, Haslemere Vision, Haslemere Community Rail Partnership (in partnership with the Surrey Hills and Cycling UK) and Transition Haslemere. It is identified as one of the “opportunities” in the submission draft Neighbourhood Plan.

There is a growing community desire to improve the conditions for cycling in Haslemere and this is borne out in some specific ways:

1. Haslemere Vision, the town’s neighbourhood plan steering group (www.haslemerevision.org.uk), carried out an extensive public consultation in 2016 that identified very strong public support for better walking and cycling provision in the town. The public opinion was strongly in favour of improvements being introduced to encourage more “active travel” to access Haslemere train station.
2. Haslemere Community Rail Partnership commissioned a Station Travel Plan in 2016 that also identified a public desire for safer routes to and from the station in order to reduce the dependency on the private car.
3. Transition Haslemere partnered with a local cycling group in the summer of this year to organise several mass bike rides, involving a wide cross-section of cyclists, including families with younger children; associated press releases called for improvements to Haslemere’s cycling infrastructure.
4. Haslemere Town Council has recently declared a Climate Change Emergency and one of its stated aims is to promote more sustainable transport modes.

Cycling in Haslemere is extremely challenging for all but the experienced, confident cyclist. The main routes through the town are in many places narrow, with no space to accommodate a separate cycle lane. Key pinch points include: Fosters Bridge near the station; the Wey Hill shopping area; and the high pavement section of Lower Street. These are all particularly hazardous for cyclists. Very significant funding would be required to address these challenges – funds that are currently not available to members of this committee.

A creative approach is therefore needed if we are to improve cycling in Haslemere within the existing physical and financial constraints, to encourage wider and safer participation. An opportunity does exist in the form of the network of paths – both formal and informal – that criss-cross the town. The strategic vision of the groups supporting the proposal today is to use these paths, linking up with some quieter roads where gaps exist, to create a safer, integrated network of cycle and walking paths. This network would provide links between and among residential zones and key community assets, including our schools, health centre, sports centre, library and shopping areas. The plan is to work with the Surrey Highways and Countryside teams to direct funds, as they become available, to upgrade sections of path and the linkages to create this network.

The proposal for consideration today and set out in the committee papers, is to upgrade a section of Footpath 19 via a Cycle Tracks Order. This marks the first piece, so to speak, in this 'jigsaw' of a town-wide cycle and pedestrian network. The route is already used by cyclists informally as it provides a back-route link from Lower Street near the station, through to both Lion Lane Green and Shottermill Infant and Primary school, and up to the National Trust Devil's Punch Bowl where cyclists can connect to the extensive Cycle Surrey Hills cycle network, with 90km of off-road tracks.

A criticism of the proposal that has been received by Officers is that the Cycle Tracks Order creates a small isolated section of cycle route. As explained above, this is intended to mark the first section of a wider strategic network of interlinking paths, which will be improved and upgraded as and when funding amounts become available. The vision would then be to upgrade the next section of route from the end of the proposed length of path, to link it with both Shottermill Infant and Junior schools as the next piece in the 'jigsaw' once funding is secured. Both Heads are working hard to promote 'Safer Routes to School' and more active travel by pupils and parents so as to reduce parking and congestion as well as to improve air quality and safety issues around their schools.

The scheme's cost (£7,000) represents good value for money as it improves the off-road path for current users of the path, be they pedestrians, disability scooter users or cyclists. The scheme will upgrade the path surface, widen the existing path and replace a rotten wooden barrier over the small stream which the path crosses.

The Surrey Highways and Countryside teams have assessed the scheme thoroughly and confirm that when upgraded the path will accommodate both cyclists and pedestrians, with signage to encourage mutual respect by all path users and "cyclists dismount" signs will be installed in front of the bridge over the stream. The path will remain on the definitive map retaining footpath status, and the proposal is not opposed by the local ramblers group.

Looking ahead, Waverley have plans for a housing development on the current Youth Campus site adjacent to this proposed upgraded section of path, which would therefore be directly accessible to residents in the new homes."

Members supported the proposal in general, although some had reservations. There was concern regarding the impact on pedestrians. The officer confirmed that cyclists cannot go fast due to the nature of the path and that new signage will be erected. There were queries regarding new housing referred to by Mrs Barton in her statement. The proposed location was indicated on the map and the Chairman stated that as far as she was aware, no planning application had been made and therefore the matter was not relevant to the discussion.

The Chairman asked Members to vote on the recommendations:

- 1) 14 for
- 2) 0 against
- 3) 1 abstained

The Local Committee (Waverley) resolved to Agree that:

- (i) a Cycle Tracks Order is made and advertised under the Cycle Tracks Act 1984 over the route of Public Footpath No. 19 (Town Path No. T11102) Haslemere as shown on Drg. No. 3/1/20/H54 (Annex 1)
- (ii) if no objections are received it shall be confirmed. If objections are received it will be submitted to the Secretary of State for Transport for confirmation.

50/19 WAVERLEY ON-STREET PARKING ENFORCEMENT UPDATE 2018-19 (EXECUTIVE FUNCTION) [Item 9]

Declarations of Interest: None.

Officer in attendance: David Curl, SCC Parking Team Manager. Andy Harkin, Guildford Borough Council Parking Manager.

Petitions, Public Questions/Statements: None.

Member discussion – key points:

The officers confirmed that there are now four on-street enforcement officers in Waverley and visits to rural areas can be made more regularly. Members felt that although they recognised that the parking team does not offer an emergency service, some parking issues in villages were not being dealt with. The officer said he would take that feedback to his team. If the Local Committee felt that they wanted to recruit another enforcement officer, they could take that decision, but would have to consider the costs.

The introduction of online applications for parking permits means that residents no longer have to visit Guildford Borough Council or the Farnham Locality office to make an application.

If Members wish to view data on the location of penalty notices issued, the Chairman said they should contact her for the information.

There was Member support for the 'school watch' initiative as parking outside schools is an issue.

There was a query regarding figures in a table on page 39 (Annex 4 PCN summary – lines 02, 27 and 48) and the officer said he would seek clarification on figures for Members.

A Member said that the purpose of on-street charges was not to run a business but to keep the roads safe; it was co-incidental that there happens to be a profit.

Members asked for it to be recorded in the minutes regarding how to report an enforcement issue:

email: parking@guildford.gov.uk

Tel: 01483 444544

The Local Committee (Waverley) resolved to AGREE to:

- i) Continue to support the enforcement of waiting and parking bay restrictions in the borough.
- ii) Make permanent the School Watch initiative, in part using the additional enforcement resources now available, which were agreed by the Committee at its September 2018 meeting.

51/19 HIGHWAYS UPDATE (EXECUTIVE FUNCTION) [Item 10]

Declarations of Interest: None.

Officer in attendance: Frank Apicella, Area Highway Manager (South West).

Petitions, Public Questions/Statements: None.

Member discussion – key points:

The ‘unallocated’ figure of £41,049 in Annex 2 at the bottom of page 51 was queried. The Area Highway Officer said that the figure was a mistake and he would re-circulate the correct figures.

There was a discussion regarding grit bins in an area of Farnham which will be taken outside of the meeting.

The Local Committee (Waverley) resolved to AGREE:

- (i) To note the committee approved allocations and works being progressed during 2019/20.

52/19 LOCAL COMMITTEE DECISION TRACKER (FOR INFORMATION) [Item 11]

Declarations of Interest: None

Officer in attendance: Yvette Ortel, Partnership Committee Officer

Petitions, Public Questions/Statements: None.

The Local Committee (Waverley) resolved to AGREE that:

Decision tracker items shall remain ‘open’.

53/19 LOCAL COMMITTEE FORWARD PROGRAMME 2019-20 [Item 12]

Declarations of Interest: None

Officer in attendance: Yvette Ortel, Partnership Committee Officer

Petitions, Public Questions/Statements: None.

The forward programme was agreed.

ITEM 2

The following items were suggested for an Informal meeting:

- SGN and Thames Water to be invited to discuss their works in Waverley and in particular their plans for the A281, regarding closures.
- SCC Cabinet Member for Children, Young People and Families, Mary Lewis, to be invited to the 31 January 2020 Informal, to discuss the new family centre model and the implications for Waverley Borough Council. Waverley Borough Members will also be invited.

The Chairman confirmed that other items on the Informal forward plan include:

- Waverley Economic Strategy - to explore opportunities for joint working with Waverley Borough Council.
- Background information for Members regarding Local Committee / Joint Committee / Partnership Board.

Members discussed Farnham Highway issues which could be included in the forward programme, such as lorries and HGV sat navs. The Chairman said she would arrange a separate private meeting for Farnham Local Committee members.

54/19 DATE OF NEXT MEETING [Item 13]

To be held on Friday 13th March 2020 at 10am in the Waverley Borough Council Chamber, The Burys, Godalming GU7 1HR.

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

Meeting ended at: 12.23 pm

Chairman



SCC LOCAL COMMITTEE (WAVERLEY) 13 December 2019

Minutes Annex A: OPEN FORUM - PUBLIC QUESTIONS

Questions were received from:

1. *Barry Hartop, Farnham Castle Street Resident*

Mr Hartop read from a statement that he brought with him and then asked:

- i) "What has the Highway expenditure been in central Guildford since 2010, compared with Highway expenditure in central Farnham? Which officials and councillors signed off the spend?"
- ii) "Can central Farnham now have its fair and democratic share of funding to compensate for all these years of inexplicably little Highways spend?"

Answer

The Chairman said that Mr Hartop's description of Farnham is not one that she recognises, nor did she recognise Guildford being 'paved in gold'.

The Area Highway Manager said that funding for Highways has been ever reducing over a number of years and Highways tries to prioritize works based on safety. In Farnham specifically, Highways has been working with the Town Council, Waverley Council and Surrey County Council on the Farnham Strategic Plan, looking at Farnham holistically and what the centre of Farnham will look like. Once they have that understanding, they can better maintain the area. However, in locations where they feel work needs to be done more immediately, they have done so.

Regarding spend in Guildford, Guildford Borough Council funded many of the schemes itself and invested considerably in the town centre.

Surrey County Councillors Mr MacLeod, Mr Spence and Mr Ramsdale responded to Mr Hartop and said that they recognised the frustrations of residents and they had been working on Farnham plans which have achieved results and they hope to achieve more in the next 18 months and drive issues forward. For example, it was helpful to have Jeremy Hunt's Air Pollution Summit and he has asked the three councils to come back with an answer in January.

2. *Cllr Paul Follows, Deputy Leader, Waverley Borough Council*

- i) "I would like an update of the status of a meeting with Mary Lewis?"
- ii) "In the light of the review of Waverley Council conducted by Cllr Merryweather, finance portfolio holder, will Surrey County Council be

ITEM 2

- conducting a similar review as to the status of the finances regarding Brightwells investment?
- iii) I am pleased to see the petition under point 5 and hope it will be considered favourably.

Answer

- i) The Chairman has received a statement from Mary Lewis, SCC Cabinet Member for Children, Young People and Families:

“As per my email to Cllr Follows on 2nd October 2019, I would be very happy to meet with all Waverley councillors to discuss the new family centre model and the implications for Waverley BC. I would also be happy to discuss partnership working. I was awaiting some suggestions from you around dates and times for this session. I have asked my support team to contact you to take this forward and organise a convenient date and time for us to meet. I could not attend today as I am hosting a Scrutiny Committee visit to the c-Spa and Members are supporting me in doing a Recommendation 41 visit there.”

The Chairman confirmed that Mrs Lewis will be attending the Local Committee Informal meeting on 31 January and all Waverley Members will be invited to attend.

- ii) Regarding Cllr Merryweather’s review, Members present were not aware of any such Surrey County Council review. Mr David Harmer said that there was a meeting planned in SCC to discuss investments in general, but this would be as an overview.

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (WAVERLEY)

DATE: 13 MARCH 2020

SUBJECT: PETITION RESPONSE REPORT
- SPEED LIMIT REQUEST
A287 CHURT ROAD

DIVISION: WAVERLEY WESTERN VILLAGES



RECOMMENDATION

The Local Committee is asked to:

- (i) Note the officer response.

REASONS FOR RECOMMENDATION:

It would be at the discretion of the Western Villages Divisional Member Cllr David Harmer and this committee to prioritise and fund a scheme as part of the 2020/21 highway works programme.

PETITION DETAILS:

A petition has been received from Mr Malcolm Carter of the Beacon Hill Focus Group which contains 152 signatures and reads:

“We the undersigned petition Surrey County Council to change the speed limit to 30mph on the A287 through Beacon Hill.

We represent the residents of Beacon Hill village. We petition SCC to change the speed limit through the village to 30mph from the current 40mph. This is a village that has bus stops which the aged, disadvantaged and children use as well as access to essential services including the village school. This is the only village between Farnham and Haslemere where traffic is allowed to drive at 40mph through a built-up area. We believe that as more people are cycling or walking that this is required urgently.”

RESPONSE:

The A287 Churt Road forms part of the Surrey strategic network which links the towns of Haslemere and Farnham, the A3 to the A31 and M3. A 40 mph speed limit is imposed from Hindhead to Churt village.

An analysis of the collision data for the A287 Churt Road Beacon Hill shows that there are no recorded injury accidents within the last three years, which does not indicate that a particular safety problem exists along this section of road in terms of a history of poor road safety.

The cost to assess and lower the speed limit on the A287 Churt Road would be in the region of £10,000 - £15,000, providing that it meets the criteria set out in the Surrey County Council policy for 'Setting Local Speed Limits' which can be found on the county council website.

Officers have requested a basic speed survey is undertaken near the junction of Wood Road. The data should be available mid March.

It would be at the discretion of the Western Villages Divisional Member Cllr David Harmer and this committee to prioritise and fund this scheme as part of the 2020/21 highway works programme.

Contact Officer: Frank Apicella

Contact number: Tel 0300 200 1003



SURREY COUNTY COUNCIL

LOCAL COMMITTEE (WAVERLEY)

DATE: 13 MARCH 2020

LEAD OFFICER: DANIEL WILLIAMS, COUNTRYSIDE ACCESS OFFICER

SUBJECT: ALLEGED PUBLIC FOOTPATH OFF WOODSIDE ROAD, CHIDDINGFOLD

DIVISION: WAVERLEY EASTERN VILLAGES

1 SUMMARY OF ISSUE

1.1 The County Council has a duty under Section 53 of the Wildlife and Countryside Act 1981 (WCA1981) to modify the Definitive Map and Statement (DMS) if it discovers evidence which can be reasonably alleged to support a modification. An application has been received for a Map Modification Order (MMO) to add a public footpath on land between Woodside Road and Public Footpath no. 211, Chiddingfold to the Surrey County Council DMS as shown on the attached drawing 3/1/4/H27 (**Annex A**)

1.2 It is considered that the evidence is sufficient to allege that a public footpath subsists over the claimed route. As such a legal order to modify the DMS should be made.

RECOMMENDATIONS:

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

- i) Public Footpath rights are recognised over the route shown on drawing no. 3/1/4/H27 as alleged Public Footpath no. 557, Chiddingfold between points A – B – C – D – E and that a Map Modification Order under sections 53 and 57 of the Wildlife and Countryside Act 1981 be made to modify the Definitive Map and Statement for Surrey.
- ii) In the event of the County Council being directed to make a Map Modification Order by the Secretary of State following an appeal by the claimant, the County Council as surveying authority will adopt a neutral stance at any Public Inquiry or Hearing, making all the evidence available to help the Inspector determine the case.

REASONS FOR RECOMMENDATIONS:

1.4 The County Council has a duty under Section 53 of the Wildlife and Countryside Act 1981 (WCA1981) to modify the Definitive Map and Statement (DMS) if it discovers evidence which on balance supports a modification.

1.5 In this instance the evidence submitted in support of the application is considered sufficient to establish that public footpath rights are reasonably alleged to subsist over the claimed route, having been acquired by virtue of use by the public on foot under statutory deemed dedication (under s.31(1)) of the Highways Act 1980). Evidence suggests that landowners have not challenged

users or taken any actions to demonstrate their lack of intention to dedicate during the relevant period.

2. INTRODUCTION AND BACKGROUND

- 2.1 The County Council received an application, dated 7 June 2017, under the provisions of the WCA 1981 for a Map Modification Order (MMO) to modify the DMS by the addition of a public footpath on land between Woodside Road and Public Footpath no. 211, Chiddingfold. The application was supported by 23 user evidence forms (UEFs). One of the claimants (UEF 13) also used the path on bicycle. This use is not considered sufficient to acquire any higher right than footpath. The footpath claimed is shown between points A – B – C – D – E on drawing no. 3/1/4/H27 at **Annex A**.
- 2.2 The path commences at point A on Woodside Road and runs in a northerly direction along a track to a gate and gap at point B. It then continues diagonally across a field to a footbridge at point D and then meets the route of Public Footpath no. 211 at point E. The total distance A – B – C – D – E is 355 metres.

3. ANALYSIS

- 3.1 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. For a public right of way to become established at common law it is necessary for there to have been a dedication by the landowner and acceptance by the public. A dedication may be inferred if either: a) landowners show acquiescence by knowing about and ignoring use by the public or b) the use is so great that the landowners (whoever they are) must have known and taken no action. There is no minimum time period over which use must have occurred for rights to be established at common law. Alternatively, documentary or historical sources may be sufficient evidence to show that the map should be modified.
- 3.2 No evidence has been given either by the claimants or the landowners that at any time the alleged footpath was ever obstructed or had signs prohibiting use. Therefore the relevant 20-year period for the purposes of the Act is 1997 – 2017 following the making of the Schedule 14 application in 2017.
- 3.3 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. In this instance the people that have completed UEFs and given evidence are residents from the local area and it is appropriate therefore to consider that they represent the people as a whole/ the community in general. The background to the legislation relating to Map Modification Orders is attached at **Annex B**.

PUBLIC USER EVIDENCE FOR THE ROUTE

- 3.4 Twenty-three user evidence forms have been completed showing use of the route on foot between 1940 and the present day. Eleven of the claimants have used the route for the full 20-year period (1997 - 2017). A bar chart showing a summary of the years of use is attached at **Annex C**.

3.5 Frequency of use and reason for use

Use by walkers varies from every day to every few months. By using the actual numbers stated in the UEFs it is possible to quantify the number of times the path has been walked. The total use in a year adds up to 2685 times with an average of 117 times a year. Thirteen users walk the path fifty or more times a year. The reasons for using the alleged footpath have been stated as: dog walking, fresh air and exercise, walking with children and friends, playing, running, pleasure, recreational walking, harvesting sloes and blackberries from the hedgerows, walking occasionally to Winterton Arms PH on the A283, part of various circular walks and for a walk over the field to FP 211 and woodland.

3.6 Width of alleged path

Alleged paths will have differing widths depending on whether they are enclosed by boundaries, run across open land or along field edges. The physical width of the footpath on the ground varies along its length. Users have described a greater width (3.0m or one car width) where it follows the access track between points A – B. It then follows a narrow track between points B - C, described as ranging between a 1.0 and 3.0 metre width and then goes across an open field between points C – D. There is a footbridge at point D and then the path is enclosed between points D – E. In this instance, from the widths stated it is considered appropriate to record the following widths: A – B 3.0m, B – C 2.0m, C – D 2.0m, footbridge at point D 0.85m and D – E 2.0m.

User Interviews

- 3.7 Some of the users, generally those that had used the paths for the greatest number of years, were contacted and offered the opportunity to take part in an interview to learn more about their knowledge and use of the claimed paths. Seven of those users have been interviewed providing more detailed evidence:
- 3.8 Mrs J Devlin (UEF 8): “I have lived in Chiddingfold since 1994. When our children were growing up we walked the alleged footpath all the time...I still use it occasionally, sometimes with friends to go to the pub...I didn't even know it wasn't a public footpath...I have used the path every year during the last 25 years, and consider it part of the network of green open space and amenities for walking for residents of Chiddingfold...At the path's junction with Public FP 211 there used to be wobbly planks over the stream before the bridge was installed. I wasn't aware of people driving to the garages but someone I knew used to have one. The gate has not always been like this and it was originally open. When my children were young the gate wasn't there.”
- 3.9 Mrs C Priggin (UEF 16): “We moved into this house over 30 years ago in December 1988. I didn't have a dog at that point but we used to put our 6-month old son in a carrier and walk to the Winterton Arms in the summer months. In the early 1990's we got a dog and I began to use the footpath more regularly. Depending on what type of walk I want to do, I like to use it either as part of a short circuit or a circular route either going to the north or south of the village. It

has always been a fairly obvious path. The straight line across the middle is the more obvious line than the ones around the edge of the field...I used to walk around the field with a friend of mine who was in a mobility off-road scooter. She moved away about 2 years ago so up to that point the gate can't have been locked. If there was a gate it was always wedged open. The current metal gate when closed could be opened or walked around. It has only been padlocked within the last 2 years. In the past, the field would get mown once a year but that has not happened for a few years and a lot of sapling trees have started to grow up...The path gets very muddy either side of the footbridge. There has always been a crossing point over the stream and the sleeper bridge was improved a few years ago."

- 3.10 Mrs K Young (UEF 23): "I have lived here since 2003 and before that I lived in Woodside Road. I have always had a dog. One of my friends showed me the path as a place to walk the dog and/or the children. I have always presumed it was a public footpath – I took that for granted. I have never seen any signs or fences across the path. I use the path approximately twice a week. I walk across the field and use it as part of a circular route. I remember the new gate going in recently. There has always been a gap beside the gates so that I could get through...My use of the path has never been restricted. I generally always see at least one other person using it when I am out walking."
- 3.11 Mr C Pollington (UEF 15): "In 1970, after about a month of living in Chiddingfold, some friends told us about the various paths across the fields. I have always had a dog...I have used the alleged footpath for dog walking and sloe and blackberry picking. I use the path across the middle of the field more frequently because it goes to 'The Laggs'. If it is very wet I may go around the edge of the field...There have been gates there for a long while. There is a metal one there now. As far as I can remember, in the early years you could just walk through the gateway...There have never been any restrictions on access to the path including never any signs...This side of the village is the vet, village hall and football pavilion, which people need access to. It is important to have access to the facilities without having to drive on the road...I am still a member of the Ex-Servicemen's Club and nothing has ever been said about the use of the path when weekend events have been held there e.g. a dog agility show and the caravan club."
- 3.12 Dr J and Mrs N Salway (UEFs 19 & 20): "We moved here in 1977 and have always been walkers. We got a map and saw that the route was marked as a path. Somebody must have told us about the path or we may have seen someone else walking it and then started to use it ourselves. We started walking it to just go for a walk. We are both members of the Godalming and Haslemere Ramblers and the Chiddingfold village walking group. There are 2 village groups – one for men and one for women. We have led lots of walks along the path going towards Hambledon Hurst or Witley station and the Greensand Way. There has always been a gap beside the gate so there has never been any difficulty getting through. Footpath No. 211 can get very muddy so we use the alleged footpath as an alternative. The 2 sleeper bridges where the path meets Footpath No. 211 were put in by a Ramblers working party between 5 and 10 years ago. Prior to that there were logs and bits of wood over the stream and it was difficult to use when it got flooded. We have never seen a sign saying 'Keep Out' or 'Private' and have never met a landowner. The field has never been cultivated and there have never been any animals kept in it as they would have been able to get out. The field has been mown occasionally for events. We have

always walked across the middle of the field on the trodden path. We have used it either individually, with friends or as part of a group.”

- 3.13 Mrs E Denyer (UEF 6) “I was born in Chiddingfold in 1936 and have lived in several places around the village all my life...My family has lived in Chiddingfold for a few generations and my gran and grandad lived in Woodside Road 2 doors away from the alleged footpath...The fire engine used to be parked in front of the firemen’s houses (now ‘Keenan’ and ‘Westhouse’) and didn’t use the access track to the side. Where the new houses are and the Working Men’s Club used to be, there were allotments on the right hand side until at least after the War. There was a separate entrance to the allotments from the road. The track has always been like it is now, wide at the bottom and narrower at the top. As a family we have walked from Woodside Road straight across the field and on to The Laggs and sometimes onto the Winterton Arms. As a child during the war I used to play in the field and we also had picnics there. I know all of the footpaths in the village. When I was younger I used the path several times a week, now I use it monthly. I still walk it with the local walking group.”
- 3.14 “There was originally no gate on the path. When it was put in, a gap was left at the side. The gate could have been put in when the Club bought the field. It was an earth path originally and I don’t recall when the stone surface was put down or the gate put in. About 40 years ago cattle were kept in the field. There was a fence by the bridge, which we climbed over. The field has become much more overgrown over the years and trees have grown up...The path has always been muddy where it crosses the stream. There has always been a bridge of sort, usually a plank...No one has ever told me not to use the path. I never saw any landowner and there were no signs up. There were never any structures across the path apart from the cattle fence in the past. It was just a footpath that we used and we thought it was public...It has always been there and been used by local people. I have always seen other people on the path.”

LANDOWNERS’ EVIDENCE

- 3.15 The land between points A – B is unregistered. A caution has been lodged with the Land Registry against first registration of the freehold estate by Alan Peter Matthews, Colin Steven Matthews, David John Faux and Jennifer Anne Turner care of 42 West Street, Haslemere, Surrey GU27 2AN. The statutory declaration accompanying the caution claims an interest in the estate of the late Ivor Matthews deceased in respect of adjoining land (to the north-west) which for many years has enjoyed a right of way at all times and for all purposes over the land in question. Their solicitor’s comment is that the Application is invalid such that SCC ought not to have investigated it. He has queried the procedural requirements relating to the serving of notice on the landowners by the applicant.
- 3.16 These have now been addressed by the applicant and the application is considered valid. Nevertheless, the County Council is under a statutory duty to investigate when presented with evidence for public rights whether a Schedule 14 application under the WCA has been received or not.
- 3.17 Between points B – C – D the land is registered to Ernest James Gawlik and Christine Dixon being the Trustees of the Chiddingfold Ex-Servicemen’s Club, Woodside Road, Chiddingfold. The land was purchased by the Club in 1985. Mrs Dixon has moved away from the village and given authority to Mr Gawlik as co-trustee to deal with the matter. Mr Gawlik has completed a ‘Public Right of

www.surreycc.gov.uk/waverley

Way Landowner/Occupier Evidence Form' on behalf of the Club. In it he states that "No-one has ever been stopped from using the route but upon purchase a gate was erected across the entrance and a sign reading 'Private. Chiddingfold Club. No unauthorised entry.' However, a gap was left at the side of the gate for pedestrian entry." Mr Gawlik confirms that the 5 bar steel gate was locked with padlock and chain. Regarding the sign Mr Gawlik states that it was placed "On tree at entry to land". He "Believes replaced on occasion but uncertain".

- 3.18 A site meeting was held on 16 August 2019 with Mr Gawlik, Christopher Winder (Club Chairman), Jerry Coombes (former Club President and committee member) and Ian Rhodes (planning consultant). At the meeting those representing the Club stated they had no objections to the public using the footpath and acknowledged that they had not taken any steps to prevent public use of the path. The possibility of the Club dedicating the section of path on their land as a public footpath was discussed. Mr Gawlik said he would discuss the matter with other committee members. Since then he has emailed saying "After much discussion and consideration of the various issues involved in the Map Modification Order application, it is felt that the best interests of the Club membership would not be served by positive dedication of the alleged public footpath in question and that the statutory process should proceed as you have now indicated." Mr Gawlik had been notified that the report was going to be considered by this committee. He continued "I can say however, that having regard to the grounds in law upon which any challenge can be made to the application, it is not currently the intention of the Trustee Proprietors of the land to raise any objection to the Map Modification Order being made."
- 3.19 Mr and Mrs Myers of Boundless Farm, Park Lane, Brook own the section between points D – E. They have been written to but no response has been received to date.

DOCUMENTARY EVIDENCE

- 3.18 *Definitive Map*: No public rights appear on the Definitive Map or in the Definitive Statement. It does not appear on any earlier versions of the Definitive Map dating back to 1952 nor has it ever been put forward for inclusion on any of these maps.
- 3.19 The section of path between A – C is shown on the Chiddingfold Tithe Map (1842) and described in the accompanying Apportionment and Summary as a 'Lane'. The 'lane' continues in a northerly direction along the edge of the field. On an Ordnance Survey map dated 1977/78 the path is shown as a double pecked line from point C in a northerly direction, along the line of the alleged footpath. This map has no legal status but is an indication that the Ordnance Survey at the time of their survey picked up a trodden path on the ground. The aerial photographs dated 1998/99, 2006 and 2012/13 clearly show a trodden line across the field between points C – D.

