

Minutes of the Meeting of the Waverley Cycle Forum 13th October 2011

Website: <http://cycleforum.org.uk/waverley/>

Present:

David Moxon (DM)	Chair
Chris Meeks (CM)	Friends of the Earth, Waverley Group
David Munro (Cllr DM)	SCC Councillor
David Kirkham (DK)	Godalming Cycle Campaign
Thomas Lankester (TL)	Transition Town Farnham
Ralph Holmes (RH)	Cranleigh Initiative
Alan Fordham (AF)	SCC Cycling Officer
Roland Seber (RS)	Godalming Cycle Campaign
Richard Cleaves (RC)	Ewhurst Parish Council
Tim Bloomfield (TB)	Ewhurst Parish Council
Chris Peck (CP)	CTC
David Gill (DG)	Cranleigh Parish Council
Roger Newnes-Smith (RNS)	Godalming CC
Myra Newnes-Smith (MNS)	Witley Parish Council
Maurice Byham (MB)	Waverley Councillor
Diane James (DJ)	Waverley Councillor
Matthew Ellis (MTE)	Waverley Borough Council

1. Apologies for Absence

Jenny Barnes (JBn)	Co-opted member
John Hilder (JH)	SCC Highways
Paul Megson	Haslemere

2. Cranleigh to Ewhurst Cycle Path

RC gave an overview of the history of the proposed scheme and work that Ewhurst Parish Council had undertaken. They had recently secured a contribution from SCC and matched that to pay £2,000 for the cost of survey for the stage of the path within Ewhurst Parish. The criteria had been agreed with John Hilder. The delay in taking the scheme forward had in part been caused by an objection from one of the landowners but this had now been overcome. The proposed survey will not include costs as this would be premature prior to obtaining consent from landowners to do the work. However, the survey would give an indication of the work that needs to be undertaken and will therefore serve as a basis for costings. It was agreed that this survey would be a prerequisite if further progress was to be made. RC would accordingly seek the backing of the Parish Council to press ahead with the survey forthwith.

Action: RC to press ahead with commissioning the proposed survey.

DJ had undertaken a detailed review of the route between Ewhurst and Cranleigh. This underlined the need to create a safe route westward out of

Ewhurst to the facilities in Cranleigh as the existing arrangement coupled with poor public transport provision made villagers feel isolated without the use of a car. The main focus of the review was on the route of just less than half a mile from the main entrance of Swallow Tiles to the western Ewhurst Village gates. Much of the south of the B2127 route is footworn but would need work to ensure that it is suitable for cyclists. The north side route would be most difficult as there were a number of physical obstacles that would need to be removed such as trees and hedges.

RH produced maps indicating proposals for both the Cranleigh section and the Ewhurst section. This showed ROW 575/368 going through Swallow Tiles, which is shortly expected to be the subject of a revised planning application. The main obstacle was a narrow section along ROW 368 but if this could be overcome the suggested route would provide access to all parts of Cranleigh as well as the Downs Link along a variety of routes using quiet roads. It was important that routes followed desire lines to ensure they were attractive to users.

There was discussion about the route going through Swallow Tiles. MB said that although the application was refused this was because there were a number of issues that were unacceptable in planning terms. However, it was likely that these could be overcome and new development would provide an opportunity for a cycle path through the site. RC stated that the Developers for the site had met Ewhurst Parish Council. They had stated that they were to contribute £225,000 to the Woodland Trust for maintenance of the southern boundary of the site and perhaps this would provide the opportunity for a cycle route through the site. MTE had spoken to the likely Planning application case officer regarding a potential route through Swallow Tiles. It was advised that Forum should seek to speak both to SCC Highways whose function is to deal with the transportation aspects of any application, as well as directly to the developers themselves regarding its potential provision.

Action: MTE to speak to Case Officer re timescale and to remind him of the potential of a proposed cycle path through Swallow Tiles.

It was agreed that all those involved should be congratulated for the extremely hard work that had gone into this route up to this stage. It was considered that the proposed cycle route was complex, given that it had to be done in stages, it was being dealt with by the two parish councils and that there were both physical and legal obstacles (including the issue of using footpaths where cycling was prohibited). It was agreed that key people involved in the various aspects of the scheme should collaborate to take the project forward. Someone would need to take the lead in coordinating this and to ensure that the considerable momentum that had now built up around this scheme was maintained. A final decision on the arrangements would be taken in the light of further discussions. In addition to the core group other Forum members who might be able to make a contribution based on their experience with other schemes would be copied in to emails. This list would include TL, CM, AF, MB and DM. **Action: DM to discuss with key individuals arrangements for taking things forward.**

3. Marshall Road Cycle Link

RNS said that AF had contacted Jewsons head office and although there had been a change in personnel dealing with the land on its behalf, the company was still happy to donate the land. AF said that the SCC Local Committee had agreed funding for the site survey to go ahead which was undertaken by SCC Officers and included a topographical survey. It was assumed that the next stage would be the costing but AF would speak to JH to establish what the next stage was.

There was discussion about who would be the most appropriate owner of the strip of land. Paul Robinson had spoken to Godalming Town Council and this was considered the most appropriate course because there would be a risk if Jewsons were to leave the site. It was considered that SCC would be likely to maintain the route but would not be happy to own it. The idea of a Trust fund to raise money for the link was also mooted. This could perhaps be raised by the Town Council through various events who could then match the funding. However, CP expressed concern at the principle of raising money from the public for the link which was essentially an improvement to existing public infrastructure. MB said that the Town Council could raise the precept but would require the consent of its parishioners. He also reminded everyone about the legal cost of transferring the land; particularly as Jewsons were donating the land and therefore their legal costs would have to be borne by the new owner. It was considered prudent to investigate if there was someone who could give legal advice who would be happy to be involved. Advice would be sought from Sustrans who may well have relevant experience.

It was also advised that contact should be made with Steve Cosser who was the Mayor of Godalming and SCC Councillor about funding. DJ also advised that contact should be made with David North at SCC regarding advice on securing funding from the Local Committee.

Action: AF to investigate with JH the next stage (to copy Cllr DM in). TL to contact Nick Farthings at Sustrans for advice on legal issues. RNS to contact Cllr Steve Cosser/David North at SCC.

4. Godalming Key Site

CM