OTHER DOCUMENTS

- 3.20 Chiddingfold Neighbourhood Plan 2017
The field between points C – D is identified as site reference 6 for proposed residential use. It is described as "Site currently inaccessible by car but is accessible by (poor quality) pedestrian path. Only potential for car access to be provided is if site 7 were to be developed." Site 7 is the plot of land to the west.

3.21 Inspector's report dated 7 March 2018 on land to the west

A Public Inquiry was held by Mr Alun Aylesbury, an Inspector appointed by Surrey County Council, to consider and report on an application for a Town or Village Green on the land to the west of the site crossed by the alleged footpath. A number of people who gave evidence at the Public Inquiry referred to accessing the land along "the track by the side of the cottages from Woodside Road". This is the section of the alleged footpath between points A – B. In the report it states "The Parish Council also agrees with and acknowledges the historical use of the access track to the application site. The track has never been gated at its entrance point. Nor have there been any signs prohibiting access." This is important evidence of the use of the track between points A – B.

4. **OPTIONS:**

- 4.1 The Committee may agree or disagree with the officer's recommendation that footpath rights have been acquired. Alternatively, they may decide that the evidence submitted shows that the routes should be of different status to that recommended or along different lines. Decisions can only be made on the basis of the evidence available. The recommendation is based upon the evidence discovered and interpreted under the current legislation. Matters such as convenience, amenity, security or safety are irrelevant (see **Annex C**)
- 4.2 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 or Hearing the County Council would normally take a neutral stance.

5. **CONSULTATIONS:**

- 5.1 Waverley Borough Council, Chiddingfold Parish Council, the Open Spaces Society, the Ramblers, Cycling UK, the British Horse Society, British Driving Society, Victoria Young County Councillor and John Gray Borough Councillor.
- 5.2 The Ramblers' representative, David Hutton, confirmed he had no personal knowledge of the pathway but would support the creation of a footpath if sufficient evidence could be obtained. No other responses have been received.

6. **FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

- 6.1 The cost of making an order is not a relevant factor in this decision. The County Council is under a duty to make a MMO to add a route to the DMS where evidence is discovered which, taken as a whole, is sufficient to reasonably allege the existence of a right of way.
- 6.2 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.

7. **EQUALITIES AND DIVERSITY IMPLICATIONS**

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

8. **LOCALISM**

- 8.1 This issue is not relevant and cannot be considered under the current legislation.

9. 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	

10. HUMAN RIGHTS ACT 1988

- 10.1 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 C of this report. As such the recommendation to Members is not considered to be in breach of the Act.

11. CONCLUSION AND RECOMMENDATIONS

- 11.1 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, safety or convenience are irrelevant.
- 11.2 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

- 11.3 Section 31 of the Highways Act 1980 states that "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. 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".

- 11.4 Calling into question: 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 this was by a notice, by the making of a Schedule 14 application, by blocking the route or otherwise. Mr Gawlik has stated that when the Club bought the field in 1985 they erected a gate and notice at point B. He confirmed that "No-one has ever been stopped from using the route..." and that "a gap was left at the side of the gate for pedestrian entry." It is not known how long these signs stayed on site. Mr Gawlik has said he "Believes replaced on occasion but uncertain". None of the claimants say they have ever seen any signs preventing use. Regarding the gate, although this appears to have been locked at times use was not prevented as there has always been a gap to walk through at the side. Therefore, in the absence of any physical obstruction of the path the relevant calling into question is the date of the making of the Schedule 14 application. The relevant 20-year period has therefore been calculated as 1997 – 2017.
- 11.5 Public Use: 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". 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. All of the claimants live in the Chiddingfold area and it is appropriate therefore to consider that they represent the people as a whole/ the community in general.
- 11.6 Use 'As of Right': Under the legislation use of the way must have been 'as of right', which means without force, secrecy or permission. It is not necessary for the user to have a belief that their use is 'as of right'. Neither the landowner nor any user have stated that anybody was individually granted specific permission or that their use of the path was with force or secrecy.
- 11.7 Lack of intention to dedicate: A landowner wanting to rebut a claim for a public right of way through long use must be able to demonstrate that they have done something that has brought their lack of intention to dedicate home to the users. On the evidence in the UEFs and from speaking to representatives of the Working Men's Club there does not appear to have been any action that would have made it clear to the public that the landowner was taking any steps to prevent public access during the relevant 20-year period.
- 11.8 Sufficiency of use: statutory deemed dedication. It is considered that there is sufficient evidence of the volume and frequency of use during the relevant 20 year period to reasonably allege that there has been a deemed dedication of the alleged footpaths.
- 11.9 Common law: 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.

- 11.10 Notwithstanding the view that rights have been acquired under section 31 of the Highways Act 1980, due to the period and frequency of use officers would also submit that the facts imply that the landowner has dedicated the route as a public footpath under common law.

12. CONCLUSION

- 12.1 In light of the above, it is the Officer's view that public footpath rights have been acquired over the route under section 31 of the Highways Act 1980. Notwithstanding this it is also argued that rights have also been acquired at common law. Even if the registered landowners, between points B – C – D – E, agreed to dedicate public footpath rights on their land a MMO would still need to be made for the section A – B as there is no freehold owner capable of dedicating rights.
- 12.2 This being the case, the Officer would submit that it can be reasonably alleged that rights have been acquired and that a MMO should be made to record the route on the Definitive Map and Statement for Surrey as a public footpath.

13. WHAT HAPPENS NEXT:

- 13.1 If Committee decide that an order should be made and objections are maintained to that order, it will be submitted to the Secretary of State for confirmation.
- 13.2 If Committee decides that no order be made, the applicant will have the opportunity to appeal to the Secretary of State for Environment, Food and Rural Affairs against this decision.
- 13.3 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.
- 13.4 All interested parties will be informed about the decision.

Lead & Contact Officer:

Debbie Jones, Senior Countryside Access Officer, Tel. 020 8541 9343
debbie.jones@surreycc.gov.uk

Consulted:

See Section 5

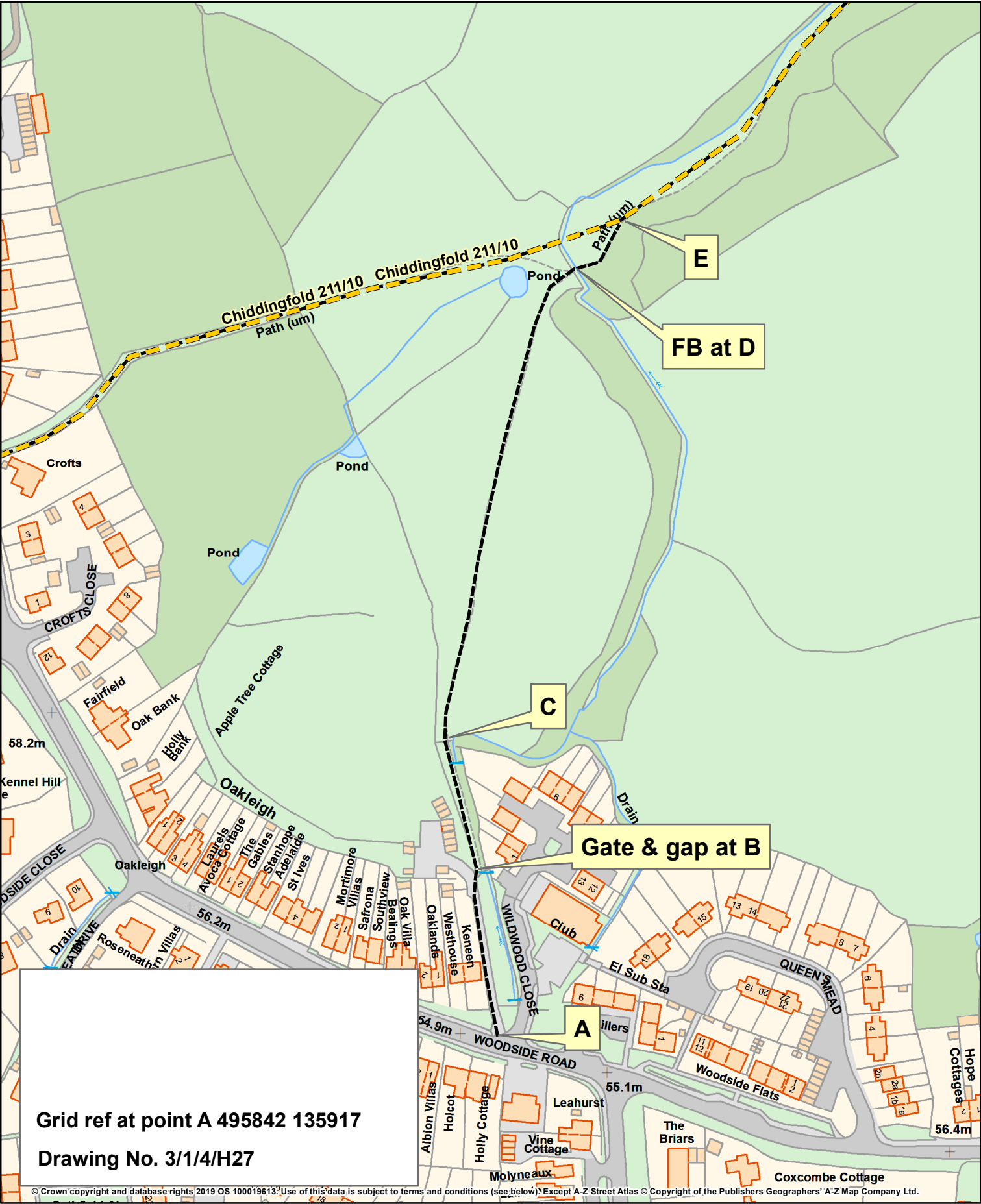
Annexes:

- A Drawing No. 3/1/4/H27
- B DMMO Background information
- C UEF bar chart

Sources/background papers:

File 'CP 578 Chiddingfold' including all relevant correspondence and documents can be viewed by appointment at SCC Countryside Access Merrow Office

Shown between points A - B - C - D - E



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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.

Annex C

1997 Start of 20 year period	2017 End of 20 year period
13 users	22 Users

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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (WAVERLEY)****DATE: 13 MARCH 2020****LEAD OFFICER: DANIEL WILLIAMS
COUNTRYSIDE ACCESS OFFICER****SUBJECT: FOOTPATH Nos. 64 and 65 (ELSTEAD) PROPOSED DIVERSION****DIVISION: WAVERLEY WESTERN VILLAGES****SUMMARY OF ISSUE:**

This report seeks a decision on whether to make a legal order to divert Footpaths Nos. 64 & 65 (Elstead).

Three objections have been received to an informal consultation.

The officer's recommendation is that an Order should be made on the grounds that it is in the interests of the public.

RECOMMENDATIONS:

The Local Committee (Waverley) is asked to agree that

- A diversion order is made under section 119 of the Highways Act 1980 to divert Public Footpath Nos. 64 and 65 (Elstead) as shown on Drawing No. 3/1/8/H20a, and that if any objections are received and maintained to the Order that it is submitted to the Secretary of State for the Environment, Food and Rural Affairs for determination.

REASONS FOR RECOMMENDATIONS:

Officers are of the view that the criteria for making a diversion order have been met.

Sections of the current definitive route of Footpath 64 have fallen into the River Wey, and diverting a section of the path five metres to the west will mean that it will continue to run parallel to the river, and diverting another section away from the river bend will prevent further loss of the path to the river.

The diversion of Footpath 65 is to the route currently used on the ground.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Correspondence on file from 1981 indicates that there has been an ongoing issue with the line of Footpath 64 (Elstead) where it runs between Farnham Road and Fulbrook Lane due to the erosion of the riverbanks by the River Wey. It was recognised at that time that the definitive route of Footpath 64 at the northern bend of this section of the river near Footbridge 1 on Annex 3 was likely

to have fallen into the river. It is thought that an informal alternative route to the west was provided by the landowner at that time and no legal order was made.

- 1.2 Erosion occurred near the southern bend and repairs were carried out in 1992 to prevent further erosion, however further erosion occurred on the northern bend in 1994. Repairing the river bank was discussed but it was decided that the estimated cost of £50,000 would be too high.
- 1.3 Discussions about a legal diversion began in 1994 but despite protracted discussions between the previous landowner, Surrey County Council, Ramblers, Parish Council and Environment Agency, no agreement could be made to divert the footpath. It appears that a new parallel route was established by the landowner but no legal order was made.
- 1.4 The matter was left to lie for several years until 2010 when further erosion to the southern bend brought attention to the matter again. It was also noted that sections of the walked route were no longer on the definitive line.
- 1.5 In 2014, heavy rains caused the collapse of a section of the bank at the southern bend and a temporary closure order was made for this section of the path as it was felt that it was now dangerous to the public due to the narrowness of the walked path between the stock fencing and the steep river bank edge.
- 1.6 The new landowner provided a permissive route linking Footpath 64 and 65 along the field edge approximately 215 metres north of Farnham Road (between point A and E on Drawing No. 3/1/8/H20a). Correspondence began with the landowner, and a survey was carried out in July 2016 to ascertain the situation on the ground in regards to the definitive line of the path, the walked line and the river bank. The survey showed that the definitive line of the path had fallen into the river at both bends. Approximately 20 metres at the southern bend and approximately 35 metres at the northern bend had fallen into the river.
- 1.7 Discussions began with the landowner about how to resolve this longstanding issue, and a consultation was carried out in July 2017 to divert Footpath 64 away from the river and onto the permissive route provided by the landowner. There were numerous objections to these proposals from the public, user groups and the Parish Council as they all wanted to keep a route alongside the river.
- 1.8 Surrey County Council decided not to make a diversion order for this proposed route due to the number of objections. It was also felt that the proposals hadn't considered the effect the diversion would have on public enjoyment of path as required under the legislation. Discussions began again with the landowner and Parish Council to try to come up with alternative solutions.
- 1.9 After several site visits with the landowner and Parish Council discussing different options, the proposals outlined in Drawing No. 3/1/8/H20a were drawn up. The proposals sought to balance the public interest and landowner's interest in regard to Footpath 64. The proposals keep a path alongside the river, but 5 metres to the west of its current line around the southern bend. It is then proposed to run along the current walked route before turning southeast where the proposed path would run along the edge of the wooded area to Footpath 65. This route was suggested by the landowner as it is drier than other possible routes.

- 1.10 It was decided to divert Footpath 64 away from the northern bend of the river as if it was to continue north around the northern bend then this would involve having to move or replace the two existing footbridges 5 metres to the west as part of the diversion. Footbridge 1 on Annex 2 is very close to the edge of the river bank in its current location and it could be washed away. Not diverting the footpath 5 metres to the west here would save Surrey County Council money by not having to move and maintain these bridges. The section of definitive path where it heads away from the river towards Fulbrook Lane is very wet and boggy at most times of the year so it is in the public interest to divert away from this section.
- 1.11 The proposals regarding Footpath 65 are to divert the Footpath onto the current walked route. The proposed diversion between H and J runs on the other side of the fence to the definitive route and is on slightly higher and drier ground which would be an improvement for the public as the definitive route between H and J can get very wet underfoot.
- 1.12 The landowner decided against agreeing to the proposals outlined in Drawing No. 3/1/8/H20a despite taking part in discussions that informed the proposals. It was decided to go ahead with an informal consultation for proposals outlined in Drawing No. 3/1/8/H20a despite the landowner not agreeing, as it was felt that the matter had been unresolved for 40 years and a permanent solution to the issues along Footpath 64 needed to be found.
- 1.13 The informal consultation including user groups took place during September / October 2019. Three objections to the proposals were received. The objections were received from Mrs Julie Edwards who is the landowner, Mr David Ross from the Ramblers and Mr David O'Connell who is a local resident. Support for the proposals was received from the Parish Council, and the Ramblers offered no objection to the diversion of Footpath 65. The Ramblers also view the proposal for A – B – D as an improvement on the current situation, but don't want to lose the route from B – C.
- 1.14 It is in the public's interest to make the order as at the moment they cannot walk along the river as there is a temporary closure due to the danger caused by the erosion of the river bank. The proposals will enable the public to still walk along a section of the river to get from Farnham Road to Fulbrook Lane. The proposals also divert the footpath away from a very wet boggy section of path between B and C onto drier land. The section H – I – J is also on higher, drier ground than the definitive line H – J.
- 1.15 It is considered that it would benefit the landowner to make the order as the proposals for Footpath 64 would extinguish the section of footpath that overlooks their garden and runs alongside some of their buildings. The proposals for the section between H and J would in the Officers' view benefit the landowner's interest as they would prefer the public to walk on the Fulbrook Lane side of the fence. However the landowner does not agree.
- 1.16 Objections to the proposals are summarised below:

Mrs Edwards' objections:

Grounds of objection	Officer's comments
----------------------	--------------------

<p>As sections of Footpath 64 have fallen into the river those sections have been extinguished and cannot be diverted, and there should therefore be an extinguishment and creation order.</p>	<p>It is the Officer's view that the County Council can make a diversion order under section 119 of the Highways Act 1980.</p> <p>To extinguish a right of way it has to be demonstrated that the route is no longer needed for public use, and it would be hard to argue that this is the case for the section of Footpath 64 that is proposed to be diverted. It is apparent that local people place a high value on this route and from comments from the Parish Council and members of the public there is a public need for it.</p> <p>A public path creation order can be made under section 26 of the Highways Act 1980 if it appears to the local authority that there is a need for a footpath and that it would add to the convenience or enjoyment of the public. As the footpath already exists then it can be argued that a creation order will not add to the convenience or enjoyment of the public.</p> <p>A diversion order may be made if it appears to the council that it is in the interests of the owner, lessee or occupier of the land, or of the public</p>
<p>Mrs Edwards proposed a permissive path along the river rather than going through a legal process.</p>	<p>A permissive path is not a permanent solution, and it can be withdrawn at any time by the landowner, or subsequent landowner of the land. It would be detrimental to the public if this permission is subsequently withdrawn.</p>
<p>Concern about the future if the River Wey continues moving at its current rate, which may cause any new definitive route to be in danger of falling into the river again.</p>	<p>The officer's view is that by diverting the path away from the northern bend of the river as shown on the plan, it resolves the issue for the future. The dynamic nature of the river is recognised and the new alignment between A and B will ensure that there is a footpath available for the foreseeable future.</p>
<p>Mrs Edwards would prefer the current permissive route between A and E to</p>	<p>Officers consulted on this route in July 2017 and it was clear from the responses received that it was unacceptable from the public's user</p>

become the new definitive route for Footpath 64.	groups and parish council's points of view. This proposal would cause a significant loss of enjoyment to the public. There is still a need for a route close to the river – public enjoyment of a route is one of the criteria used when assessing proposed diversions.
Concerns about the proposed width of the path	The usual practise is to ask for 2 metres width if this is available.

Mr Ross's objection:

Grounds of objection	Officer's comments
While the Ramblers support the coming into effect of route A – B – D, they would also like to see a continuation of Footpath 64 north to point C	Maintaining a route from point B – C would mean moving the 2 footbridges north of point B five metres to the west so that there is not as much risk of them being lost to the river in the future. They would also need to be maintained in the future. The path running away from the river up to point C is also very wet and boggy for most of the year.

Mr O'Connell's objection:

Grounds of objection	Officer's comments
Concerns that the current temporary closure should not have been made as use of the footpath should be at the users risk.	Surrey County Council can make an order to temporarily prohibit traffic if it is satisfied that there was a likelihood of danger to the public. The County Council was satisfied that there was a likelihood of danger to the public due to the erosion of the riverbank and the narrowness of the remaining path between the stock fencing and steep river bank edge. There were also concerns that the bank had been undermined at this point and could collapse. The temporary closure is not relevant to the proposals to divert Footpath 64.
The path should just be diverted onto the existing used route	Sections of the existing used route are also in danger of being washed

	away by the river, especially one of the footbridges at the northern bend
The proposed diversion, particularly of Footpath 65 in in the landowner's interest rather than the public interest.	<p>A diversion order can be made under section 119 of the Highways Act 1980 if it appears to the council that is in the interests of the owner, lessee or occupier of land crossed by the path or way or of the public, it is expedient that the line of the path or way, or part of that line, should be diverted.</p> <p>While the council considers the diversion is in the landowners interest, it is certainly in the interest of the public to divert the footpath to enable them to walk this popular route.</p>

- 1.17 The proposed diversion meets both the criteria under the Highways Act and county policy. It would provide a solution to a problem that has been ongoing for 40 years and provides a riverside route for the public to enjoy into the future, and therefore the recommendation is that a diversion order be made.

2. ANALYSIS:

- 2.1 Section 119 of the Highways Act 1980 enables the County Council to divert a public footpath if it appears to the council that it is in the interests of the landowner, lessee or occupier of the land crossed by the path or way or of the public, it is expedient that the line of the path should be diverted. In doing so regard must be had to the enjoyment of the public and the effect that the diversion would have on the land. Furthermore the alternative route must not be substantially less convenient to the public than the current definitive route.
- 2.2 In addition to the criteria set out in the Highways Act 1980 the County Council's policy states that, except in exceptional circumstances, diversion orders will only be made where they result in an improvement to the existing rights of way network for the public. The needs of less able users must also be taken into account.
- 2.3 The NERC Act 2006 places a duty on the County Council to have regard, so far as is consistent with the proper exercise of the functions, to the purpose of conserving biodiversity.
- 2.4 Under the Equality Act 2010 the Council must consider the needs of those with mobility impairments when managing rights of way and access.

3. OPTIONS:

- 3.1 Make a Diversion Order and advertise it in accordance with the statutory procedures. If any objections are received and maintained submit the order with

the objections to the Secretary of State for determination. This is the Officer's preferred option.

- 3.2 Decide not to make the order and the definitive route for Footpath 65 will remain where it is. The definitive route for Footpath 64 will also remain where it is, although a temporary closure will have to remain in place at Surrey County Council's expense while another solution is found.
- 3.3 Other solutions for Footpath 64 could include:
 - Extinguishing the footpath, but it would need to be demonstrated that there is no longer a need for the Footpath. The evidence is that there is a need for the path and it is very well used by the public.
 - Diverting the footpath along the permissive route that has been provided by the landowner. There was an informal consultation on this option in 2017 and many objections were received from local people and user groups.

4. CONSULTATIONS:

- 1.18 All interested parties were consulted including user groups and local stakeholders. Elstead Parish Council responded saying 'I should like to formally record Elstead Parish Council's support of this proposed diversion to FP64'. The Ramblers view was that the proposal for A – B – D was an improvement on the current situation, but don't want to lose the route from B – C.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The Countryside Access Team will meet the costs of making the Order, estimated at £2,000. If submitted to the Secretary of State for determination, the matter may be dealt with by way of written representations, hearing or public inquiry. If the latter was to occur then the County Council would be liable for costs in the region of £1,000, which would have to be met from the Countryside Access budget.
- 5.2 If a diversion order is made and objected to by the landowner the County Council could be liable to pay them compensation. The cost would be assessed by an independent valuer who would weigh up the disbenefit as opposed to the benefits of moving the footpath for the landowner.
- 5.3 If the order is not made then Surrey County Council will have to renew the temporary closure that is in place along Footpath 64 annually at a cost of approximately £1000 a year, as well as maintaining the infrastructure that goes with the closure such as Heras fencing. The footbridges at the northern bend of the river would also need to be repaired.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 The Definitive Rights of Way Statement for Footpath 65 records one stile that would be affected by the diversion. It is proposed that there will be a gate on the new route instead of a stile where it crosses into the wooded area, making access easier for less able walkers.

- 6.2 The Definitive Rights of Way Statement for Footpath 64 records one stile that would be affected by the diversion. The proposed new route would have no limitations such as a stile or gate, making access easier for less able walkers.

7. LOCALISM:

- 7.1 Footpath Nos. 64 and 65 are mainly used as recreational routes. They do not provide access to an amenity such as railway station, church, shop or school. The diversion of Footpath 64 is seen as a benefit as it would ensure that a popular local route alongside the River Wey will be maintained into the future.

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	N/a
Safeguarding responsibilities for vulnerable children and adults	N/a
Public Health	N/a

8.1 The Human Rights Act 1998

Under Section 6 (1) of the Human Rights Act 1998, local authorities are required to act, as far as possible, in a way that does not breach rights contained in the European Convention on Human Rights. This includes the right to property, under Article 1 of the First Protocol to the Convention. In the officer's view this proposal has no human rights implications.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The Officer's recommendation is that a diversion order should be made.

The Local Committee (Waverley) is asked to agree that

A diversion order is made under section 119 of the Highways Act 1980 to divert Public Footpath Nos. 64 and 65 (Elstead) as shown on Drawing No. 3/1/8/H20a, and that if any objections are received and maintained to the Order that it is submitted to the Secretary of State for the Environment, Food and Rural Affairs for determination.

10. WHAT HAPPENS NEXT:

- 10.1 All interested parties will be informed about the division

Contact Officer:

Joanne Porter, Countryside Access Assistant, Tel/ 020 8541 9576

Consulted:

Advisory notices were placed on site, David Harmer County Councillor, Elstead Parish Council, The Ramblers, Open Spaces Society, Waverley Borough Council. TRF/ACU, Cycling UK. British Driving Society, British Horse Society, Mrs Julie Edwards landowner, statutory utility companies

Annexes:

Annex A - Drawing No. 3/1/8/H20a

Annex B – Location Plan

Annex C – Plan showing points of interest

Sources/background papers:

Papers contained in file 3/1/8 Elstead Footpath 64 and 3/1/8 Elstead Footpath 65

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ITEM 9

Culvert and Gate at I

J

C

H

Footbridge at B

D

F

G

E

A

Farnham Road

Footpath 65

Footpath 64

Fulbrook Lane

Footpath 64

Footpath No. 64 (Elstead) Proposed Diversion
 Definitive route: —————
 Distance A - C: 342 metres
 Proposed route: - - - - -
 Distance A - B - D: 284 metres

Footpath No. 65 (Elstead) Proposed Diversion
 Definitive route: —————
 Distance E - F: 34 metres
 Distance H - J: 96 metres
 Proposed route: - - - - -
 Distance E - G: 20 metres
 Distance H - I - J: 102 metres

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Grid Ref at A: 490586
 144017

Printed by: JP
 Drawing No.: 3/1/8/H20a
 Date: 05/07/2019

Borough of Waverley
 Public Footpath No. 64 (Elstead) Proposed Diversion
 Public Footpath No. 65 (Elstead) Proposed Diversion



1:2,500

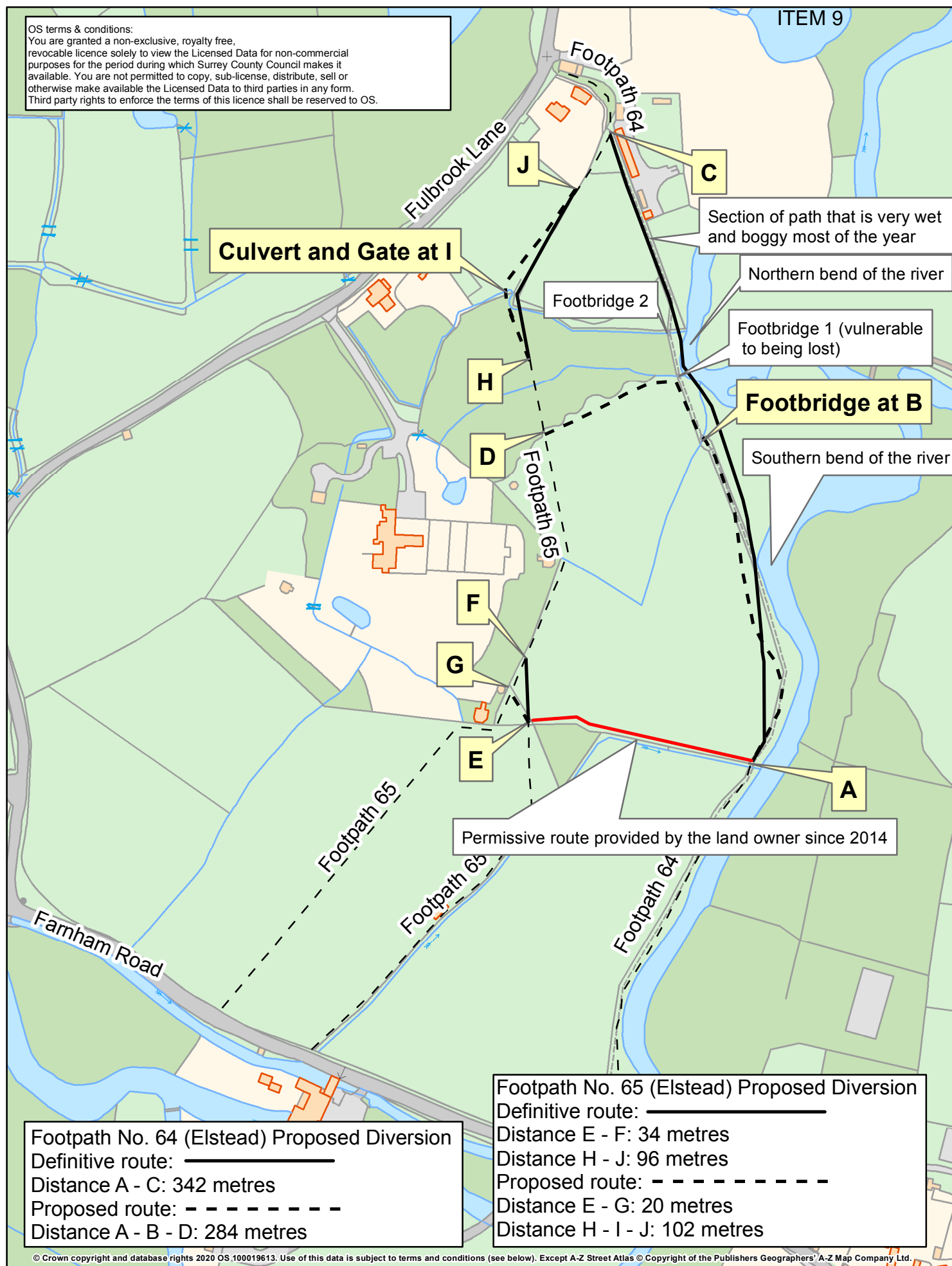
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Grid Ref at A: 490586
144017

Printed by: JP

1:2,500

Date: 07/02/2020

Public Footpath No. 64 (Elstead) Proposed Diversion
 Public Footpath No. 65 (Elstead) Proposed Diversion
 Plan with added comments



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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (WAVERLEY)****DATE: 13 MARCH 2020****LEAD OFFICER: JACK ROBERTS
(Engineer, Parking Strategy & Implementation Team)****SUBJECT: WAVERLEY PARKING REVIEW****DIVISION: ALL DIVISIONS IN WAVERLEY****SUMMARY OF ISSUE:**

Officers of Surrey County Council's parking team have carried out a review of on street parking restrictions within the borough of Waverley and identified changes which would benefit road safety and reduce instances of obstruction and localised congestion. Committee approval is required in order to progress these changes to the stage of 'formal advertisement', where the proposed restrictions will be advertised for 28 days and open to comments, support or objections from members of the public.

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

- (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.
- (ii) funding in the 2020/21 financial year will be required to implement the parking amendments and the committee will need to contribute a maximum of £9,000 from the 2018/19 parking surplus - as detailed in paragraph 5.1.
- (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.

REASONS FOR RECOMMENDATIONS:

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

1. INTRODUCTION AND BACKGROUND:

- 1.1 Surrey County Council's Parking Strategy and Implementation Team (parking team) carry out periodic reviews of on-street parking restrictions across Surrey on a borough by borough basis.
- 1.2 An assessment list comprising over 130 requests for parking restrictions from residents, councillors, the emergency services and SCC engineers since the last review were collated and used as the basis for this current Waverley parking review.
- 1.3 Each feasible request was assessed based on several factors including road safety, localised congestion, effect on emergency services and bus operators and levels of support e.g. supported by county member, local borough/district council, high resident demand etc.

2. ANALYSIS:

- 2.1 The review was carried out in two stages:

Stage one being an initial "desktop" exercise, which involved eradicating requests for refreshment of existing restrictions only and requests for restrictions which were either clearly not practical or feasible.

Stage two involved site visits to all remaining locations, which were assessed using the criteria explained above.

- 2.2 Following stage two of the review, some suggestions and requests were not taken any further due to there being insufficient evidence to suggest there was a parking problem which warranted restrictions, or where no feasible or practical solution was found.
- 2.3 The locations where officers consider new or amended restrictions may be of benefit are listed below, divided up by division, as in Annex A.

3. OPTIONS:

PROPOSED AMENDMENTS

(Relevant drawing numbers in brackets)

3.1 FARNHAM NORTH

Woodbourne j/w Nutbourne (24126)

Introduce double yellow lines on the junction to maintain access, sight lines and road safety at all times.

3.2 FARNHAM CENTRAL

Thorold Road (24014)

Convert the shared use parking bays (Monday to Saturday 8am to 6pm 2 hours or permit holders) to Monday to Saturday 8am to 6pm permit holders only. This is following a petition request signed by the majority of residents of Thorold Road, asking for permit holders only restrictions to ensure residents can park in Thorold Road as the spaces are often taken up by visitors to Farnham. Whilst the petition requested that all the spaces be converted to permit holders only, it was only deemed necessary to convert the spaces outside the Thorold Road properties and to leave the bay nearest to the junction with Sumner Road as shared use to allow some space for visitors in the street.

Stoke Hills (24014)

On the corner by number 63, revoke two short lengths of double yellow lines so that they are not in front of dropped accesses, allowing three or four vehicles to park off street on the corner, which has been taking place for several years now. As double yellow lines legally apply to the entire width of adjacent footways and verges, the two parts of the double yellow lines need to be removed to ensure parking can take place unrestricted on the hardstanding corner, via the existing dropped kerbs located on each side of the corner.

Long Garden Walk (24017)

Outside property 'Weathercocks', reduce the permit holders only parking bay and extend the existing double yellow lines to ensure that only one vehicle can park within the bay. Currently, the bay is of a length where two vehicles often park within the bay and often overhang the bay significantly. In order to compensate for any potential loss of space for drivers of smaller vehicles using this bay for two cars, it is also proposed to introduce a new permit holders only bay (Monday to Saturday 8am to 6pm) outside number 7.

Falkner Road (24023)

Opposite Potters Gate and north-eastwards up to the pay and display bay, convert the single yellow line (No waiting Monday to Saturday 8am to 6pm) to double yellow lines. This is to prevent parking in the vicinity of the Arts University's entrance and the new uncontrolled pedestrian crossing facilities. **Amendment for Traffic Regulation Order only. Work already carried out on the ground.**

Crosby Way (24027)

On the north side between the junction with Whitlet Close and the entrance to Headway House, fill in the unrestricted gap with double yellow lines to help maintain access and traffic flow at all times on this bend, including access into and out of the entrance to Ferns Mead. This will ensure that parking takes place only on the south side.

St George's Road (24029)

Outside property 'Bacon House', extend the permit holders parking bay (Monday to Saturday 8am to 6pm) and reduce the single yellow line (No waiting Monday to Saturday 8am to 6pm). This is to increase parking capacity in the road following the construction of Bacon House, which has a significantly shorter vehicle entrance than the previous property layout.

Longley Road (24029)

Outside 3 to 13 (not including the existing parking bays) introduce single yellow lines with the restriction 'No waiting Monday to Friday 7-8am and 5-6pm'. This will prevent all day

parking and will allow opportunities for local workers and visitors to park, particularly those associated with nearby schools and the Phyllis Tuckwell Hospice.

Menin Way (24030)

Outside number 12 to property 'Autumn Tints' and also between the school keep clear marking and the entrance to the South Farnham School, introduce single yellow lines with the restriction 'No waiting Monday to Friday 7-8am and 5-6pm'. This will prevent all day parking and will allow opportunities for local workers and visitors to park, particularly those associated with nearby schools and the Phyllis Tuckwell Hospice.

Lynch Road (24112)

On the north side, outside numbers 41 and 49, introduce two lengths of single yellow line with the restriction 'No waiting Monday to Friday 7-8am and 5-6pm'. This will prevent all day parking and will allow opportunities for local workers and visitors to park, particularly those associated with nearby schools and the Phyllis Tuckwell Hospice. Outside number 43 to the junction with Monkshanger, and also outside and opposite number 51, introduce lengths of double yellow lines to maintain access, sight lines and traffic flow at all times. Outside numbers 45 and 47, introduce a 4 hour (no return within 1 hour) limited waiting bay applying Monday to Friday 8am to 6pm to allow parking by visitors or tradesman. Finally, on the south side outside numbers 64 to 76, introduce a single yellow line with the restriction 'No waiting Monday to Friday 8am to 6pm' to keep parking on the north side of the road during the day when busiest, in order to maintain traffic flow and sight lines.

Red Lion Lane (24129)

Introduce a 'permit holders only past this point' scheme applying 'Monday to Saturday 8am to 6pm, for all residents with a Red Lion Lane address only. **This will begin at the same point where the 'No motorised vehicles except for access' restriction begins, which will need to be revoked in order to allow a permit scheme to be introduced.** This scheme will ensure that residents have priority parking over non-residents, and follows a petition signed by the majority of Red Lion Lane residents in support of permit parking. Whilst this scheme was advertised as part of a previous parking review, where it was subsequently dropped following objections, it is understood that parking has increased in recent years and that this may have changed residents' views on permit parking in the street.

In regard to the type and cost of permits available, the council has agreed to a new parking strategy (in January 2020) which means that (subject to statutory consultation), permits will be issued based on the following costs and criteria: -

£80 for the first resident permit and £100 for a second resident permit.

£2 per daily visitor permit (maximum 150 per household per year) and £1 per 2 hour visitor permit (maximum 250 per household per year).

Resident permits will be issued based on the following criteria: -

A maximum of two permits for residents with no off street parking; one permit for residents with 1 off street parking space; and no permits for residents with 2 or more off street parking spaces.

3.3 FARNHAM SOUTH

Riverdale j/w Wrecclesham Road (24036)

Introduce double yellow lines on the junction to maintain access, sight lines and road safety at all times. This follows a petition from residents of Riverdale.

Swingate Road j/w Vicarage Hill (24143)

On Vicarage Hill, on the eastern side of the junction, introduce an extensive length of double yellow lines to help maintain sight lines on the junction but to also maintain traffic flow and sight lines for vehicles travelling along Vicarage Hill.

3.4 HASLEMERE

Tanners Lane (24053)

Convert the southernmost permit holders only parking bay to shared use (Monday to Saturday 8.30am to 5.30pm 1 hour no return within 1 hour or Permit Holders R and J). Since the permit bays were installed in Tanners Lane, they have been monitored to determine how well they are being used. During the times in which the restrictions apply, the permit bay adjacent to the play/recreation ground is often seen to be empty or seldom parked in by permit holders. In order to create a fairer balance of parking in Tanners Lane, it is proposed allow the bay to be used by non-permit holders as well, but only up to a maximum of 1 hour. This will allow enough time for people to visit and use the play/recreation ground, and the shops on West Street as well. Permit holders R and J will still be allowed to park in the bay for any amount of time whilst displaying their permit.

Lower Street (24054)

In the layby parking area outside properties 'The Wells', revoke the double yellow lines from within the layby to formally allow parking to take place unrestricted. **Amendment for Traffic Regulation Order only. Work already carried out on the ground.**

Fieldway (24055)

On the junction with Bridge Road, extend the double yellow lines on each side to match the existing layout on the ground. **Amendment for Traffic Regulation Order only. Work already carried out on the ground.** On the corner by number 25, introduce double yellow lines to prevent parking on this inside corner, which is creating an obstructive pinch point in the road when vehicles are also parked more suitably within the outside corner of the road.

Lion Mead (24056)

On the western side between the existing double yellow lines on the junction of Meadway and Junction Place, introduce double yellow lines (filling in this unrestricted gap) to prevent parking by a new vehicular entrance to the rear of number 13 Junction Place, but to also keep parking on one side of the road only to help maintain traffic flow and access at all times.

King's Road (24058)

Outside number 34, reduce the permit holders parking bay (effectively undoing the previous proposal to extend this bay as part of the 2018 parking review) as this has since been deemed to be too obstructive to the narrow driveway located opposite for number 71. **Amendment for Traffic Regulation Order only. Work already carried out on the ground.**

Hedgehog Lane (24058)

Extend the existing double yellow lines on both sides of the street to help maintain traffic flow and access in and out of the lane at all times.

3.5 CRANLEIGH AND EWHURST

St Nicolas Avenue (24103)

Revoke the existing School Keep Clear marking outside the school and introduce a new School Keep Clear marking in front of the existing double yellow lines located outside the church car park, which is also the pedestrian entrance to the school. This is a much more suitable and useful location for the school keep clear marking and will free up more space further down the road where it is needed. In addition, introduce double yellow lines across the school staff car park entrance to help maintain access and sight lines following the removal of the school keep clear in that part of the street. These proposals were deemed necessary following a Road Safety Outside Schools meeting involving officers from Surrey CC and Surrey Police.

3.6 WAVERLEY EASTERN VILLAGES

Wonersh Common, Wonersh (24134)

On the western side, between the dropped kerb entrances to the Memorial Hall and property 'Ashlands', introduce double yellow lines to maintain sight lines and traffic flow at all times, particularly for those exiting the Memorial Hall.

Barnett Lane j/w The Street and Cranleigh Road, Wonersh (24134)

Introduce double yellow lines from the junction mouth, on both sides, up to the first shared driveway. This will prevent obstructive parking on this narrowest section of Barnett Lane, which has had incidents of complete obstruction in the past due to poor parking, particularly by drivers of larger vehicles. After the proposed double yellow lines end, it is then suitable for parking to take place on one side, in terms of available width.

3.7 WAVERLEY WESTERN VILLAGES

Beacon Hill Road, Hindhead (24044)

Outside number 2, revoke the limited waiting bay (Everyday 8.30am to 6.30pm 1 hour no return within 1 hour) and extend the existing double yellow lines up to the boundary of number 2 and property 'Quinton Villa'. This is to allow a new vehicular crossover to be constructed for a new residential development at number 2. Planning permission was granted under the condition that the parking bay be removed first through statutory

process, before building work could begin. The extended double yellow lines will ensure they end at a suitable point on the road in relation to the new dropped kerb.

Jumps Road, Churt (24153)

Introduce double yellow lines on the south side, on the inside of the bend between the car park entrance to the hotel and the vehicular entrance to property 'Woodside'. This is to help maintain sight lines, traffic flow and road safety in the vicinity of this large bend in Jumps Road, which is located by the Sculpture Park. Parking in Jumps Road has increased over the past few years and has resulted in persistent complaints regarding parking in the vicinity of the Sculpture Park, following increases in on street parking by visitors to the park. As the road surface on Jumps Road is not ideal for lining, with the north side being far from ideal, we are limited to the extent of proposals we can make at this time, but the south side and the inside of the bend is the more hazardous side and the priority to restrict.

3.8 GODALMING NORTH

Douglas Drive j/w Catteshall Lane (24079)

On the south side of Catteshall Lane, introduce a section of double yellow lines opposite the junction with Douglas Drive to help maintain access in and out of Douglas Drive, particularly by large good vehicles. This has been a persistently complained about issue for a few years now, and was unable to be resolved as part of the previous extensive double yellow line proposal for Catteshall Lane and Catteshall Road, as the scheme was subsequently dropped following advertisement. Therefore it is now being proposed in isolation.

South Hill (24145)

Extend the existing double yellow lines so that they are outside 76 and 77 to help maintain sight lines and road safety on the bend, particularly for those exiting South Hill.

From number 63 to the far end of the cul-de-sac by number 49, introduce a 'permit holders only past this point' scheme applying Monday to Saturday 8am to 6pm. The entry sign will be located opposite number 63 and the scheme will allow permit parking in this area by all properties located from and including numbers 63 and 42 to the far end of the cul-de-sac by number 49. This scheme will ensure that residents have priority parking over non-residents, and follows a petition signed by the majority of South Hill residents located in this part of South Hill in support of permit parking. Most of the properties in this part of South Hill have no off street parking and struggle with the parking of their vehicles more than other residents in South Hill, who mostly have adequate levels of off street parking. Therefore whilst it is unusual to have permit parking applying in just one part of a street, it is the only part of the street which would be deemed to be a priority for permit parking and financially viable.

In regard to the type and cost of permits available, the council has agreed to a new parking strategy (in January 2020) which means that (subject to statutory consultation), permits will be issued based on the following costs and criteria: -

£80 for the first resident permit and £100 for a second resident permit.

£2 per daily visitor permit (maximum 150 per household per year) and £1 per 2 hour visitor permit (maximum 250 per household per year).

www.surreycc.gov.uk/waverley

Resident permits will be issued based on the following criteria: -

A maximum of two permits for residents with no off street parking; one permit for residents with 1 off street parking space; and no permits for residents with 2 or more off street parking spaces.

Nightingale Road (24146)

Outside number 23, at the end of the double yellow lines, introduce a two car limited waiting bay applying Monday to Friday 8.30am to 6.30pm 1 hour no return within 1 hour. This is primarily to allow visitors to the Church to park, as a priority over all day parking.

32 Holloway Hill

Allow this property to be eligible for permits for use in the Croft Road permit parking area 'N', as this is the only Holloway Hill property without off street parking that is currently not included in the permit scheme. **Amendment for Traffic Regulation Order only.**

3.9 GODALMING SOUTH, MILFORD AND WITLEY

New Road, Milford (24068)

Outside 2 and 4, extend the existing double yellow lines from the junction with Portsmouth Road up to number 6, to prevent parking on both sides of the road in this location and to prevent a staggered parking situation from obstructing the road for large vehicles.

Brook Road, Wormley (24135)

Introduce double yellow lines across the front of the footpath entrance located between properties 'Chippings' and 'Benham Lodge' in order to prevent parking from taking place in front of this footpath and blocking access. In addition, extend the existing double yellow lines opposite the main entrance to the school, leaving a two car length gap outside property 'Tansy' only. This is to improve access in and out of the school and to also improve traffic flow in this part of Brook Road when vehicles are using the entrance whilst vehicles are also trying to pass along Brook Road at the same time.

Ockford Ridge (24148)

On both sides of the new road layout outside the new development Ridge Court, extending round up to number 53 and also outside number 125, introduce lengths of double yellow lines in order to match the current layout on the ground and to maintain access and sight lines in this area of Ockford Ridge. **Amendment for Traffic Regulation Order only. Work already carried out on the ground.**

Park Road j/w The Drive and Busbridge Lane (24149)

Introduce double yellow lines on the crossroads junction to maintain access, sight lines and road safety at all times.

OTHER LOCATIONS ASSESSED

The following list provides the roads where we received one or more requests that were assessed and considered not appropriate to introduce permanent parking controls at this time. This is because of various reasons, and there are a number of roads on this list that will be re-visited as part of the next review. Requests can relate to a specific part of the road rather than the road in general, so even though a road is listed it does not necessarily mean that all parking situations in that road have been assessed. While every effort has been made to ensure this list is as accurate as possible, there may have been locations that do not appear in this list due to the fact that it was considered along with a nearby road during the assessment. If further clarification is sought please contact Surrey County Council's Parking Team.

FARNHAM NORTH			
Badshot Park	Rankine Close	Brook Avenue	Penfold Croft
Vicarage Lane	Wellington Lane	Oast House Cres.	Knights road
Brooklands Close	The Laurels		
FARNHAM CENTRAL			
Guildford Road Trading Estate	High Park Road	Arthur Road	The Chantry
Abbey Street			
FARNHAM SOUTH			
Wey Meadow Close	Frensham Road	Weydon Lane	Burnt Hill Road
Dale Close			
HASLEMERE			
Park Road	Hill Road	Old Haslemere Road	Courts Hill Road
Weycombe Road	Petworth Road	Weydown Road	College Hill Terrace
Lion Lane	Scotlands Close	Bunch Lane	
CRANLEIGH AND EWHURST			
High Street	Horsham Road	Orchard Gardens	Overford Drive
Park Drive	The Street		
WAVERLEY EASTERN VILLAGES			
Snowdenham Lane			
WAVERLEY WESTERN VILLAGES			
Pine Bank	Steepways	London Road	Thursley Road
Wood Road			
GODALMING NORTH			
Manor Gardens	Meadow Close	Latimer Road	
GODALMING SOUTH, MILFORD AND WITLEY			
Grosvenor Road	Oakdene Road	Cliffe Road	Station Lane
Chapel Lane	Heath View Road	Willow Mead	Park Road
Khartoum Road	Church Road	The Paddock	Portsmouth Road

4. CONSULTATIONS:

- 4.1 Subject to approval and budget provision being made available for 2020/21 financial year, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place during Spring 2020.

- 4.2 Plans illustrating the amended restrictions will be placed on deposit in local libraries and the Waverley Borough Council offices during this time.
- 4.3 Once the amendment order is advertised, people have 28 days to lodge views and objections.
- 4.4 Objections can relate to the introduction of a new restriction. In cases where there is a coherent argument for not introducing a proposed restriction, it may be omitted, and the traffic order can proceed to be made for the other restrictions without the need to re-advertise.
- 4.5 If restrictions are to be added to those initially advertised, regulations require that these new restrictions must be re-advertised afresh. For this reason no additional restrictions can be added through the objection process.
- 4.6 If there are unresolved objections, they will be considered 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.
- 4.7 Subject to approval, notices will then appear in local newspapers confirming that the county council has made the traffic regulation order.
- 4.8 Finally, the new and amended parking restriction road markings and associated time plates should be installed on the ground in Summer 2020.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The cost of carrying out parking reviews (officer time) is met by the parking team. For this review, the advertising and implementation costs are likely to be no more than £18,000. The committee will need to contribute a maximum of £9,000 from the 2018/19 parking surplus. The Parking Team revenue maintenance budget will be able to contribute the remaining £9,000. The parking surplus reported in Waverley for 2018/19 was £182,137 of which the Local Committee have a 60% share being £109,282.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

There are no specific equalities and diversity implications for this report.

7. LOCALISM:

Each location where parking restrictions are proposed to be amended will have an impact on the local residents and visitors in that area. This effect will vary from slight to significant depending on the resident's/businesses circumstances and requirements for parking on street. The advertisement stage will allow these effected parties to get involved and comment or object to the proposals. This will impact on what decisions are made following the advertisement. Local councillors can also help in this process by liaising with residents who may not want to contact the parking team directly, and prefer to deal with their local councillor instead.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below.
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.

8.1 Crime and Disorder implications

There should be fewer instances of obstructive parking as a consequence of the restrictions.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 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

10. WHAT HAPPENS NEXT:

The agreed proposals are formally advertised and subject to the necessary statutory process. Following the advertisement, any comments and objections will be summarised in a report along with an officer recommendation for each location on how to proceed following those comments and/or objections. This report and its recommendations will need to be agreed by members. If a recommendation is not agreed then discussions over the location can continue until a way forward is determined.

Once this stage has concluded, detailed design can begin in preparation to order both the lining and signing work required on the ground. Around the same time Traffic Regulation Orders will be made with a 'go live' date for enforcement to begin.

Contact Officer:

Jack Roberts (Engineer – Parking Team)

Consulted:

Residents and councillors whenever necessary at this stage.

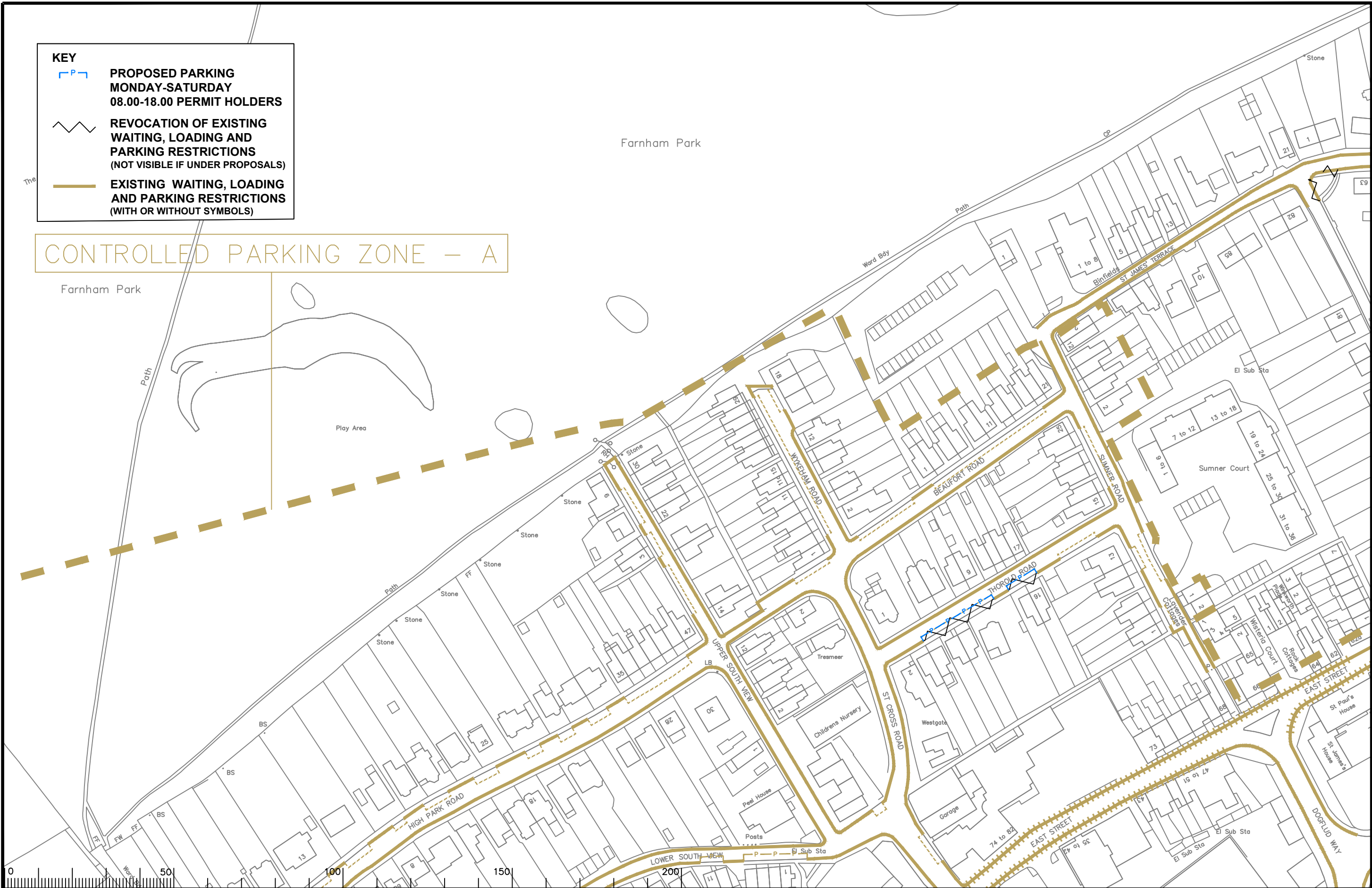
Annexes:

Annex A.

Sources/background papers:

There are none.

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KEY

PROPOSED PARKING
MONDAY-SATURDAY
08.00-18.00 PERMIT HOLDERS

REVOCATION OF EXISTING
WAITING, LOADING AND
PARKING RESTRICTIONS
(NOT VISIBLE IF UNDER PROPOSALS)

EXISTING WAITING, LOADING
AND PARKING RESTRICTIONS
(WITH OR WITHOUT SYMBOLS)

CONTROLLED PARKING ZONE – A

Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	SYMBOLS ADDED TO RESTRICTIONS	SDC	SDC	23.01.08	TPC	TPC	23.01.08	TPC	TPC	23.01.08
B	RESTRICTIONS REVOKED ON WYKEHAM ROAD AND BEAUFORT ROAD	SDC	SDC	13.11.08	TPC	TPC	13.11.08	TPC	TPC	13.11.08
C	RESTRICTIONS ADDED/AMENDED	CAH	CAH	06.10	JAR	JAR	06.10	TPC	TPC	06.10
D	RESTRICTIONS AND CPZ AMENDED	CAH	CAH	09.11	JAR	JAR	09.11	TPC	TPC	09.11
E	RESTRICTIONS AMENDED	CAH	CAH	11.13	JAR	JAR	11.13	RH	RH	11.13
F	RESTRICTIONS AMENDED	CAH	CAH	06.15	JAR	JAR	06.15	RH	RH	06.15
G	RESTRICTIONS AMENDED	CAH	CAH	06.15	JAR	JAR	06.15	RH	RH	06.15
H	RESTRICTIONS AMENDED	CAH	CAH	02.20	JAR	JAR	02.20	DC	DC	02.20

File Name

S:\Project-current\3282\WAV\CAD-Drawings\23 ADVERTISED\11 Feb 2020\24014_H.dwg

Scale

1:1250

North Point

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Drawn by

SDC

Sig.

SDC

Date

03.07

Checked by

originator

Sig.

TPC

Date

03.07

Approved by

TPC

Sig.

TPC

Date

03.07

Project

WAVERLEY DPE
FARNHAM

Drawing

IMPLEMENTED TRAFFIC ORDERS

SHEET OF

Project No.

3282/WAV

Contract

24014

Drawing No.

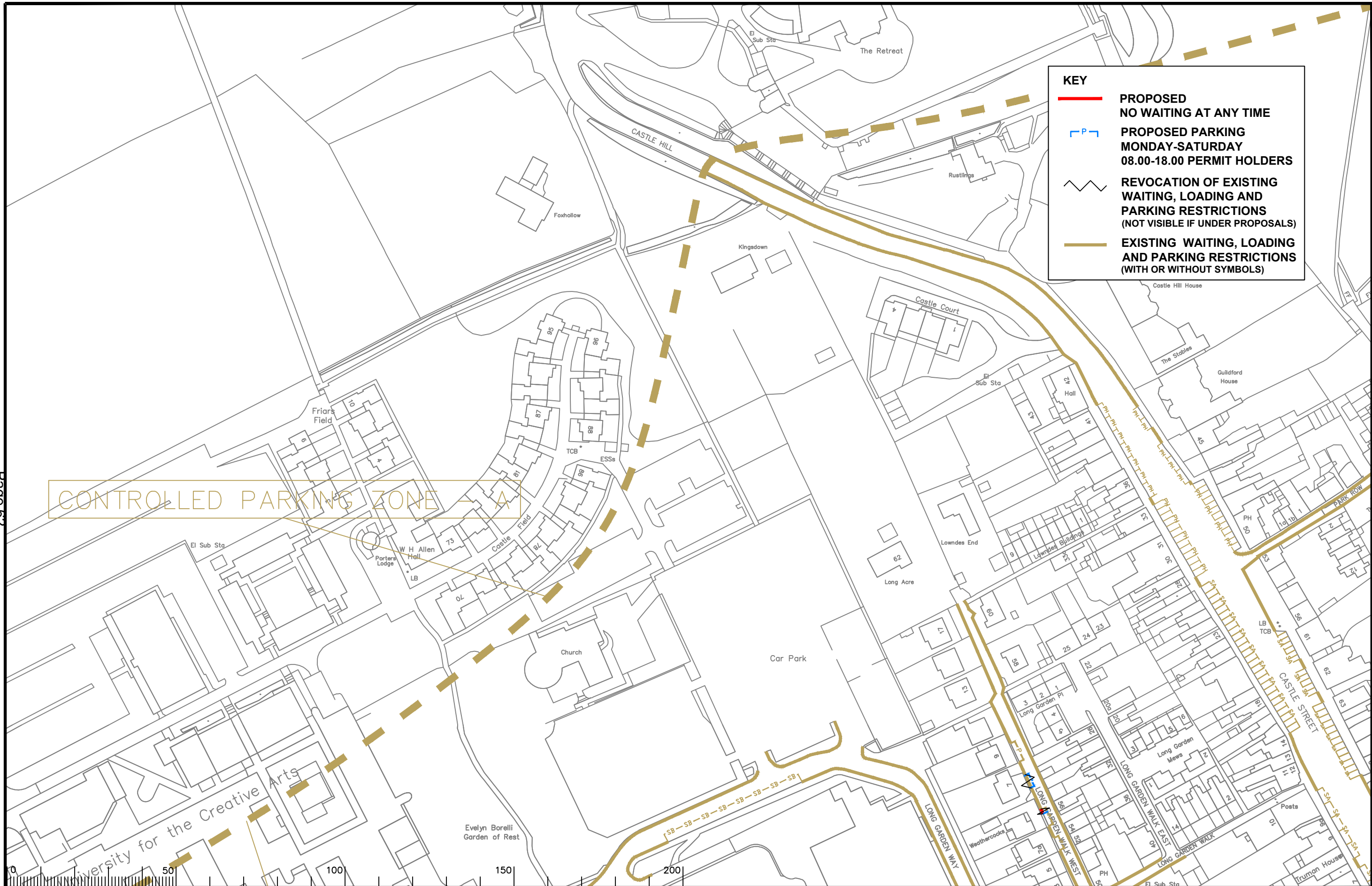
24014

Rev.

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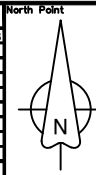
Classification

PROPOSAL



Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	SYMBOLS ADDED TO RESTRICTIONS	SDC	SDC	23.01.08	TPC	TPC	23.01.08	TPC	TPC	23.01.08
B	RESTRICTIONS AMENDED	CAH	CAH	08.11	JAR	JAR	08.11	TPC	TPC	08.11
C	RESTRICTIONS AMENDED	CAH	CAH	08.11	JAR	JAR	08.11	TPC	TPC	08.11
D	RESTRICTIONS AMENDED	CAH	CAH	08.11	JAR	JAR	08.11	TPC	TPC	08.11
E	RESTRICTIONS AMENDED	CAH	CAH	08.11	JAR	JAR	08.11	TPC	TPC	08.11
F	RESTRICTIONS AMENDED	CAH	CAH	08.11	JAR	JAR	08.11	TPC	TPC	08.11
G	RESTRICTIONS AMENDED	CAH	CAH	08.11	JAR	JAR	08.11	TPC	TPC	08.11



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Drawn by SDC Sig. SDC Date 03.07

Checked by TPC Sig. TPC Date 03.07

Approved by TPC Sig. TPC Date 03.07

Project
WAVERLEY DPE
FARNHAM

Implemented Traffic Orders

SHEET OF

SURREY
COUNTY COUNCIL

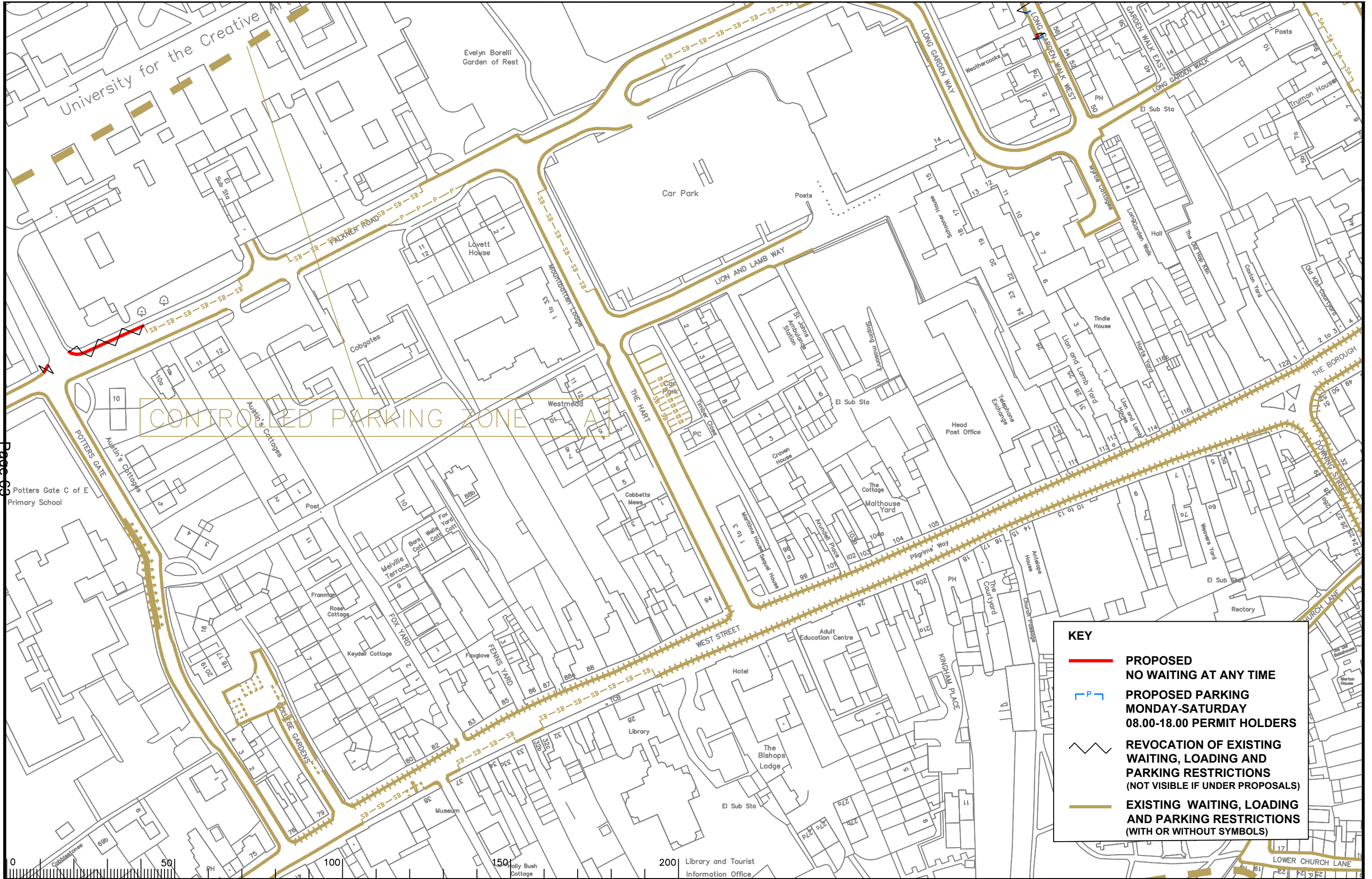
Project No.
3282/WAV

Contract
Sheet
No.

Drawing No.
24017

Rev.
G

Classification
PROPOSAL



KEY

PROPOSED
NO WAITING AT ANY TIME

PROPOSED PARKING
MONDAY-SATURDAY
08.00-18.00 PERMIT HOLDERS

REVOCATION OF EXISTING
WAITING, LOADING AND
PARKING RESTRICTIONS
(NOT VISIBLE IF UNDER PROPOSALS)

EXISTING WAITING, LOADING
AND PARKING RESTRICTIONS
(WITH OR WITHOUT SYMBOLS)

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	SYMBOLS ADDED TO RESTRICTIONS	SDC	SDC	23.01.08	TPC	TPC	23.01.08	TPC	TPC	23.01.08
B	RESTRICTIONS AMENDED	CAH	CAH	02.09	JAR	JAR	02.09	TPC	TPC	02.09
C	RESTRICTIONS AMENDED	CAH	CAH	10.10	JAR	JAR	10.10	TPC	TPC	10.10
D	RESTRICTIONS AMENDED	CAH	CAH	09.11	JAR	JAR	09.11	TPC	TPC	09.11
E	RESTRICTIONS AMENDED	CAH	CAH	11.13	JAR	JAR	11.13	RH	RH	11.13
F	RESTRICTIONS AMENDED	CAH	CAH	06.15	JAR	JAR	06.15	RH	RH	06.15
G	RESTRICTIONS AMENDED	CAH	CAH	08.17	JAR	JAR	08.17	DC	DC	08.17
H	RESTRICTIONS AMENDED	CAH	CAH	02.20	JAR	JAR	02.20	DC	DC	02.20

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Scale 1:1250

North Point

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Drawn by SDC Sig. SDC Date 03.07

Checked by originator TPC Sig. TPC Date 03.07

Approved by TPC Sig. TPC Date 03.07

Project

WAVERLEY DPE
FARNHAM

Drawing

IMPLEMENTED TRAFFIC ORDERS

Project No.
3282/WAV

Contract Sheet No.

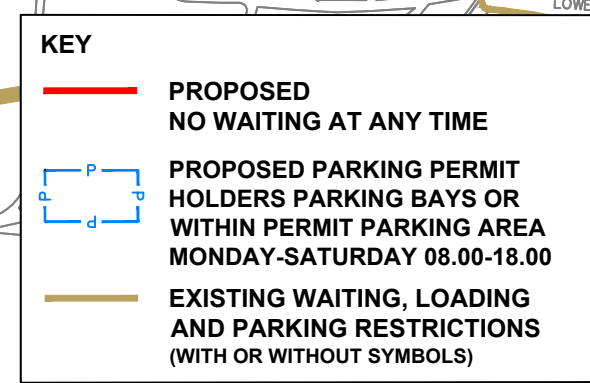
Drawing No.
24023

Rev.
H


Classification
PROPOSAL

Page 69

ITEM 11

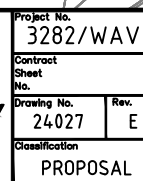


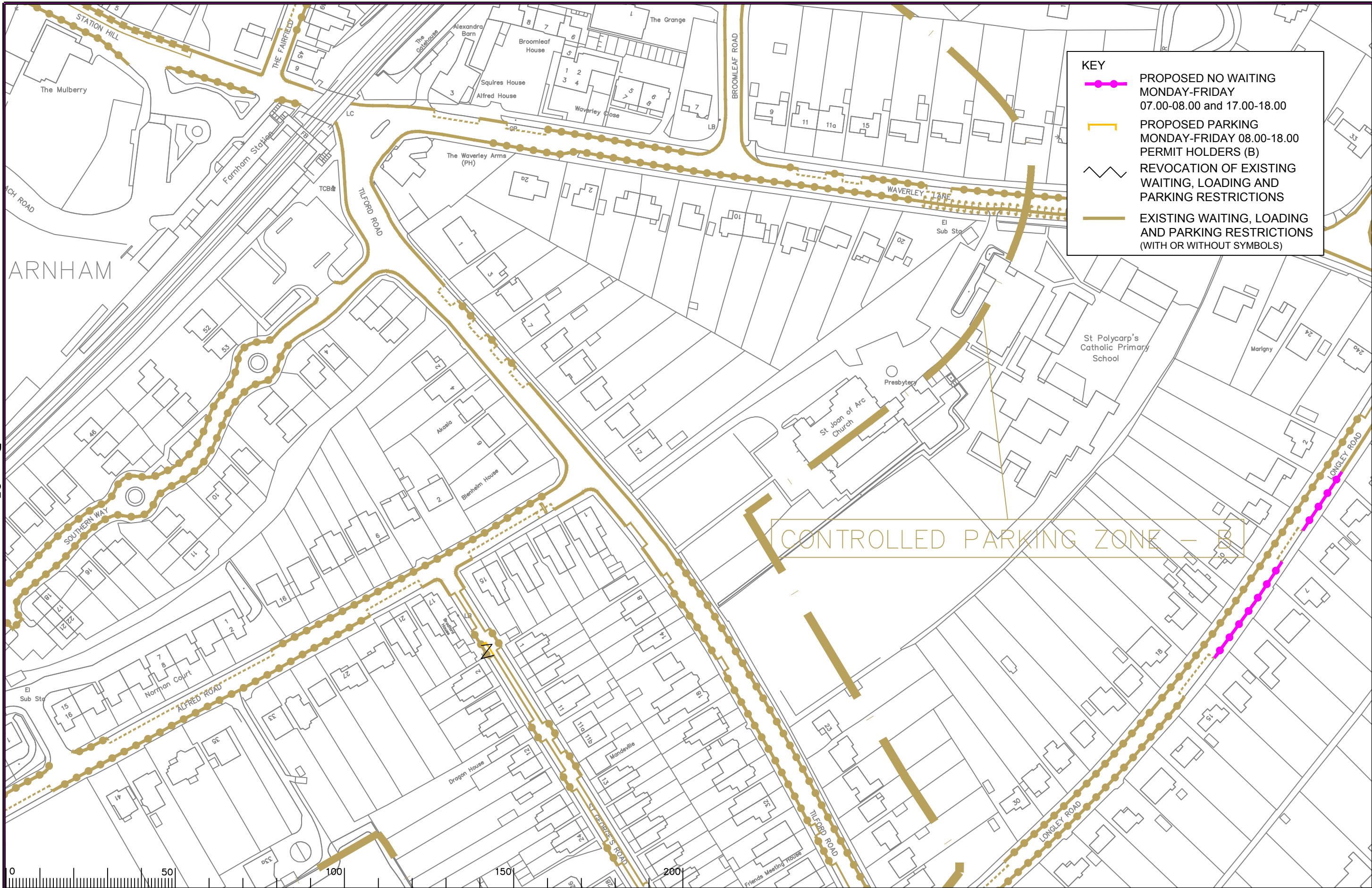
North Point

A north arrow pointing upwards, with the letter 'N' inside a circle. The arrow is a simple line with a circular head.

7	Project
7	Drawings
7	

SHEET 01





KEY

PROPOSED NO WAITING
MONDAY-FRIDAY
07.00-08.00 and 17.00-18.00

PROPOSED PARKING
MONDAY-FRIDAY 08.00-18.00
PERMIT HOLDERS (B)

Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	SYMBOLS ADDED TO RESTRICTIONS	SDC	SDC	23.01.08	TPC	TPC	23.01.08	TPC	TPC	23.01.08
B	RESTRICTIONS AMENDED	CAH	CAH	02.09	JAR	JAR	02.09	TPC	TPC	02.09
C	RESTRICTIONS ADDED/AMENDED	CAH	CAH	06.10	JAR	JAR	06.10	TPC	TPC	06.10
D	RESTRICTIONS AMENDED	CAH	CAH	09.11	JAR	JAR	09.11	TPC	TPC	09.11
E	RESTRICTIONS AMENDED	CAH	CAH	11.13	JAR	JAR	11.13	RH	RH	11.13
F	RESTRICTIONS AMENDED	CAH	CAH	06.15	JAR	JAR	06.15	RH	RH	06.15
G	RESTRICTIONS AMENDED	CAH	CAH	08.17	JAR	JAR	08.17	DC	DC	08.17
H	RESTRICTIONS AMENDED	CAH	CAH	11.18	JAR	JAR	11.18	DC	DC	11.18
I	RESTRICTIONS AMENDED	CAH	CAH	02.20	JAR	JAR	02.20	DC	DC	02.20

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Scale 1:1250

North Point

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Surrey County Council LA 076872 1006.

Drawn by

SDC

Sig.

SDC

Date

03.07

Checked by

TPC

Sig.

TPC

Date

03.07

Approved by

TPC

Sig.

TPC

Date

03.07

Project

Waverley DPE
FARNHAM

Drawing

IMPLEMENTED TRAFFIC ORDERS

SHEET OF

SURREY
COUNTY COUNCIL

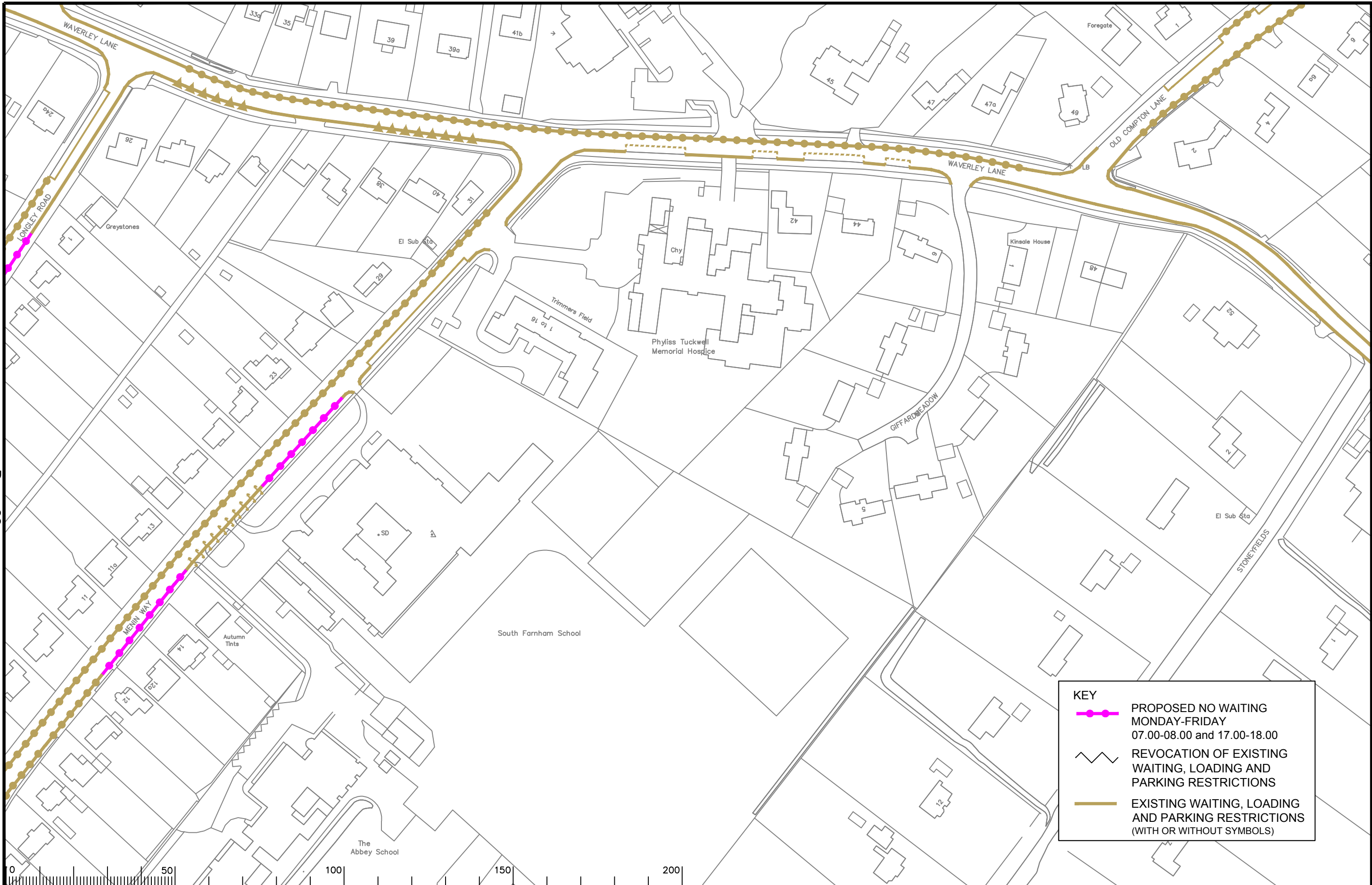
Project No.
3282/WAV

Contract
Sheet No.

24029

Rev.
1

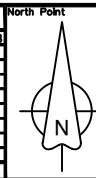
Classification
PROPOSAL



Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	SYMBOLS ADDED TO RESTRICTIONS	SDC	SDC	23.01.08	TPC	TPC	23.01.08	TPC	TPC	23.01.08
B	RESTRICTIONS AMENDED	CAH	CAH	02.01.09	JAR	JAR	02.01.09	TPC	TPC	02.01.09
C	RESTRICTIONS ADDED/AMENDED	CAH	CAH	06.10	JAR	JAR	06.10	TPC	TPC	06.10
D	RESTRICTIONS AMENDED	CAH	CAH	09.11	JAR	JAR	09.11	TPC	TPC	09.11
E	RESTRICTIONS AMENDED	CAH	CAH	11.13	JAR	JAR	11.13	RH	RH	11.13
F	RESTRICTIONS AMENDED	CAH	CAH	06.15	JAR	JAR	06.15	RH	RH	06.15
G	RESTRICTIONS AMENDED	CAH	CAH	11.18	JAR	JAR	11.18	DC	DC	11.18
H	RESTRICTIONS AMENDED	CAH	CAH	02.20	JAR	JAR	02.20	DC	DC	02.20

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Drawn by SDC Sig. SDC Date 03.07
Checked by originator TPC Sig. TPC Date 03.07
Approved by TPC Sig. TPC Date 03.07

Project
WAVERLEY DPE
FARNHAM

Drawing
IMPLEMENTED TRAFFIC ORDERS

SHEET OF

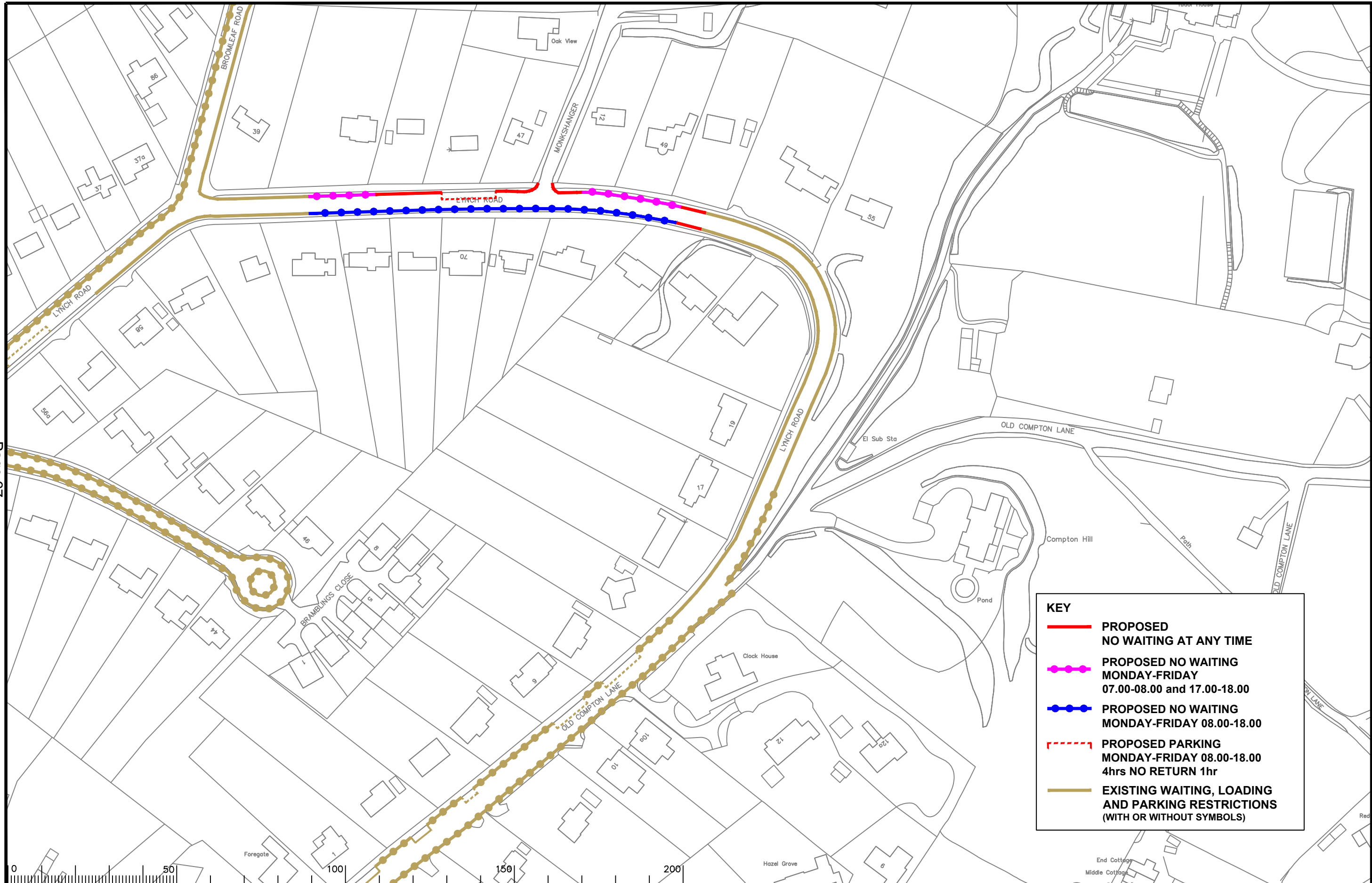
SURREY
COUNTY COUNCIL

Project No.
3282/WAV

Contract
Sheet No.
24030

Rev.
H

Classification
PROPOSAL



KEY

PROPOSED
NO WAITING AT ANY TIME

PROPOSED NO WAITING
MONDAY-FRIDAY
07.00-08.00 and 17.00-18.00

PROPOSED NO WAITING
MONDAY-FRIDAY 08.00-18.00

PROPOSED PARKING
MONDAY-FRIDAY 08.00-18.00
4hrs NO RETURN 1hr

EXISTING WAITING, LOADING
AND PARKING RESTRICTIONS
(WITH OR WITHOUT SYMBOLS)

Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	RESTRICTIONS AMENDED	CAH	CAH	08.11	JAR	JAR	08.11	TPC	TPC	08.11
B	RESTRICTIONS AMENDED	CAH	CAH	08.11	JAR	JAR	08.11	TPC	TPC	08.11
C	RESTRICTIONS AMENDED	CAH	CAH	11.18	JAR	JAR	11.18	DC	DC	11.18
D	RESTRICTIONS AMENDED	CAH	CAH	02.20	JAR	JAR	02.20	DC	DC	02.20

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	RESTRICTIONS AMENDED	CAH	CAH	08.11	JAR	JAR	08.11	TPC	TPC	08.11
B	RESTRICTIONS AMENDED	CAH	CAH	08.11	JAR	JAR	08.11	TPC	TPC	08.11
C	RESTRICTIONS AMENDED	CAH	CAH	11.18	JAR	JAR	11.18	DC	DC	11.18
D	RESTRICTIONS AMENDED	CAH	CAH	02.20	JAR	JAR	02.20	DC	DC	02.20

Scale 1:1250

North Point

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Surrey County Council LA 078572 1008.

Drawn by

CAH

Sig.

CAH

Date

10.09

Checked by

JAR

Sig.

JAR

Date

10.09

Approved by

TPC

Sig.

TPC

Date

10.09

Project

Waverley DPE
FARNHAM

Drawing

IMPLEMENTED TRAFFIC ORDERS

SHEET OF

A3

SURREY
COUNTY COUNCIL

Project No.

3282/WAV

Contract

No.

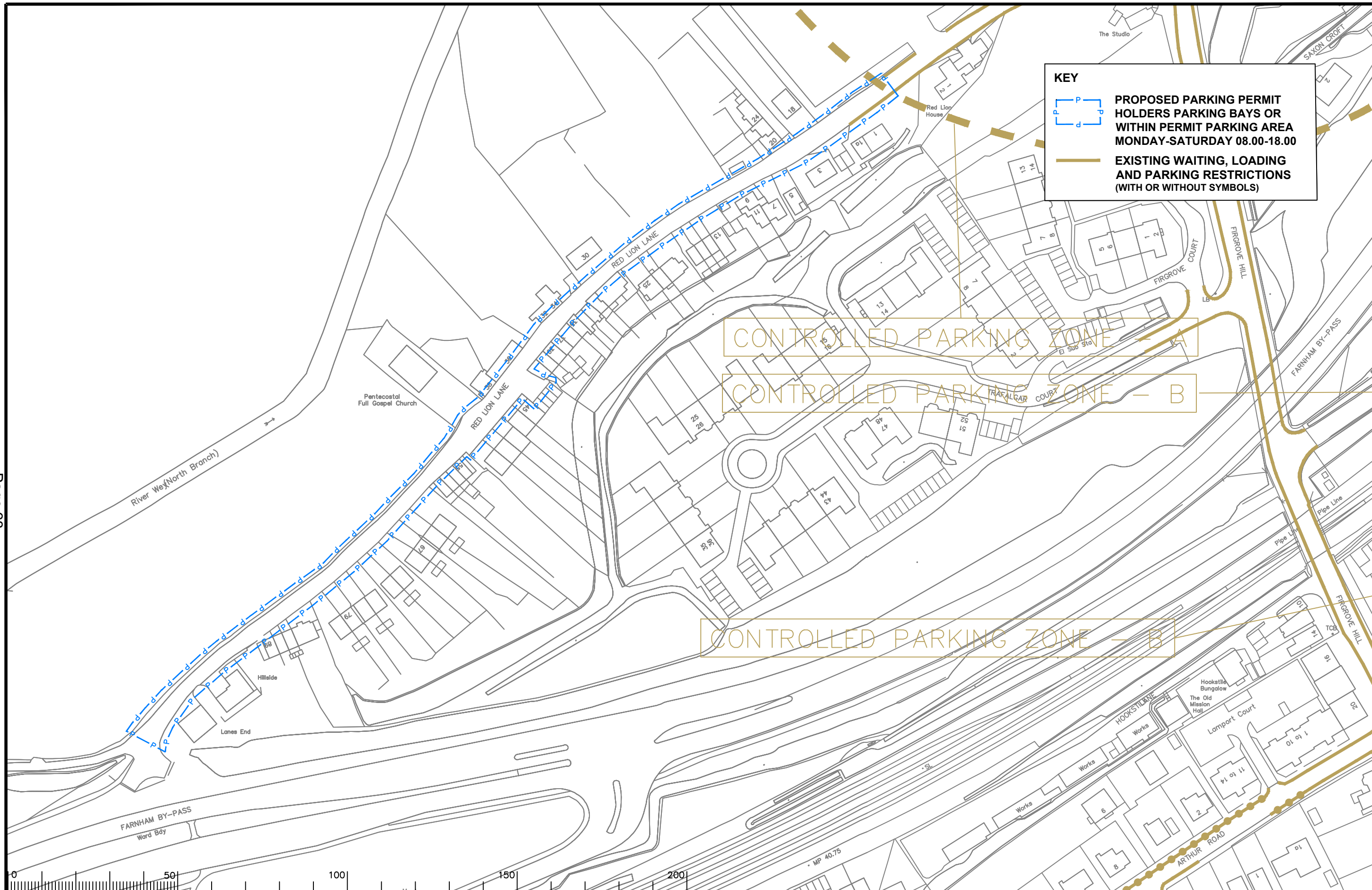
24112

Rev.

D

Classification

PROPOSAL

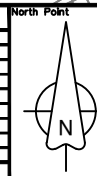


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Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	RESTRICTIONS AMENDED	CAH	CAH	08.15	JAR	JAR	08.15	RH	RH	08.15
B	RESTRICTIONS AMENDED	CAH	CAH	08.17	JAR	JAR	08.17	DC	DC	08.17
C	RESTRICTIONS AMENDED	CAH	CAH	02.20	JAR	JAR	02.20	DC	DC	02.20

File Name: S:\Project-current\3282\WAV\CAD-Drawings\23 ADVERTISED\11 Feb 2020\24129_C.dwg

Scale 1:1250



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Drawn by: CAH, Sig. CAH, Date 11.13

Checked by: JAR, Sig. JAR, Date 11.13

Approved by: RH, Sig. RH, Date 11.13

Project

Waverley DPE
FARNHAM

IMPLEMENTED TRAFFIC ORDERS

SHEET OF



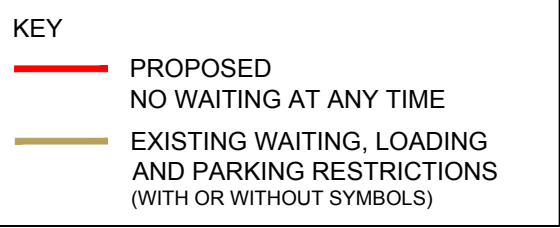
Project No. 3282/WAV

Contract Sheet No. 24129


Drawing No. 24129

Rev. C

Classification PROPOSAL



North Point

A north arrow pointing upwards, with a circle around the letter 'N' in the center. The arrow has a simple, stylized shape with a small tail at the bottom.

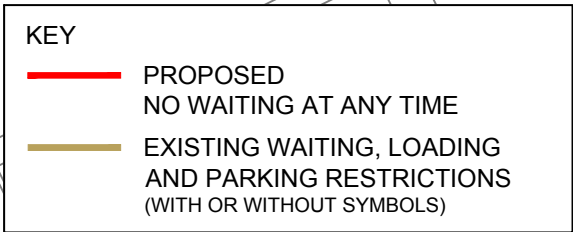
Project	
Drawing	




SURREY
COUNTY COUNCIL

A3

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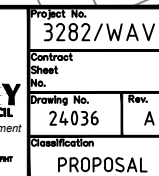


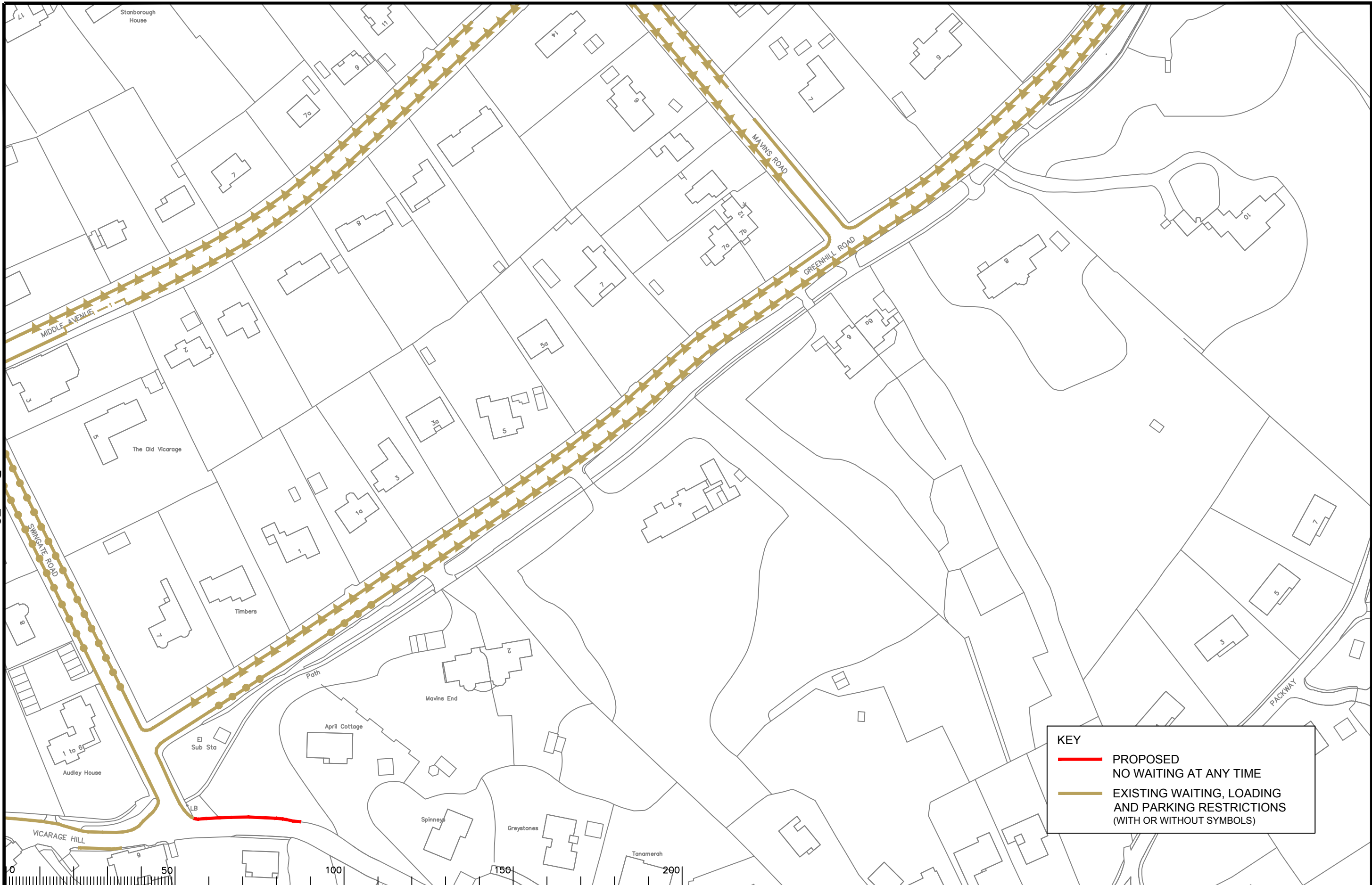
North Point

A north arrow pointing upwards, with the letter 'N' inside a circle. The arrow is a simple line with a circular head.

Project	Start Date	End Date	Status	Owner
Project A	2023-01-01	2023-03-31	Completed	John Doe
Project B	2023-04-01	2023-06-30	In Progress	Jane Smith
Project C	2023-07-01	2023-09-30	On Hold	Mike Johnson
Project D	2023-10-01	2023-12-31	Planned	Sarah Lee

SHEET 01





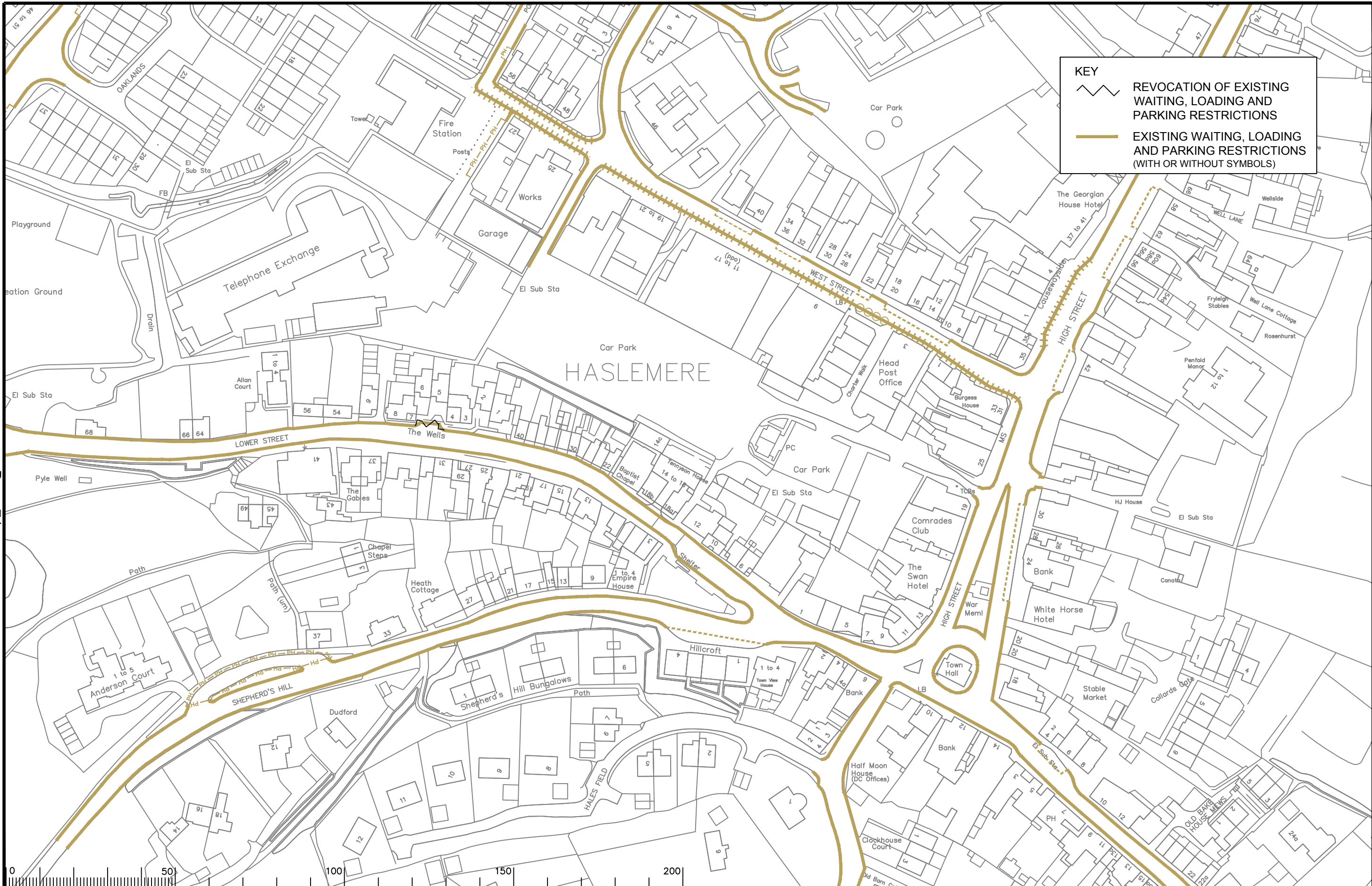
KEY

PROPOSED
NO WAITING AT ANY TIME

EXISTING WAITING, LOADING
AND PARKING RESTRICTIONS
(WITH OR WITHOUT SYMBOLS)

Notes	Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date	<div>North Point</div> <div></div>	<div>Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Surrey County Council LA 076872 1998.</div> <div>Drawn by</div> <div>CAH</div> <div>Sig.</div> <div>CAH</div> <div>Date</div> <div>06.15</div> <div>Checked by</div> <div>originator</div> <div>JAR</div> <div>Sig.</div> <div>JAR</div> <div>Date</div> <div>06.15</div> <div>Approved by</div> <div>RH</div> <div>Sig.</div> <div>RH</div> <div>Date</div> <div>06.15</div>	<div>Project</div> <div>WAVERLEY DPE</div> <div>FARNHAM</div> <div>Drawing</div> <div>IMPLEMENTED TRAFFIC ORDERS</div> <div>SHEET OF</div>	<div></div> <div>SURREY</div> <div>COUNTY COUNCIL</div>	Project No.		3282/WAV			
	A	RESTRICTIONS AMENDED	CAH	CAH	02.20	JAR	JAR	02.20	DC	DC	02.20					Contract	Sheet No.		24143		
																Drawing No.	24143		Rev.	A	
																Classification				PROPOSAL	
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Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date	North Point
A	SYMBOLS ADDED TO RESTRICTIONS	SDC	SDC	23.01.08	TPC	TPC	23.01.08	TPC	TPC	23.01.08	
B	TANNERS LANE AND BRIDGE ROAD RESTRICTIONS ADDED	SDC	SDC	13.11.08	TPC	TPC	13.11.08	TPC	TPC	13.11.08	
C	RESTRICTIONS ADDED/AMENDED	CAH	CAH	06.10	JAR	JAR	06.10	TPC	TPC	06.10	
D	RESTRICTIONS ADDED/AMENDED	CAH	CAH	10/12	JAR	JAR	10/12	RH	RH	10/12	
E	RESTRICTIONS AMENDED	CAH	CAH	11.13	JAR	JAR	11.13	RH	RH	11.13	
F	RESTRICTIONS AMENDED	CAH	CAH	06.15	JAR	JAR	06.15	RH	RH	06.15	
G	RESTRICTIONS AMENDED	CAH	CAH	08.17	JAR	JAR	08.17	DC	DC	08.17	
H	RESTRICTIONS AMENDED	CAH	CAH	11.18	JAR	JAR	11.18	DC	DC	11.18	
I	RESTRICTIONS AMENDED	CAH	CAH	02.20	JAR	JAR	02.20	DC	DC	02.20	
J	RESTRICTIONS AMENDED	CAH	CAH	02.20	JAR	JAR	02.20	DC	DC	02.20	

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Drawn by	SDC	Sig.	SDC	Date	03.07
Checked by	TPC	Sig.	TPC	Date	03.07
Approved by	TPC	Sig.	TPC	Date	03.07

Project

Drawing

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Rev.

Classification

Project No.

Contract

Drawing No.

Rev.

Classification

Project No.

Contract

Drawing No.

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Classification

Project No.

Contract

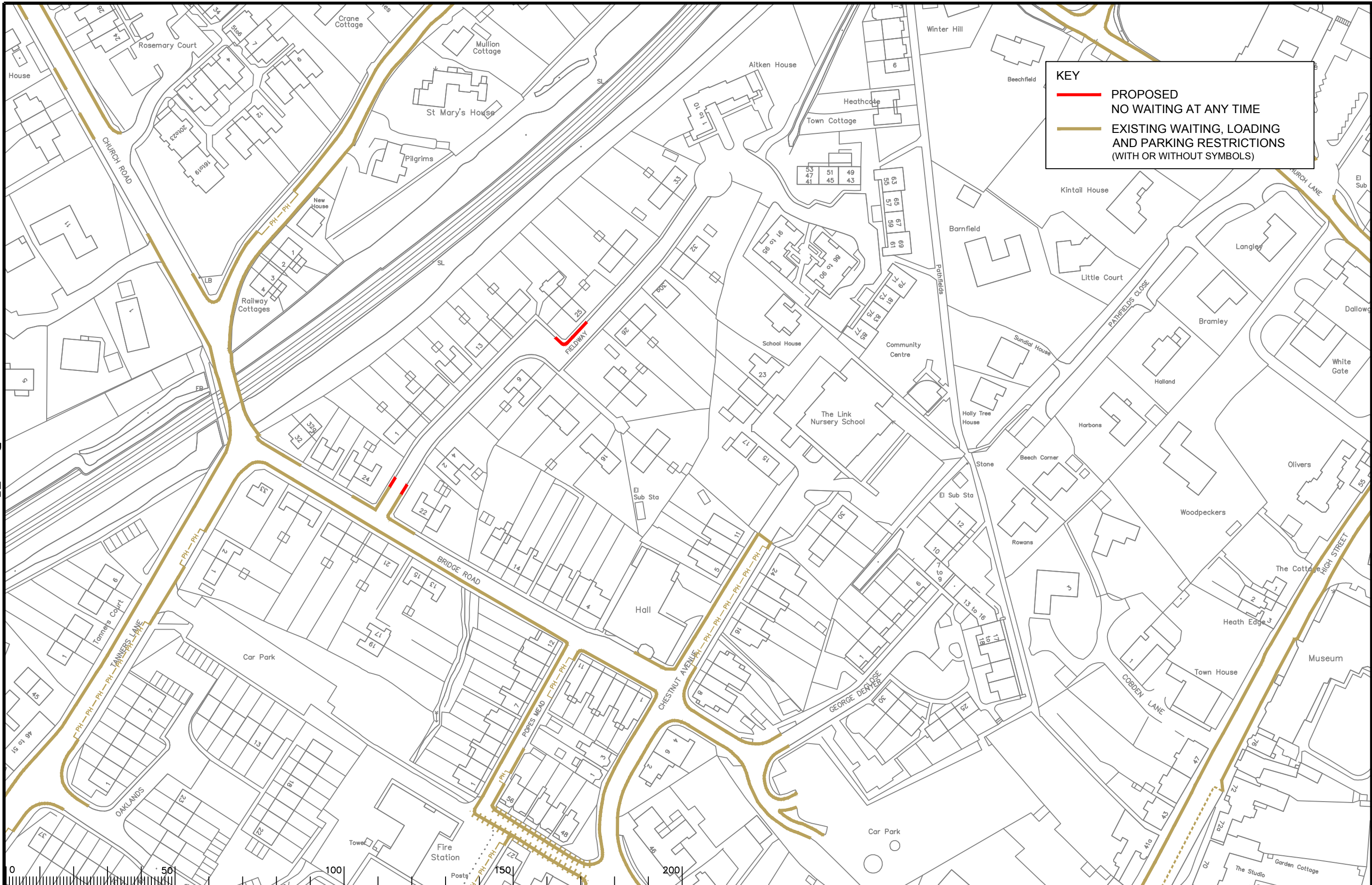
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Rev.

Classification

Project No.

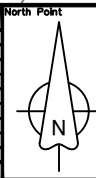
Contract



Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	SYMBOLS ADDED TO RESTRICTIONS	SDC	SDC	23.01.08	TPC	TPC	23.01.08	TPC	TPC	23.01.08
B	RESTRICTIONS EXTENDED ON THREE GATES LANE	SDC	SDC	13.11.08	TPC	TPC	13.11.08	TPC	TPC	13.11.08
C	RESTRICTIONS AMENDED/ADDED	CAH	CAH	06.10	JAR	JAR	06.10	TPC	TPC	06.10
D	RESTRICTIONS AMENDED/ADDED	CAH	CAH	10/12	JAR	JAR	10/12	RH	RH	10/12
E	RESTRICTIONS AMENDED	CAH	CAH	11.13	JAR	JAR	11.13	RH	RH	11.13
F	RESTRICTIONS AMENDED	CAH	CAH	08.17	JAR	JAR	08.17	DC	DC	08.17
G	RESTRICTIONS AMENDED	CAH	CAH	11.18	JAR	JAR	11.18	DC	DC	11.18
H	RESTRICTIONS AMENDED	CAH	CAH	02.20	JAR	JAR	02.20	DC	DC	02.20

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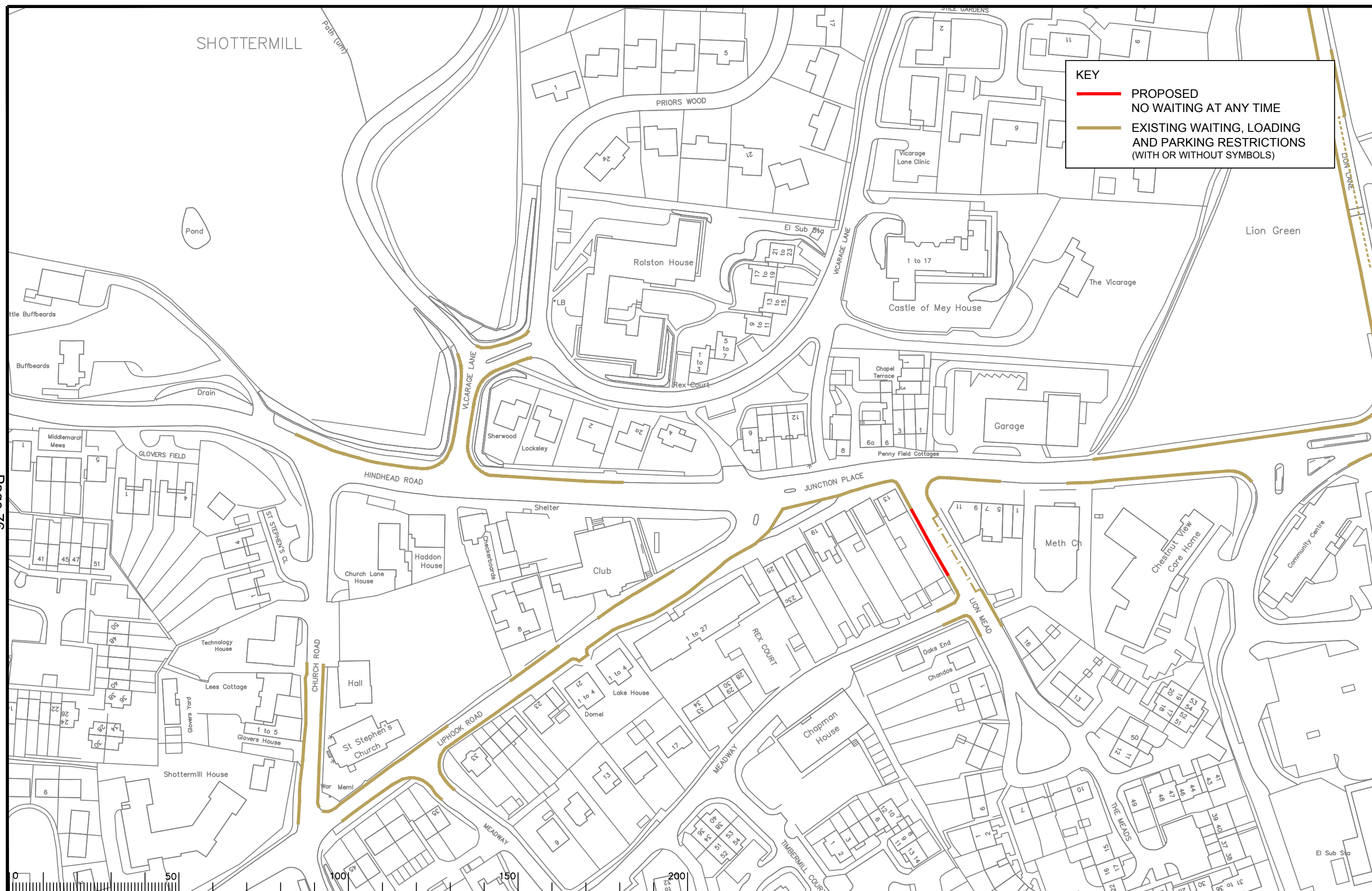
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Drawn by	SDC	Sig.	SDC
Checked by	TPC	Sig.	TPC
Approved by	TPC	Sig.	TPC

Project	Waverley DPE HASLEMERE
Drawing	IMPLEMENTED TRAFFIC ORDERS
SHEET	OF



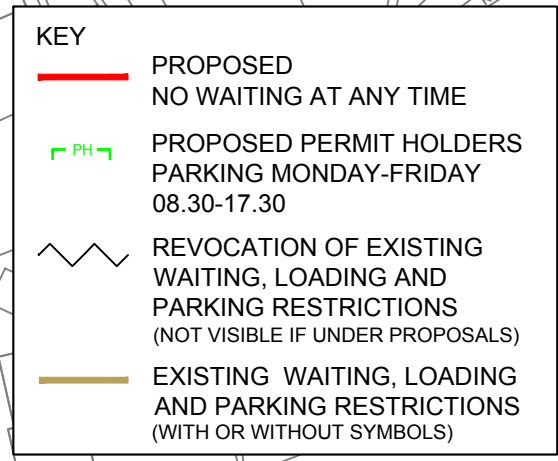
SURREY
COUNTY COUNCIL
Sustainable Development
Head of Transportation
240555 03/07 03/07 03/07

Project No.	3282/WAV
Contract No.	
Drawing No.	24055
Rev.	H
Classification	PROPOSAL




Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	SYMBOLS ADDED TO RESTRICTIONS	SDC	SDC	23.01.08	TPC	TPC	23.01.08	TPC	TPC	23.01.08
B	RESTRICTIONS AMENDED	CAH	CAH	10.12.12	JAR	JAR	10.12.12	JAR	JAR	10.12.12
C	RESTRICTIONS AMENDED	CAH	CAH	11.13	JAR	JAR	11.13	RH	RH	11.13
D	RESTRICTIONS AMENDED	CAH	CAH	02.20	JAR	JAR	02.20	DC	DC	02.20



North Point

A simple north arrow pointing upwards, with a circle around the center and the letter 'N' inside.

7	Project
7	Drawing
7	

IMPLEMENTED TRAFFIC ORDERS




A3

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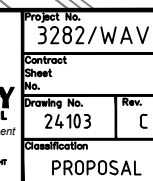


North Point

A north arrow pointing upwards, with the letter 'N' in the center. It is enclosed in a circle with a crosshair.

7	Project
7	Drawings
7	

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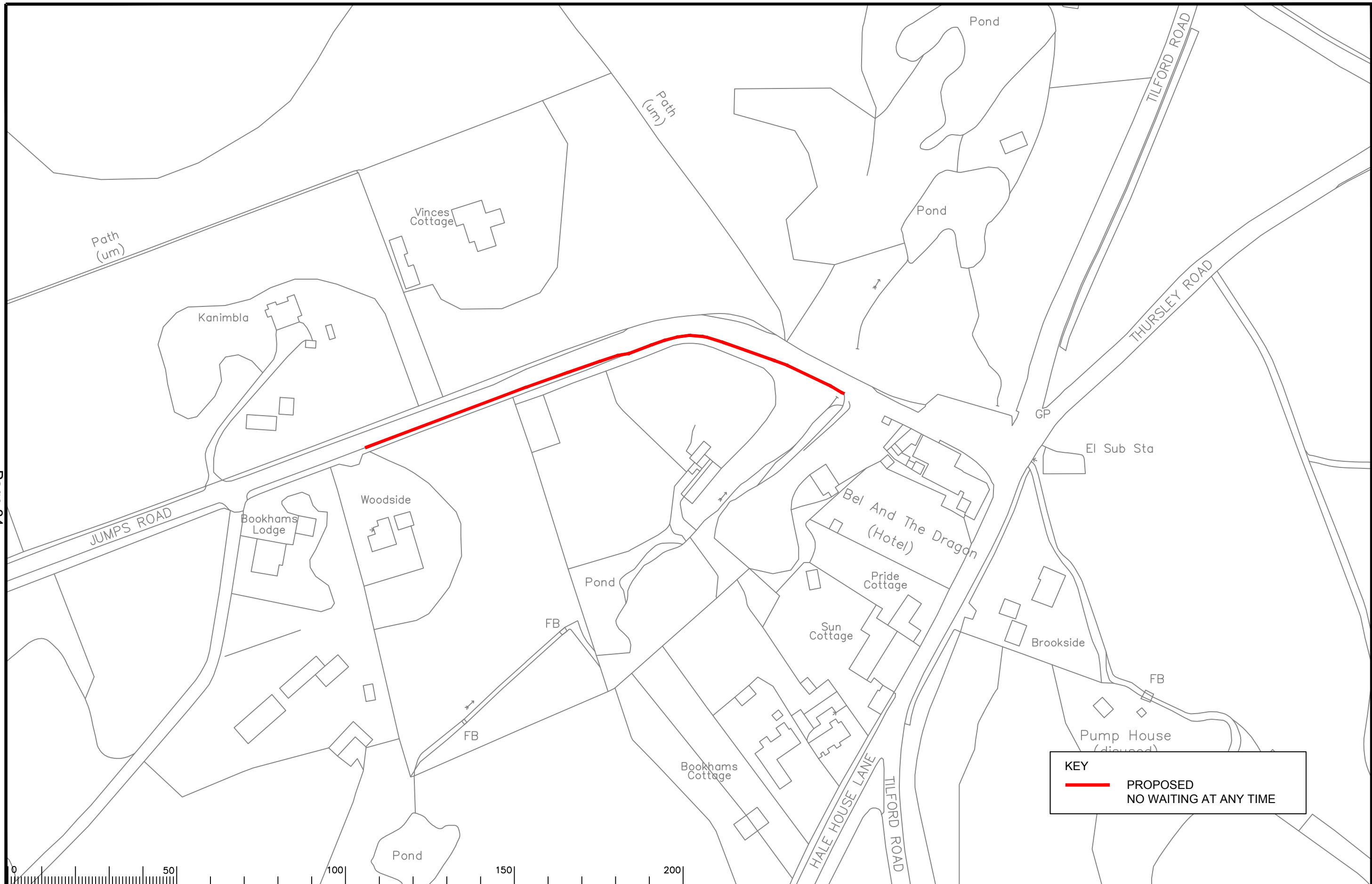
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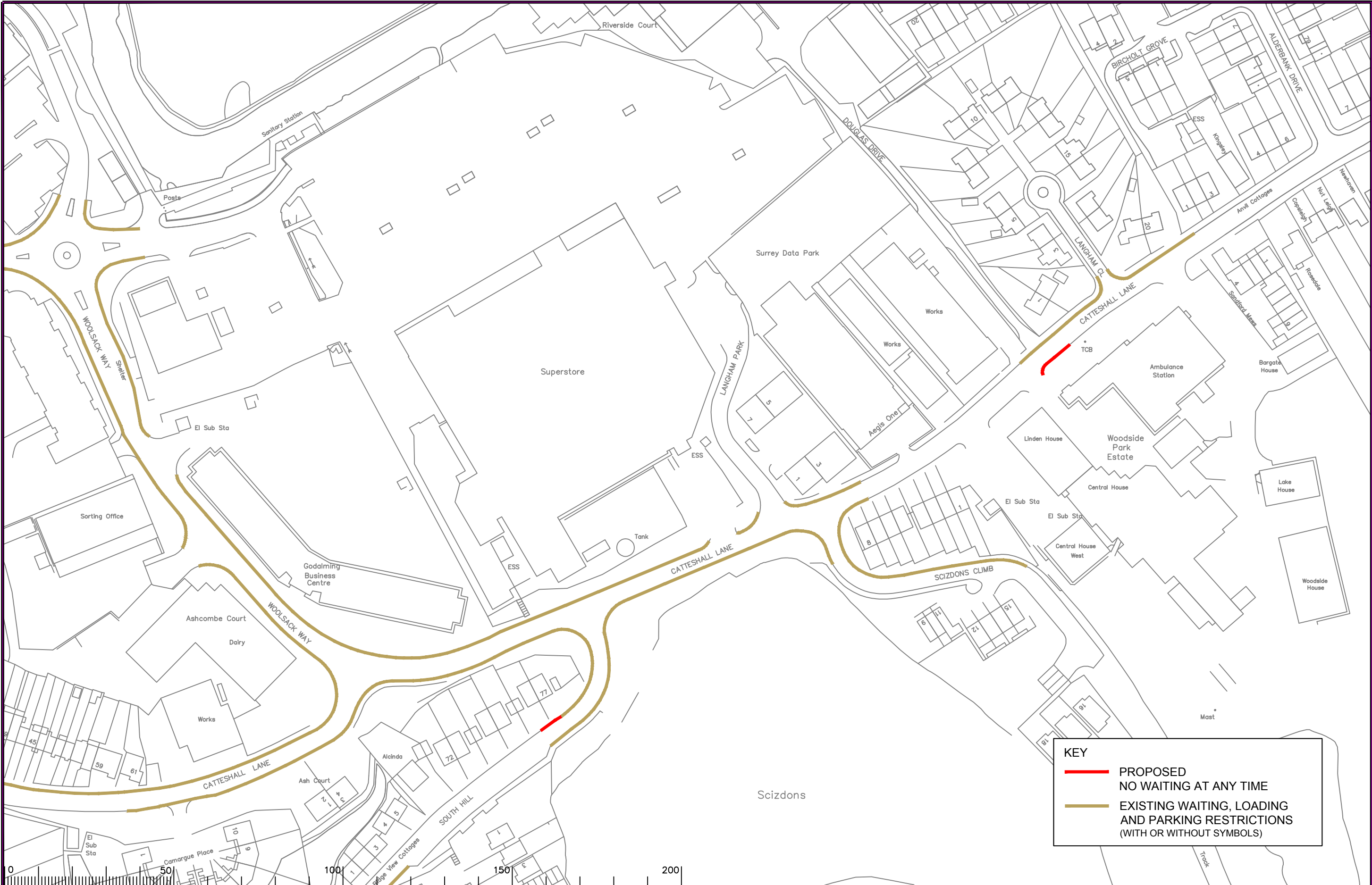
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C	RESTRICTIONS AMENDED	CAH	CAH	11.13	JAR	JAR	11.13	RH	RH	11.13
D	RESTRICTIONS AMENDED	CAH	CAH	06.15	JAR	JAR	06.15	RH	RH	06.15
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F	RESTRICTIONS AMENDED	CAH	CAH	02.20	JAR	JAR	02.20	DC	DC	02.20

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Approved by TPC Sig. TPC Date 03.07

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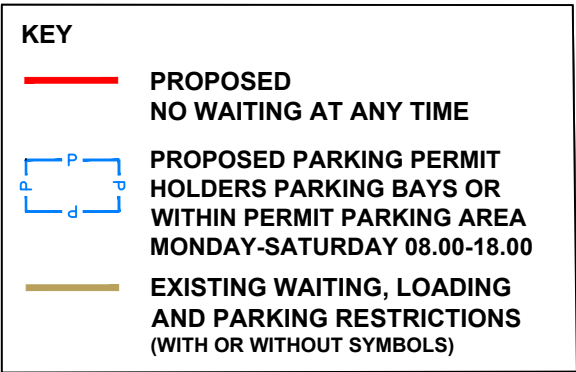
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Implemented Traffic Orders


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SURREY COUNTY COUNCIL
Sustainable Development
Head of Transportation
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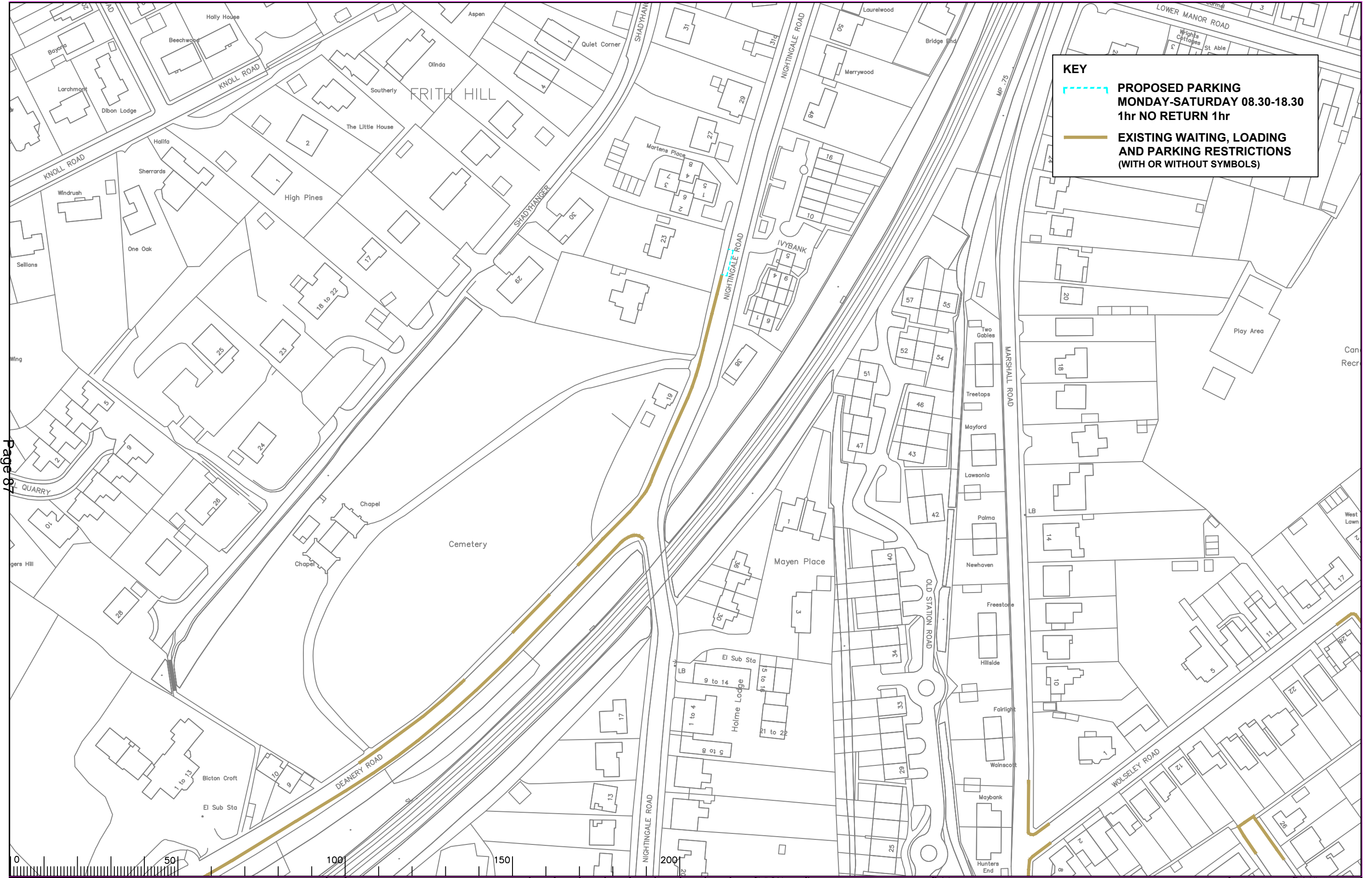
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COUNTY COUNCIL
Sustainable Development
Head of Transportation
S.A. Lee
01883(01483) 224447 CEing MCE PH7

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MONDAY-SATURDAY 08.30-18.30
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AND PARKING RESTRICTIONS
(WITH OR WITHOUT SYMBOLS)

Page 87

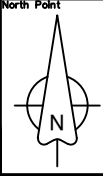
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Waverley DPE
GODALMING

Drawing

IMPLEMENTED TRAFFIC ORDERS

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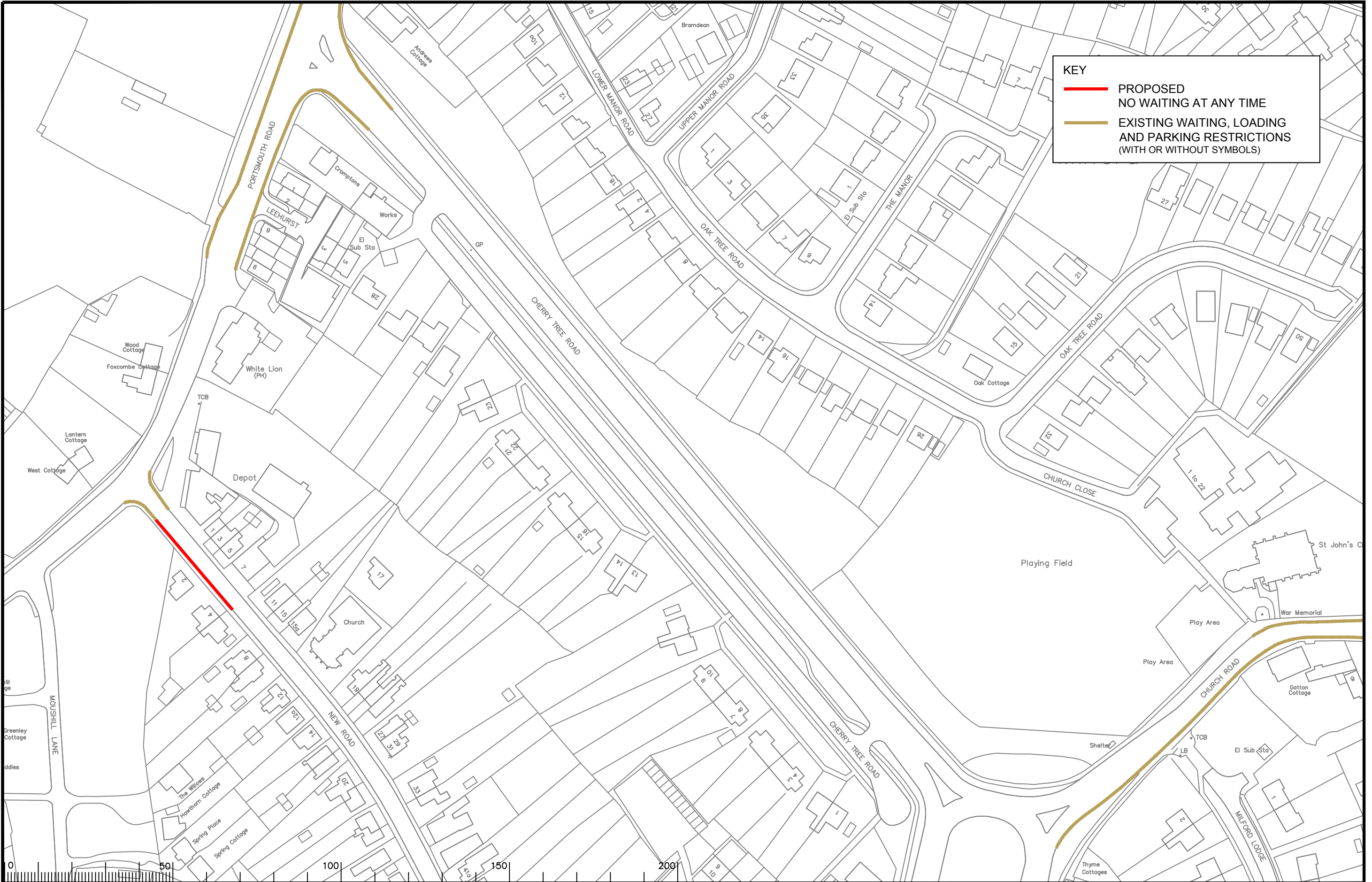
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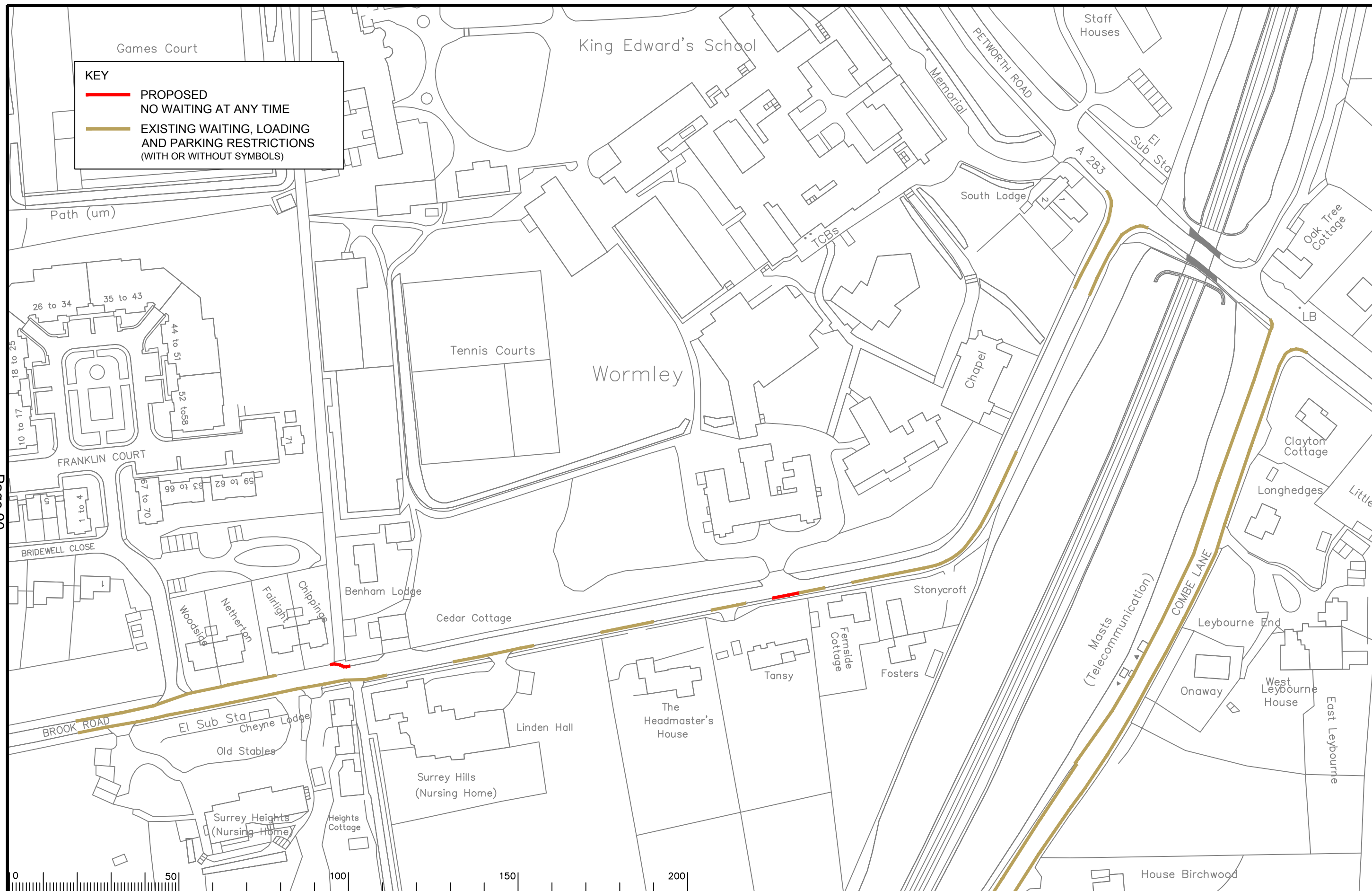
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SURREY
COUNTY COUNCIL
Sustainable Development
Head of Transportation
Bus Lane
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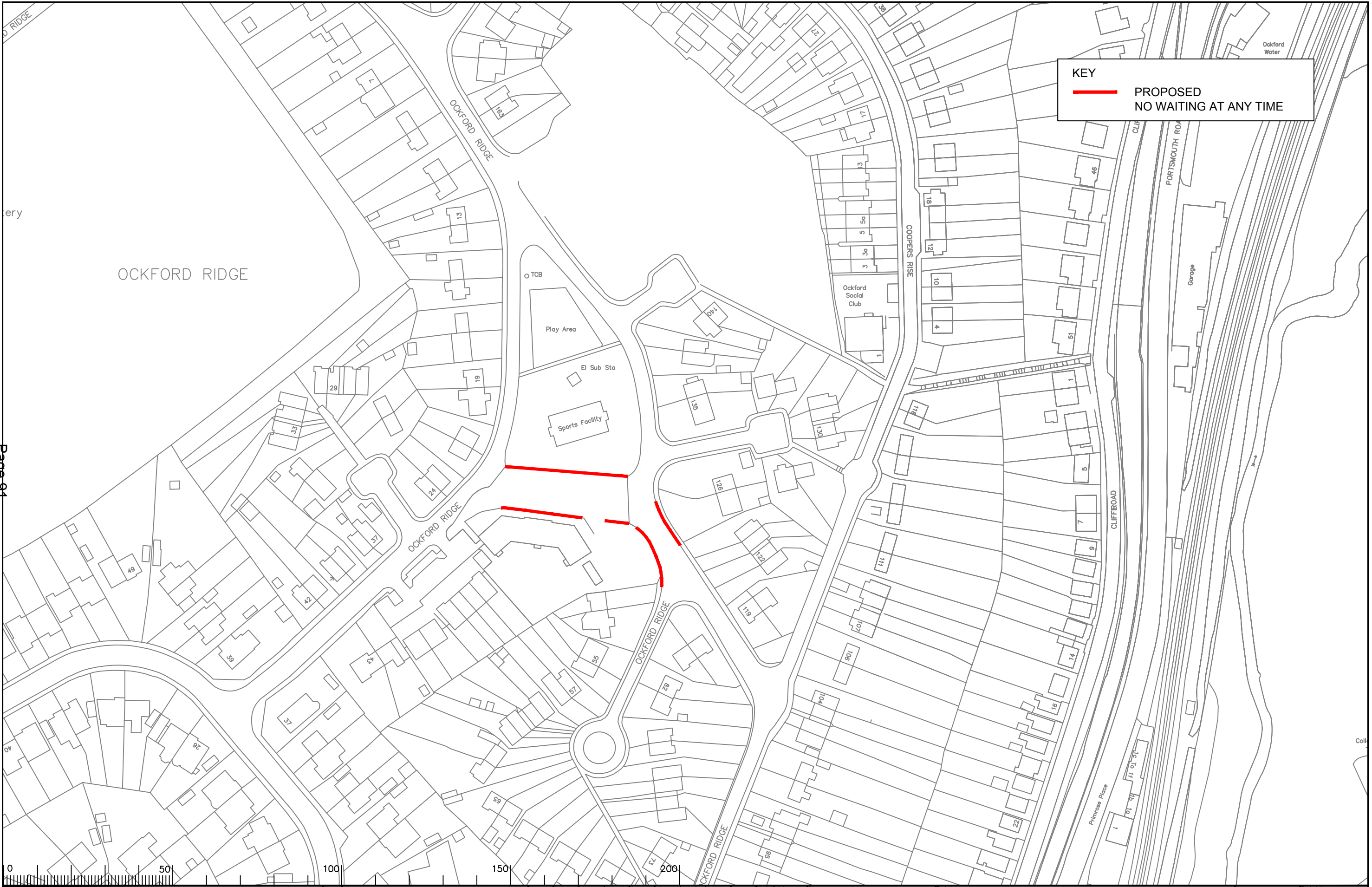
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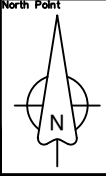
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IMPLEMENTED TRAFFIC ORDERS

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Sustainable Development
Head of Transportation
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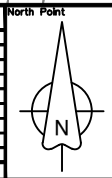
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Approved by DC Sig. DC Date 11.18

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GODALMING**

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IMPLEMENTED TRAFFIC ORDERS

SHEET OF

**SURREY
COUNTY COUNCIL**

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SURREY COUNTY COUNCIL



LOCAL COMMITTEE (WAVERLEY)

DATE: 13 MARCH 2020

LEAD OFFICER: FRANK APICELLA – AREA HIGHWAY MANAGER (SW)

SUBJECT: HIGHWAYS UPDATE

AREA(S) AFFECTED: ALL DIVISIONS IN WAVERLEY

SUMMARY OF ISSUE:

This report provides an update on the 2019/20 programme of highway works funded by this committee, an update on other centrally funded projects being promoted in the local area, as well as details of expenditure on the budgets allocated to the committee in 2019/20. In addition, it details the committee devolved allocation for 2020/21 and how it is proposed to be allocated.

RECOMMENDATIONS:

The Local Committee (Waverley) is asked:

- (i) To note the committee approved allocations and works progressed during 2019/20.
- (ii) To approve the recommendations made in this report for utilising the available highways budget for 2020/21. (Paragraph 2.1.3 - 2.1.5 refers.)
- (iii) To approve advertising for the proposed new signal crossing that is to be located outside of Woolmer Hill School on Woolmer Hill Road, Haslemere.
- (iv) To delegate to the Area Highway Manager, in consultation with the Chairman, Vice Chairman and Divisional Member, the ability to resolve any problems encountered, to facilitate scheme delivery throughout the year.

REASONS FOR RECOMMENDATIONS:

The committee is asked to agree the recommendations to enable progression of works orders and expenditure of the Committee budget during 2020/21.

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 Highway Budget

2019/20 Highway Budget

- 2.1.1 The Committee budget for 2019/20 is as detailed in the table below:

Committee Budget 2019/20	Amount
Capital maintenance	£200,000
Revenue maintenance	£0
Revenue Highway Fund (£7.5k pm)	£67,500
Parking surplus (15% top slice of £562k, equal to £9366 pm)	£84,300

- 2.1.2 Annex 1 identifies the programme of capital & revenue works approved for implementation during 2019/20.

2020/21 Highway Budget

- 2.1.3 The devolved Committee budgets for 2020/21 were confirmed earlier in the year and resolved that **an additional £1m of capital**, over last year's £2m, be allocated to the 11 joint and local Committees.
- 2.1.4 It has been approved that each of the 11 joint and local Committees will receive a share of a **£3m Capital Maintenance allocation**, comprising of a base allocation of £100,000 and that the remaining £1,900,000, be split by the number of County Committee members.
- 2.1.5 County Councillors will continue to be allocated a Revenue Highway Fund allocation, and this will remain at £7,500 per member, as in 2019/20.

Committee	Members	Total Capital
Elmbridge	9	£311,104
Epsom & Ewell	5	£217,280
Guildford	10	£334,456
Mole Valley	6	£240,736
Reigate & Banstead	10	£334,456
Runnymede	6	£240,736
Spelthorne	7	£264,192
Surrey Heath	6	£240,736
Tandridge	6	£240,736
Waverley	9	£311,104
Woking	7	£264,192
TOTAL	81	£3,000,000

2.1.6 The Waverley Committee devolved budget for 2020/21 is as follows:

Committee Budget 2020/21	Amount
Capital maintenance & ITS	£100,000
Capital maintenance (9 x £23.456k)	£211,104
Revenue Highway Fund (9 x £7.5k)	£ 67,500
	£378,604

2.2 Programme of Works 2020/21

Capital

- 2.2.1 At the Informal meeting of the Local Committee held on 31st January 2020, a programme of works was recommended for approval by the Local Committee.
- 2.2.2 It is proposed to again allocate £5,000 of the Capital fund for the provision of new signs and lines throughout the year, to be administered by the Local Team.
- 2.2.3 It was further agreed to divide the £100k of Capital maintenance and ITS equally between the 9 members.
- 2.2.4 The Area Highway Manager has been meeting individually with County Councillors, to allocate the £23,456 per member, plus balance of the highway fund where applicable.

Revenue

- 2.2.5 Last year, as a result of there not being a revenue maintenance allocation, at the March 2019 Committee, all 9 divisional members agreed to allocate £5k from their £7.5k Highway fund. This enabled at least some local revenue maintenance works to be carried out and administered by the Local Team.
- 2.2.6 It is hence further recommended that the Committee resolve to approve the following:
- Allocate £45,000 from the £67,500 Highway fund (£5000 per member) to be used to buy in a Community Gang, as in 19/20 to enable these eminently worthwhile maintenance issues to be carried out. County Members would have direct control in the input of works list to the Maintenance Engineer.
- 2.2.7 Members have been receiving updates directly from their LHOs to what works are being carried out in their divisions utilising their Highway fund, and this will continue.
- 2.2.8 The Cabinet Member has advised that any Highway fund allocation **NOT** assigned by the end of October 2020 will be lost.

Parking

- 2.2.9 It has already been resolved previously that going forward the balance of the parking surplus was to be top sliced by 15% annually. The Committee would separately resolve to prioritise any relative projects that arise across the entire

nine divisions of Waverley, and that the remaining 85% continues to be allocated as previously determined. (72% to 28%).

2.2.10 The exact figures for are not yet available, however it is anticipated that an additional £153,000 will be received for 2019/20 and hence the Committee 60% share will increase by a further £92,000. This will bring the total surplus figure to circa £570,000 ahead of any splits or further draw downs. 15% would hence equate to a figure of £85,500.

2.2.11 Hence a figure of £9500 per member can be utilised during 2020/21.

Local Committee	2019/20 £9366/member	Total
3X Farnham Members	(3x£9366)=£28,098	£435,513 +£72,000
6X Waverley Members	(6x£9366)=£56,196	£42,516 +£28,000
Balance Surplus		£478,029 +£92,000

Other highway related matters

2.3 Customer services

2.3.1 The total number of enquiries received in the calendar year 2019 is 126,399 an average of 10,533 per month, this represents a decrease of approximately 14% from the total received in 2018. This reflects the milder winter and the work that has taken place to improve the website and online reporting.

2.3.2 The decrease in defect reports is reflected in the balance of enquiries between SCC and Kier. All reports are categorised at the point of logging, either automatically through the website or by officers. Safety defects are directed to Kier with the remainder passed to the SCC local office for further investigation. During 2018 the average split was 47% SCC and 53% Kier, in 2019, because of the reduction in reports this has increased the proportion sent to SCC to 51%.

2.3.3 For Waverley specifically, 17,618 enquiries were received between January and December of which 8,972 were directed to the local area office for action, of these 97% have been resolved. This is in slightly above the countywide average of 96%.

2.3.4 Since January 2019, Highways & Transport have received 150 Stage 1 complaints. Sixty one were escalated to Stage 2, of which the Service has been found to be partially or fully at fault in 18 cases. In addition, ten have been escalated to the Local Government Ombudsman; the Service was found to be partially at fault in one case.

2.4 Winter Service

2.4.1 The Cold Weather Plan sets out the Winter Service for treating the highway in order to prevent ice from forming (precautionary salting), to melt ice and snow that has already formed (post salting), and removal of snow in a snow event.

2.4.2 As in previous years, members will be sent an electronic copy of the 2020-21 Cold Weather Plan along with links to the revised gritting routes prior the commencement of the Winter Season.

2.4.3 County Councillors can request and pay for new grit bins, or extension of use of an existing grit bin, by contacting the Maintenance Engineer, who will advise.

2.5 Street Lighting

2.5.1 Work has continued on the programme to roll out LED lighting for existing street lights across the county.

2.5.2 Once the programme is complete it is expected that the Council will save 60% of its current energy costs for street lighting.

2.5.3 Prior to rolling out the programme a successful pilot site has been running in Kingfisher Drive, Guildford since late 2018. This was expanded in the summer to test the robustness of the Communication Management System (CMS); that comes with this upgrade; which has also been successful.

2.6 Major schemes

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

2.7 Centrally funded maintenance

Horizon 2

2.7.1 Horizon 2 is the name given to the Council's Asset Management Programme for the period 2017 – 2021. The programme of works to be delivered for Waverley has been revised since the last Committee meeting and can be found on the website at:

<https://www.surreycc.gov.uk/roads-and-transport/roadworks-and-maintenance/horizon-highway-maintenance-investment-programme>

Additional £5m – Winter damage programme

2.7.2 The focus for this has been on the Surrey Priority Network SPN 2 & 3 (essentially B & C roads) and the list of schemes identified for this funding is currently being delivered.

2.7.3 This programme of works is ongoing; however this is obviously subject to any clashes with other programmed highway work that is also occurring on around the network and our ability to permit network space.

2.7.4 In addition to the £5m being invested during 2018/19, the cabinet approved on the 29th May 2018 to a further investment during 2018/19 of £7m followed by a further £8m in 2019/20 to improve the condition of the highways network.

2.8 Passenger Transport

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

2.9 Other key information, strategy and policy development

Woolmer Hill School

- 2.9.1 A new signal crossing is proposed to be located outside of Woolmer Hill School on Woolmer Hill Road, Haslemere.
- 2.9.2 The crossing will provide a safe location for pupils and other pedestrians to cross the road directly outside of the school entrance.
- 2.9.3 The scheme is being funded by a Section 106 contribution that has been allocated to towards improving safety outside of the school.
- 2.9.4 The scheme will also comprise of the construction of a new footway along the grass verge between the entrance and exit of the Edge Leisure centre / school entrance.
- 2.9.5 Annexes 2, 3 & 4 identify the scheme.

Waverley Local Transport Strategy

- 2.9.6 Following the adoption of Waverley Borough Council's Local Plan (Part 1) in 2018 and as Part 2 nears publication, Surrey County Council has begun developing the Local Transport Strategy for the borough with the objective of adopting and publishing the document in early 2021.
- 2.9.7 Forming part of Surrey Transport Plan, the Local Transport Strategy for Waverley will set out how county strategy and policies are applied in a way that is relevant to the borough. It will seek to address transport issues, both existing issues and those arising from the impact of planned development set out in the Local Plan, and will include a Forward Programme of potential schemes identified to help deliver the growth and climate change aspirations of the borough.
- 2.9.8 During spring this year (2020), Surrey County Council's Transport Policy & Major Projects team will be carrying out early engagement on this strategy with key stakeholders, including Waverley Borough Council officers and Members. To start this early engagement process, the team has had initial meetings with borough planning and air quality officers, as well as the Waverley Air Quality Steering Group.
- 2.9.9 It is anticipated that a report will be brought to the upcoming June meeting of the Local Committee to present a draft strategy and seek agreement to undertake a full public consultation later this year.

2.10 Gullies

- 2.10.1 Surrey County Council maintain 157,454 Gullies and Catchpits and 7,060 soakaways across the County.

- 2.10.2 17,550 gullies/catchpits and 91 soakaways are in Waverley. This is an important activity that reduces the likelihood of flooding on the public highway and helps to keep roads and footways safe.
- 2.10.3 Not all assets are cleaned on an annual basis, as some require cleaning more frequently, and others less so, depending on local circumstances such as whether there are trees nearby, or the location is rural or urban.
- 2.10.4 Each year, the programme of cleaning is updated and optimised based on the condition the assets were found to be in when they were last visited. The programme is also adjusted to take into account local issues such as roads where access to assets is difficult due to parked cars and other obstructions.
- 2.10.5 For 2019/20, 10,083 gullies/catchpits have been cleaned of the 11,865 due to be cleaned. Of the 17 Priority 1 (P1) soakaways, 3 have been inspected and 2 cleaned, whilst all 4 P2 soakaways have been inspected and 2 have been cleaned.
- 2.10.6 As the cleaning programme is managed on a Countywide basis, cleans in Waverley will take place throughout the course of the year.

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 finalised as identified in Annex 1.

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: Frank Apicella
 SCC Area Highway Manager SW
 Tel 0300 200 1003

Consulted:

As detailed within the report.

Annexes:

Annex 1 – Progress of Committee capital and revenue schemes 2019/20

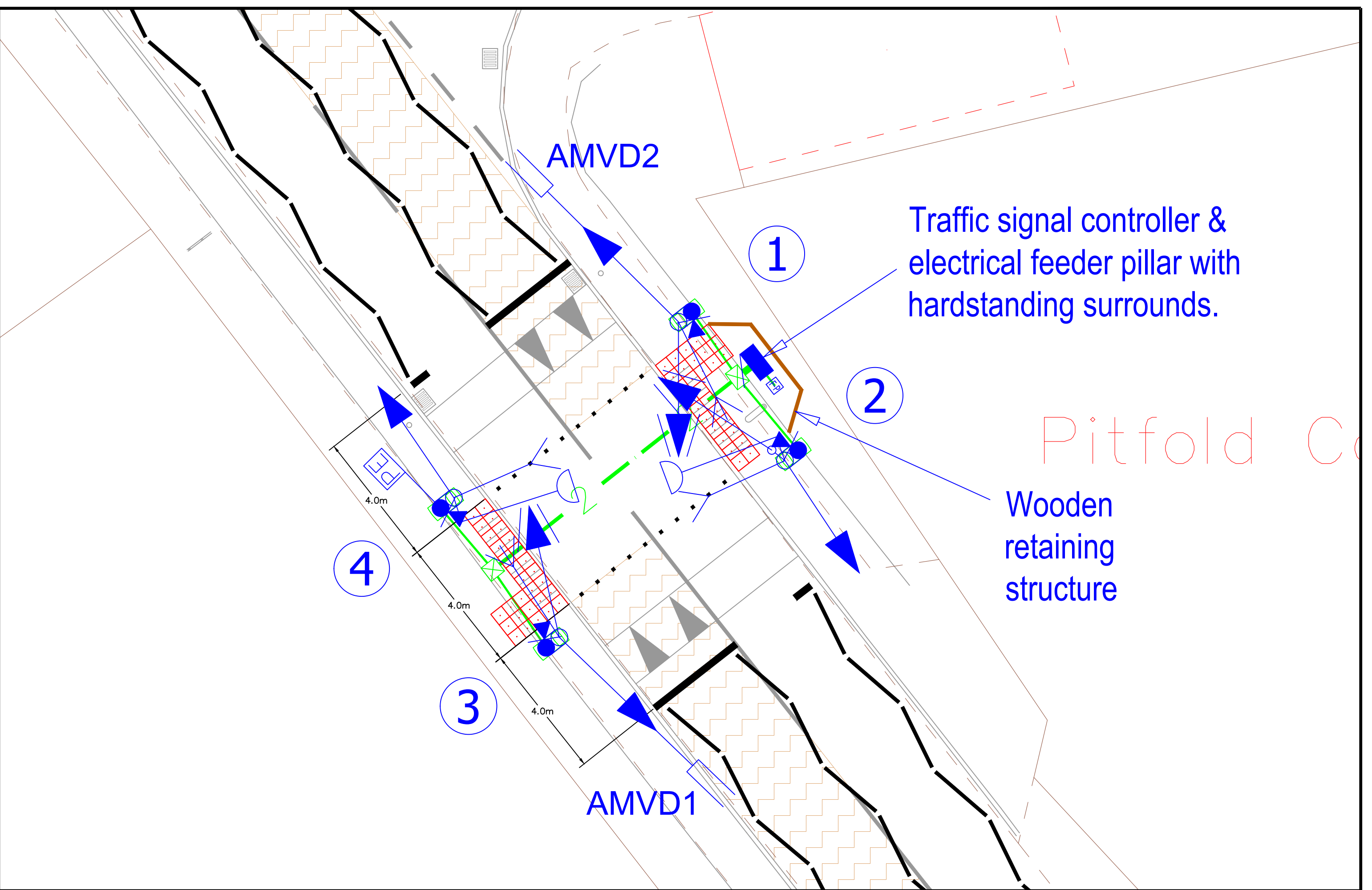
Annex 2, 3, 4 – Woolmer Hill School scheme.

Background papers:

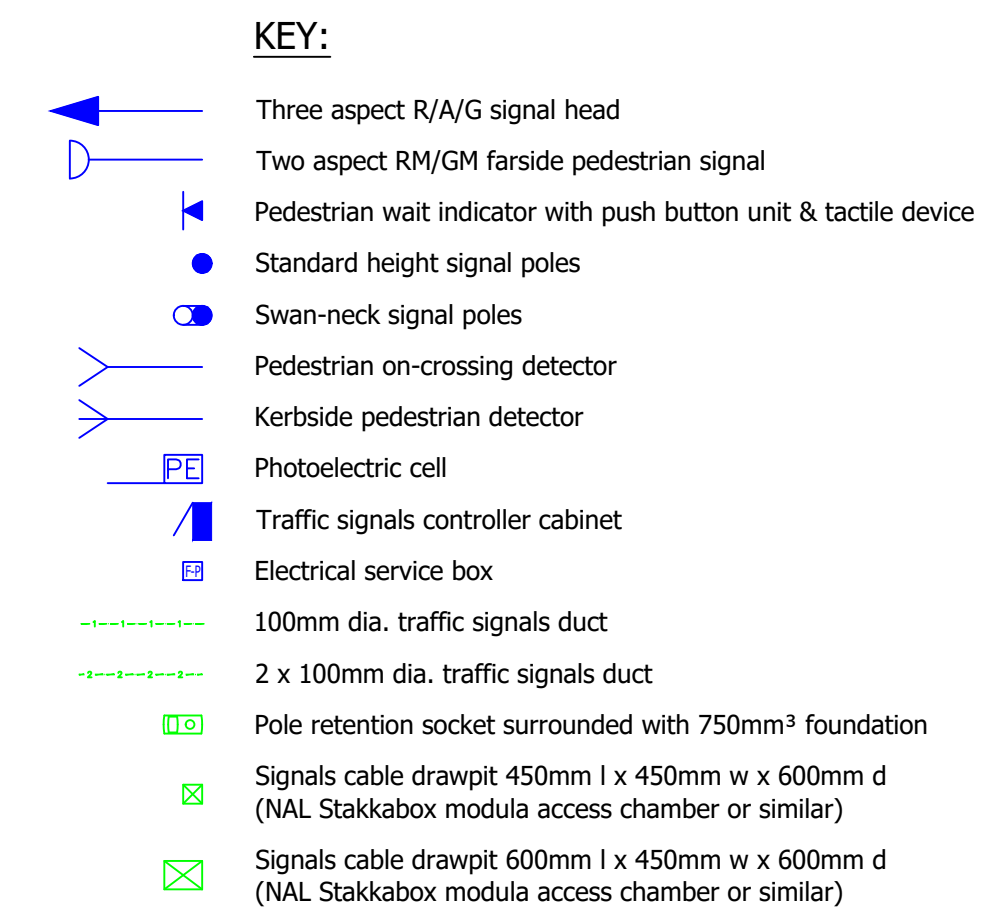
Local Committee (Waverley) December 2019 Highways Update.

Member	Members Highway Fund (£7500 each)		19/20 Parking Surplus (£9366 each)		Capital Allocation (£21,666 each)		Developer Funding (PIC/S106)		Overall Total Committed
	GNMF2WAV		PB002103						
	Value	Description	Value	Description	Value	Description	Value	Description	
Barton	5000	To Veg gang (Inc. OHP)	590	Salt bin maintain	13376.29	Lion Lane, Haslemere - FW Recon			29756
	2500	To Veg gang (Inc. OHP)			8289.71	ROW Cycle route improvements (ENV-ROWETNL/001)			
Total	7500		590		21666		0		
Rivers	5000	To Veg Gang (inc. OHP)	9366	Top up of Station Approach	6167.77	Church St to Moss Ln townpath, Godalming - FW Overlay			38532
	2500	To Veg Gang (inc. OHP)			6606.36	South Hill, Godalming - FW Recon			
					8891.87	Station Approach - FW recon			
Total	7500		9366		21666		0		
Macleod	5000	To Veg gang (Inc. OHP)	1180	Salt bin maintain x 2 (£590 ea)	220	LSR Walkover costs			30346
	2500	To Veg gang (Inc. OHP)			9681.38	Mead Lane - CW Overlay			
					7990	Longbridge - FW Overlay			
					3774.62	Hickley Corner traffic camera			
Total	7500		1180		21666		0		
Harmer	5000	To Veg gang (Inc. OHP)	3843.77	Thursley Rd, Elstead - FW Overlay	17912.99	Rozeldene, Hindhead - FW Overlay			33762
	2500	Internal transfer to ROW	752.23	Top up of The Moorings, Hindhead	3753.01	The Moorings, Hindhead - FW Overlay			
Total	7500		4596		21666		0		
Spence	5000	To Veg gang (Inc. OHP)	1180	Salt bin maintain x2 (£590ea)	21666	Wellington Lane, Farnham - CW Inlay Patching			38063.65
	2500	To Veg gang (Inc. OHP)	6987	Top up of Wellington Lane, Farnham					
			730.65	arb team tree maintainance					
Total	7500		8897.65		21666		0		
Martin	5000	To Veg gang (Inc. OHP)	4453.5	A3100, Portsmouth Road, Milford - FW Overlay	14237.99	Pullman Lane, Godalming - CW Inlay Patching			38532
	2500	To Veg gang (inc. OHP)	622.29	Top up of T1115 Town path	7428.01	T11115 Town path Church rd. Milford - FW Overlay			
			590	Salt bin maintain					
			790	Salt bin replace					
Total	7500		9366		21666		0		
Ramsdale	5000	To Veg gang (Inc. OHP)	1770	Salt bin maintain x3 (£590 ea)	6905.32	Little Green Ln, Farnham - F/W Overlay			31052.32
	2500	internal transfer to ROW	116.32	Top up of Mavins Road FW	220	ETCI Walkover costs (Bear Lane)			
					14540.68	Mavins Road - FW overlay			
Total	7500		1886.32		21666		0		
Povey	5000	To Veg gang (Inc. OHP)	1728.7	Top up of C/W Patch o/s The Furze	13684.85	Banks Building LSR			31693.7
	2500	To Veg gang (Inc. OHP)	799	Refurb of fingerpost sign	5361.74	Accessibility Scheme			
					2334.94	Cranleigh Rd C/W patch			
					284.47	C/W Patch o/s The Furze			
Total	7500		2527.7		21666		0		
Young	5000	To Veg gang (Inc. OHP)	5646	Top up of Station Road, Bramley	21666	Station Road, Bramley - FW + Kerb recon (Edencroft to Bramley High St)			34812
	2500	To Veg gang (Inc. OHP)							
Total	7500		5646		21666		0		
Allocation	67500		84300		195000		0		346800
Committed	67500		44056		194994		0		306550
Unallocated	0		40244		6		0		40250

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SETTING OF POLES & EQUIPMENT SCHEDULE										
Pole No	Pole Type	Pole Centre Distance to Kerb Face	Pole Centre Distance to Tactile	LED RAG Signal Head	LED Farside Toucan Signals	Push Button & Wait Indicator Unit with Tactile Device	Audible Indicators	Kerb side Detector	On Crossing Detector	PE Cell
1	Swan-neck	Back of footway	0.6	2	-	1	1	1	-	-
2	Swan-neck	Back of footway	0.6	2	1	1	-	-	1	-
3	Swan-neck	Back of footway	0.6	2	-	1	1	1	-	-
4	Swan-neck	Back of footway	0.6	1	1	1	-	-	1	1
			Totals	7	2	4	2	2	2	1

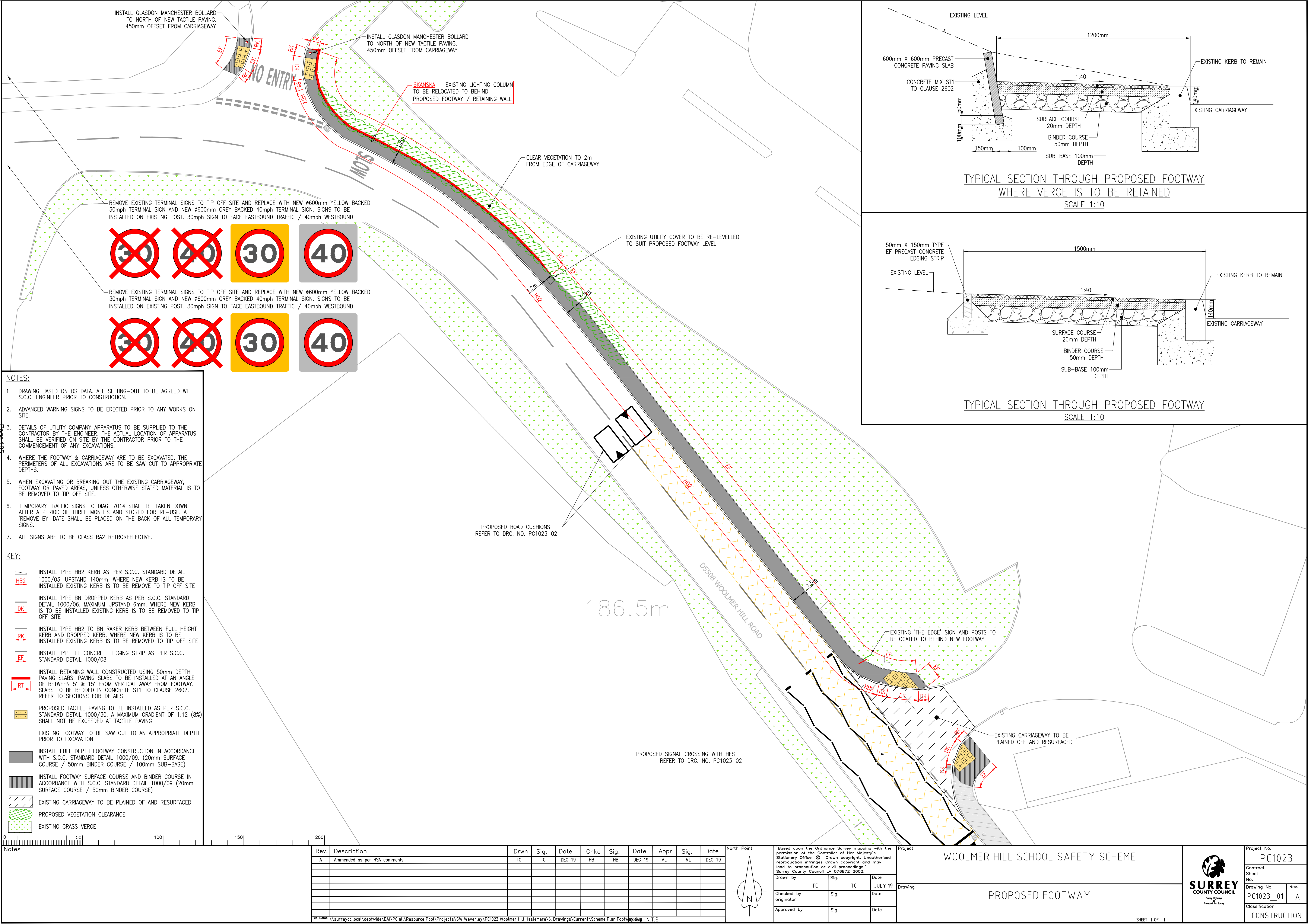


- Notes

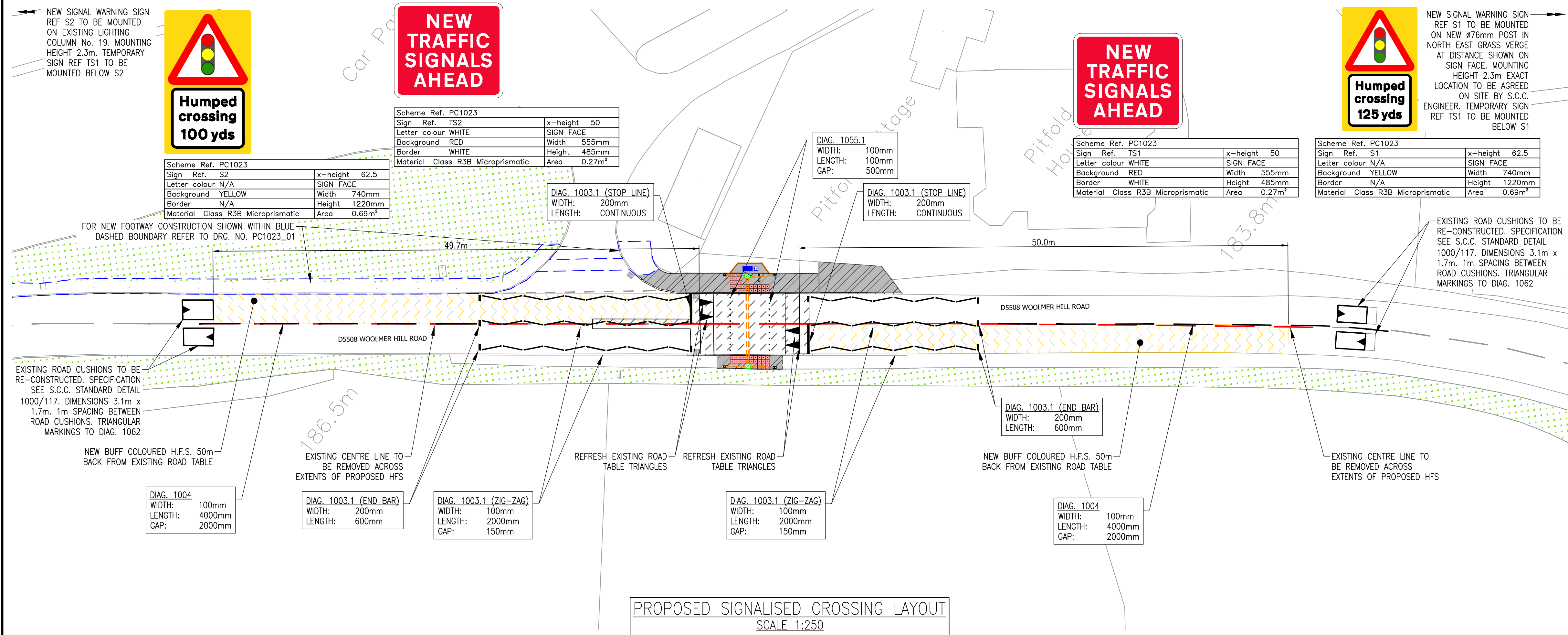
Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	Secondary signal head added to pole 2 following RSA2 advice.	EJS	EJS	11/10/19	EJS	EJS	11/10/19	AA	AA	11/10/19
Title Name: G:\SSC\NHIC\TRAFFIC MANAGEMENT\STAFF FOLDERS\EJS\Woolmer Hill Road Haslemere\Woolmer Hill Road Traffic Signal Design Rev A.dwg								Scale: 1:200 & 1:500 @ A1		

	North Point			Project			Project No. EXWAV011		
	Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Surrey County Council LA 076872 2019.			D5508 WOOLMER HILL ROAD NEAR WOOLMER HILL SCHOOL, HASLEMERE					
	Drawn by EJS			Date 30/08/19			Contract No.		
	Checked by originator EJS			Date 30/08/19			Drawing No. P727-01		
Approved by AA			Date 30/08/19			Rev. A			
Drawing			TRAFFIC SIGNALS ARRANGEMENT PROPOSED FAR-SIDE PEDEX CROSSING			Classification CONSTRUCTION			
SHEET 1 OF 1									

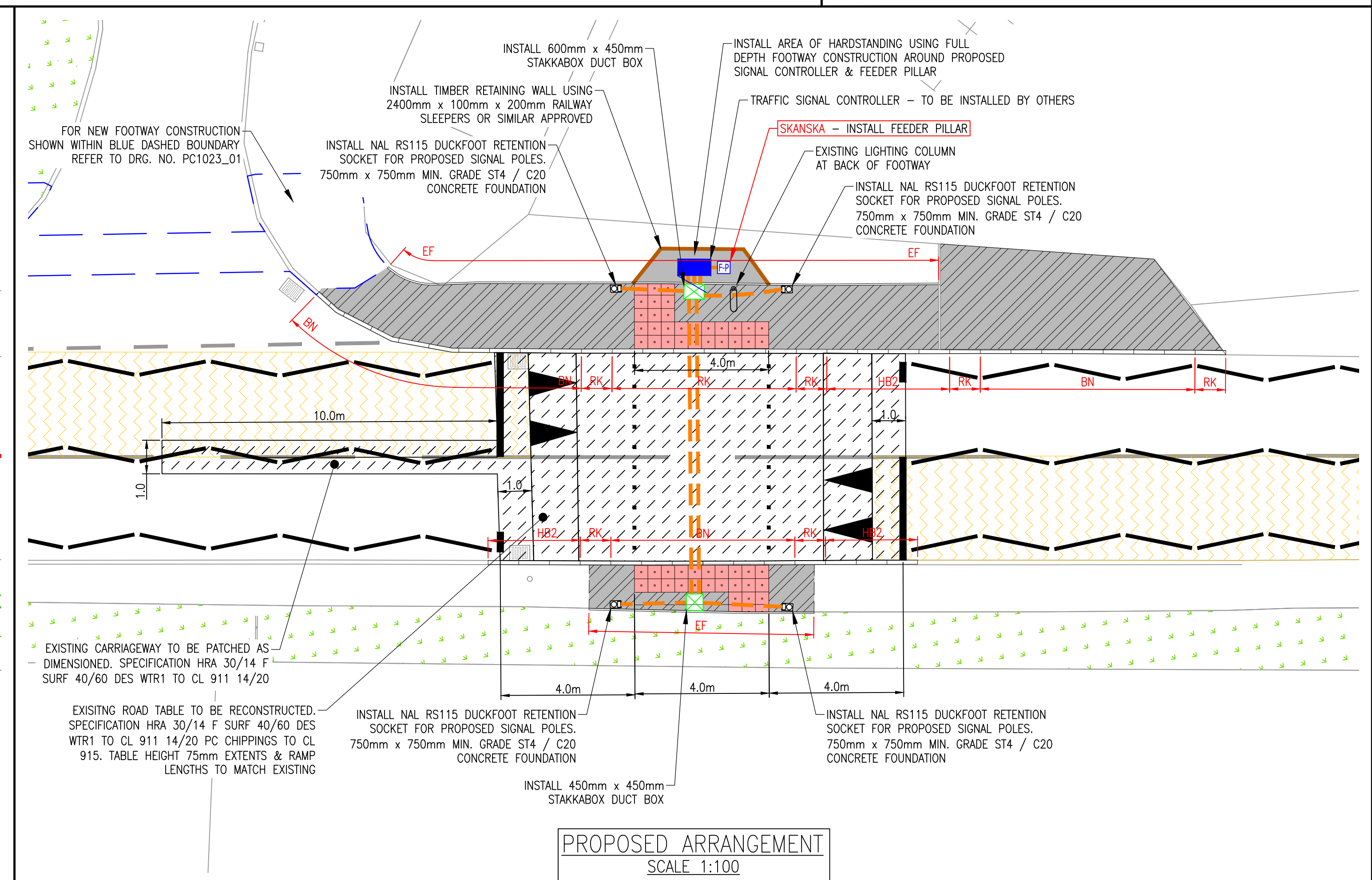
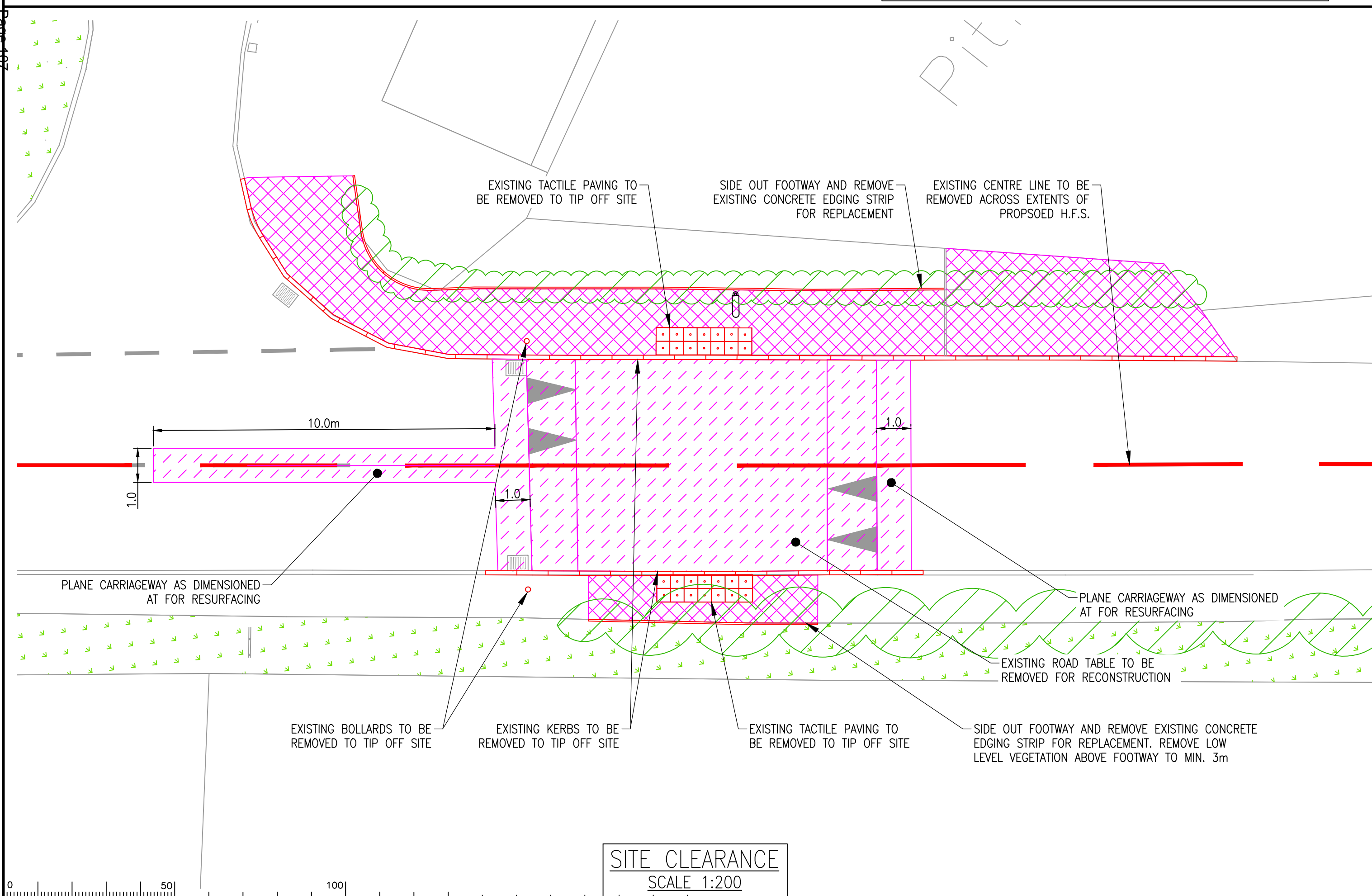
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- NOTES:**
- DRAWING BASED ON TOPOGRAPHICAL SURVEY & OS DATA. ALL SETTING-OUT TO BE AGREED WITH S.C.C. ENGINEER PRIOR TO CONSTRUCTION.
 - ADVANCED WARNING SIGNS TO BE ERECTED PRIOR TO ANY WORKS ON SITE.
 - DETAILS OF UTILITY COMPANY APPARATUS TO BE SUPPLIED TO THE CONTRACTOR BY THE ENGINEER. THE ACTUAL LOCATION OF APPARATUS SHALL BE VERIFIED ON SITE BY THE CONTRACTOR PRIOR TO THE COMMENCEMENT OF ANY EXCAVATIONS.
 - WHERE THE FOOTWAY & CARRIAGEWAY ARE TO BE EXCAVATED, THE PERIMETERS OF ALL EXCAVATIONS ARE TO BE SAW CUT TO APPROPRIATE DEPTHS.
 - WHEN EXCAVATING OR BREAKING OUT THE EXISTING CARRIAGEWAY, FOOTWAY OR PAVED AREAS, UNLESS OTHERWISE STATED MATERIAL IS TO BE REMOVED TO TIP OFF SITE.
 - WHEN EXCAVATING THE CARRIAGEWAY FOR INSTALLATION OF DUCTS, THE CARRIAGEWAY SHALL BE REINSTATED TO MATCH EXISTING.
 - TEMPORARY TRAFFIC SIGNS TO DIAG. 7014 SHALL BE TAKEN DOWN AFTER A PERIOD OF THREE MONTHS AND STORED FOR RE-USE. A 'REMOVE BY' DATE SHALL BE PLACED ON THE BACK OF ALL TEMPORARY SIGNS.
 - ALL SIGNS ARE TO BE CLASS RA2 RETROREFLECTIVE.
 - ALL ROAD MARKINGS SHALL BE INSTALLED TO CLASS R2 AND HAVE A MIN. SKID RESISTANCE OF 55 PSV IN ACCORDANCE WITH CLASS S3 TO B5 EN 1436:2007.
- KEY:**
- VEGETATION CLEARANCE / SIDING OUT FOOTWAY
 - EXISTING ROAD MARKINGS TO BE REMOVED USING HYDROBLASTING
 - EXISTING KERBS TO BE REMOVED TO TIP OFF SITE
 - EXCAVATE EXISTING FOOTWAY TO A DEPTH OF 70mm BELOW FOOTWAY LEVEL
 - EXISTING TACTILE PAVING SLABS TO BE REMOVED TO TIP OFF SITE
 - INSTALL TYPE BN KERB AS PER S.C.C. STANDARD DETAIL 1000/06. UPSTAND TO MATCH UPSTAND OF REMOVED EXISTING KERBS
 - INSTALL TYPE HB2 KERB AS PER S.C.C. STANDARD DETAIL 1000/03. UPSTAND TO MATCH UPSTAND OF REMOVED EXISTING KERBS
 - INSTALL TYPE HB2 TO BN TRANSITION KERB. UPSTAND TO MATCH UPSTAND OF REMOVED EXISTING KERBS
 - INSTALL TYPE EF CONCRETE EDGING STRIP AS PER S.C.C. STANDARD DETAIL 1000/08
 - PROPOSED PINK COLOURED TACTILE PAVING TO BE INSTALLED AS PER S.C.C. STANDARD DETAIL 1000/30
 - INSTALL FOOTWAY SURFACE COURSE & BINDER COURSE IN ACCORDANCE WITH S.C.C. STANDARD DETAIL 1000/09. (20mm SURFACE COURSE / 50mm BINDER COURSE)
 - INSTALL FULL DEPTH FOOTWAY CONSTRUCTION IN ACCORDANCE WITH S.C.C. STANDARD DETAIL 1000/09. (20mm SURFACE COURSE / 50mm BINDER COURSE / 100mm SUB-BASE)
 - INSTALL Ø100mm ORANGE uPVC TRAFFIC SIGNAL DUCTS. DUCTS TO BE INSTALLED AT A COVER LEVEL OF 750mm BELOW CARRIAGEWAY LEVEL & 450mm BELOW FOOTWAY LEVEL. WHERE THE CARRIAGEWAY IS EXCAVATED REINSTATE TO MATCH EXISTING
 - LAY NEW BUFF COLOURED HIGH FRICTION SURFACING (BBA / HAPAS APPROVED THERMOPLASTIC CLASS TYPE 1 TO CLAUSE 924. MIN. PSV OF 70 AND AAV OF 12)
 - INSTALL WHITE ROAD MARKINGS TO BE INSTALLED AS PER TSRGD 2016
 - INSTALL TIMBER RETAINING WALL USING 2400mm x 100mm x 299mm RAILWAY SLEEPERS OR SIMILAR APPROVED
 - PLAN CARRIAGEWAY / ROAD TABLE
 - CARRIAGEWAY RESURFACING / RECONSTRUCTION OF ROAD TABLE RAMP. REFER TO NOTES ON PLAN



Notes	Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date	North Point	Project	Drawing	Project No.	Contract Sheet No.	Drawing No.	Rev.	Classification
	A	Amended as per RSA comments	TC	TC	DEC 19	HB	HB	DEC 19	ML	ML	DEC 19								
Scale AS SHOWN at A1												Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Surrey County Council LA 076872 2002.	Woolmer Hill School Safety Scheme	PROPOSED SIGNAL CROSSING CIVILS WORKS	SHEET 1 OF 1		PC1023_02	A	CONSTRUCTION

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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (WAVERLEY)****DATE: 13 MARCH 2020****LEAD: MATT FURNISS, CABINET MEMBER - HIGHWAYS & TRANSPORT****SUBJECT: CABINET MEMBER FOR HIGHWAYS UPDATE TO COUNCIL****DIVISION: ALL SURREY****SUMMARY OF ISSUE:**

SCC Cabinet Members provide a briefing on their portfolios to council meetings. The Cabinet Member for Highways and Transport briefings will be provided for the local and joint committees for consideration and comment. As this is the first report, the last three briefings have been attached as Annex A.

RECOMMENDATIONS:

The Local Committee (Waverley) is asked to note the briefing.

REASONS FOR RECOMMENDATIONS:

To provide the committee with the opportunity to consider and comment on the Cabinet Member updates.

1. INTRODUCTION AND BACKGROUND:

1.1 SCC Cabinet Members provide a briefing on their portfolios to full council meetings. The Cabinet Member for Highways and Transport briefings will be provided for the local and joint committees for consideration and comment. As this is the first report, the last three briefings have been attached as Annex A.

2. ANALYSIS:

Not applicable – provided for information only.

3. OPTIONS:

Not applicable – provided for information only.

4. CONSULTATIONS:

Not applicable – provided for information only

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

Not applicable – provided for information only

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

Not applicable – provided for information only

7. LOCALISM:

Not applicable – provided for information only

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:

Not applicable – provided for information only

10. WHAT HAPPENS NEXT:

Not applicable – provided for information only

Contact Officer:

Yvette Ortel, Partnership Committee Officer

Consulted:

N/A

Annexes:

Annex A - Cabinet Member for Highways and Transport briefings:
July 2019; October 2019; December 2019

ANNEX A**CABINET MEMBER UPDATE TO FULL COUNCIL - JULY 2019****NAME:** Matt Furniss **PORTFOLIO:** Highways & Transport**Update on the progress of the increased investment in roads this year**

- We are in the second year of the Severe Weather Recovery Programme, having last year completed approximately 300 schemes comprising surfacing, large/small scale patching and surface dressing.
- So far this year we have completed 23 surfacing and patching schemes, and 50 surface dressing schemes under this programme.
- There are a further 33 surfacing and patching schemes programmed for the rest of the year.
- There are a number of reserve schemes also on the programme, and we will be monitoring any further deterioration across the network over the autumn and winter period, prioritising these with the remaining funding.

Town centre agreements report going to Cabinet

- A report is going to Cabinet in July that will build on our solid partnership working with the District & Borough Councils.
- This will enable important highway maintenance works to be undertaken by those best placed to do so.
- There is potential that through closer working there can be an improved level of maintenance, management and investment to our important and high profile town centre locations.

Surrey Infrastructure Academy launch

- The launch event for the Surrey Infrastructure Academy took place on Wednesday 26 June 2019.
- This is a collaborative project between Surrey County Council, the four major FE colleges in Surrey and the Infrastructure Industry.
- The project has been led by Kier and developed as part of the Surrey Highways contract to help reverse the ticking time bomb in skills within the Highways, Utilities, Civil Engineering and Energy industries.
- The doors are open for students to start in September 2019 with a range of new and existing courses, packaged as a tangible institution, supported by employers, appealing to students, parents and schools giving a viable entry to a career in the Infrastructure Sector.

Update on LED rollout

- Officers continue to finalise the negotiation of the PFI contract change which is progressing well with conversion expected to commence in the autumn as planned.
- In December 2018, a small number of street lights near to the Highways Depot in Merrow were converted to LED and are working well.
- In the spring, a traffic camera and radar counter was installed along with a temperature sensor and an air quality monitoring sensor to test their functionality and initial reports are being reviewed by officers to understand what the data shows.
- The trial was extended to a number of roads in Merrow in late May with around 100 lights converted to LED which allowed Skanska to test and improve on the conversion process ahead of the work starting which will see up to 3000 lights converted per month.

- The Deed of Variation to the contract is expected to be executed in the coming weeks and once completed, further information on the work including the programme and dates for each area will be shared with Members and the public.

CABINET MEMBER UPDATE TO FULL COUNCIL - OCTOBER 2019

NAME: Matt Furniss **PORTFOLIO:** Highways & Transport

Customer reporting changes

Following on from the successful changes introduced earlier this year to pothole reporting, a similar approach is being introduced for other popular highway assets. At the end of September 2019 our website went live with an improved way to report pavement defects, trees, weeds and grass. Pictures on our website show residents the type of defect; making it easier for them to explain their concern and better understand the priority we will give it. Issues can also be marked on a map, and customers can upload a photo. Feedback so far is positive, with users particularly liking the photo examples.

Highway maintenance programme update

We are now six months into the 2019/20 Highway Maintenance programme of works, Horizon 2, and construction schemes are progressing well. So far we have completed over 85 miles of treatments on roads and over 10 miles of treatments on pavements as well as a number of schemes on structures, drainage, traffic signals and safety barriers. We still have around another 10 miles of road schemes to deliver before the end of March 2020 and around 12 miles of work on pavements as well as a number of schemes on the other highway assets.

We have also completed 39 schemes under the Severe Weather Recovery programme and have protected the investments made from last year's Severe Weather Recovery Programme through surface dressing 50 of last year's schemes. As part of our "capital safety defect" programme, we have repaired or prevented nearly 17,000 potholes and we have also continued working on LEP funded "resilience" schemes which have included reconstructing significant areas of the A23 and extensive drainage works and carriageway reconstruction on the A31. The website is currently being updated to show progress on the individual schemes within the Horizon 2 and Severe Weather programmes.

Materials innovation trials update

A number of trials of innovative materials have taken place recently. At the end of August we trialled a process called "Reclamite" which involves applying an emulsion to the road surface which penetrates into the material and can extend the road life for 5-7 years by replacing some the elements lost over time. The emulsion takes around three months to fully penetrate into the asphalt, therefore we should have some meaningful test data by the end of the year. We also carried out a trial using "hydroblasting" which uses high pressure water to remove excess bitumen from the road surface restoring the skid resistance of the road. We tested the site for skid resistance before and after treatment and are awaiting the results.

Later this month we will be trialling a "warm mix asphalt", as opposed to hot mix asphalt which is usually used. Instead this material is mixed at a reduced temperature, which not only provides environmental advantages but also means the bitumen within the asphalt should oxidise less during the mixing process at the plant, meaning we should get a greater life out of the material.

During September 2017 we carried out a trial using an “asphalt preservation system”. This process seals the road surface and helps slow down the rate of oxidation of the bitumen which in turn should increase the road’s life.

We already have 12 months of data for this trial and are just about to conduct the 24 month testing. So far the results for this trial look promising, compared to the control sections the treated sections are oxidising at a slower rate. Finally, a trial was undertaken in conjunction with a utility company using plastics to replace part of the bitumen content of the asphalt. Phase 1 of the trial involved two footway reinstatements and we are currently looking at dates for the next phase of the trial which will be on a road reinstatement.

Verge maintenance and weed control

Since the July 2019 Council motion for management of highway verges, the highways team has been working to imbed the changes into future maintenance works. We work in partnership with the district and boroughs for verge maintenance, with nine areas being managed by the local district / borough. Discussions have been held with relevant Officers and they are aware of the Council’s desire to improve wildlife habitats, where appropriate.

The current contract for maintaining grass verges and weed control is due for renewal in April 2020. As part of the new contract specification, clear reference has been made for the use of innovative solutions for both verge maintenance and weed spraying. This will include leaving areas uncut for pollination and alternatives to glyphosate. Discussions have been held with specialist suppliers and a trial is being arranged to use “sprayed hot water” as a weed treatment process. The results of this, and other planned trials will help shape how the County Council manages highway weeds in the future.

CABINET MEMBER UPDATE TO FULL COUNCIL - DECEMBER 2019

NAME: Matt Furniss **PORTFOLIO:** Highways & Transport

Winter Service

The Cold Weather Plan has been updated and is now available on the website. We have over 12,000 tonnes of salt in stock and all of our 1,800 grit bins were inspected in the summer. Deliveries of salt have been made to Districts and Boroughs so they can keep their priority pavements clear, and arrangements are being made to provide salt to the farmers who help us during snow events. There has been a review of Priority 2 salting routes following engagement with Local Committees and their feedback has been incorporated into the revised Priority 2 routes. These are available to view on the online map. Priority 1 routes were reviewed and updated following Local Committee engagement in 2018 and there have been no significant changes to the Priority 1 routes since then. 8 gritting runs were completed in November and gritting runs are continuing during December.

During the 2019/20 winter season Surrey and Kier will be working with Meteogroup to trial the “Route Based” method of forecasting. Route Based Forecasting provides more accurate localised forecast modelling, allowing for more precise decision making. Providing the trial is successful, this will improve the accuracy of decision making and provide a reduction in the number of full gritting actions required over the winter season. Anticipated benefits are both environmental and financial, including a reduction in CO2 emissions, driver call out costs, and salt usage.

Epsom Marketplace Improvement Project

Following the successful pedestrian and vehicle improvements delivered by the County Council in Epsom Town Centre last year, in January works started on the next phase, the Marketplace. This is a £1.8m scheme to significantly enhance the pedestrian heart of the town, encompassing quality paving materials and street furniture, mature trees, public art and maximising use of the available space. Epsom & Ewell BC committed in excess of £1m towards the scheme, which has been designed by the County Council in close cooperation with the Borough. This is a very busy area with many shops and a thriving market. A real challenge has been to “keep the town open” and everybody informed while works progress. The County’s contractor, Kier, have done an excellent job in managing the site and it is being delivered to programme with completion due in spring 2020. So far, there has been nothing but positive feedback. The completion of this scheme won’t be the end of highway improvements to Epsom Town Centre, in 2020 we move on to improving the northern footway. Again, this will be designed and delivered by the County Council in partnership with Epsom & Ewell, who are providing the funds.

Improvement to Scheme Information provision

Currently information about our planned maintenance “Horizon” programmes for roads, pavements, bridges and structures, traffic signals, safety barriers and drainage are shared on the SCC website in a series of documents separated out for each District/ Borough. Our Highway Asset GIS team have been working to provide this data on a GIS based map and plan to make the map live for publication of the 2020/21 programmes at the end of January 2020.

The map will be updated regularly so the public and members will be able to see any updates or changes to the proposed schemes. This work follows on from previous improvements to map based data provision which includes map based winter gritting routes and map based parking restrictions. Other improvements are being looked at and will be reported on in due course.

Electric Bus Scheme

At the UK Bus Awards in November, our electric bus scheme operating on Guildford Park and Ride was awarded the ‘silver’ runners-up award in the Environment Category. The nine fully electric Park and Ride buses came into service in February. They are the first ultra-low emissions buses in the county, with others planned. These electric buses were introduced in partnership with Stagecoach and a supporting Department for Transport grant. Stagecoach operates the Guildford Park and Ride services commercially, carrying 900,000 passengers each year and taking hundreds of car journeys out of the town every day to help relieve congestion and tackle air quality.

Waverley Local Committee Decision Tracker

This tracker monitors progress against the decisions that the Local Committee has made. It is updated before each committee meeting.

- 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
21 Sept 2018	6	<p>PETITION RESPONSES</p> <p>(i) Petition: improvements to Amlets Lane in the vicinity of St Joseph's School.</p> <p>A new lower 30 mph speed limit on Amlets Lane from the junction with Smithwood Common Road to the junction with Barhatch Lane.</p> <p>An improved crossing facility on Amlets Lane between the school and the public footpath 346 (leading to Cranleigh alongside the new Cala Homes development).</p> <p>The schemes (estimated at about £30,000) will be funded from developer contributions from the adjacent Cala Homes development "Amlets Place".</p>	Open	Highways – Transport Development Planning Officer / Maintenance Engineer (Road Safety and Active Travel Team responded to the petition)	PIC monies have been received from Cala Homes. Highways Design and Delivery team has indicated that the work is expected to begin mid March 2020.

		<p>(ii) Petition: improvements to roads in the vicinity of Potters Gate School, Farnham.</p> <p>A new lower 20 mph zone or limit along the whole extent of Beavers Road, Falkner Road and Potters Gate. This will be supported through the implementation of traffic calming or two vehicle activated signs on Falkner Road or Beavers Road.</p> <p>The proposals will be funded from “section 106” contributions from the developer of the nearby housing development of “Hopfields”.</p> <p>Note: this development is now being marketed by the developer as ‘Abbey View’.</p>	Open	Highways – Transport Development Planning Officer / Maintenance Engineer (Road Safety and Active Travel Team responded to the petition)	<p>The developer has advised that it is not going to pay their S106 contribution any earlier than is required by the legal agreement. The first payment (£111,685) is due on occupation of 25% of the dwellings, which is currently estimated to be Spring 2020.</p> <p>Additional highway measures associated with the school expansion are also being developed by SCC.</p>
13 Dec 2019	5	<p>PETITION RESPONSE</p> <p>To introduce traffic calming measures to reduce the speed and improve the safety of the Portsmouth Road, between Milford and Godalming.</p>	OPEN	Area Highway Manager (SW) / Road Safety & Active Travel Team Manager	Two vehicle activated signs will be installed using funding from the road safety engineering team’s central safety scheme budget. It is hoped that the VAS will be installed by the end of this financial year (2019/20).

Local Committee (Waverley) - Forward Programme

Details of future meetings			
Dates for the Waverley Local Committee 2020/21: 19 June 2020. Other dates to be confirmed. The Committee meeting commences at 10am (Open Forum / Informal Public Question Time: 10am – approx. 10.30am).			
Topic	Purpose	Contact Officer	Proposed date
Highways Update	Standing item for all Waverley Local Committees	SCC Area Highway Manager	ALL
Cabinet Member for Highways & Transport - Update To Council	For information - standing item for all Local and Joint Committees	Partnership Committee Officer	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
Right of Way	Thursley Map Modification Order	SCC Countryside Access Officer	19 June 2020
Representation on Partnerships and Boards	Local Committee representation	Partnership Committee Officer	19 June 2020
Waverley Local Transport Strategy	To present the draft and ask for permission for a consultation period	SCC Transport Planner	19 June 2020
Electric Vehicle Charging Infrastructure Trials	To seek permission to advertise Traffic Regulation Orders	SCC Transport Strategy Project Manager	19 June 2020
20mph speed limits	For information	SCC Highways	19 June 2020
Hindhead Tunnel Update	For information	Highways England	To be arranged
Waverley On-street Parking Review 2021	Surrey County Council's Parking Strategy and Implementation Team (parking team) carry out periodic reviews of on-street parking restrictions across Surrey on a borough by borough basis	SCC Parking Engineer	June 2021

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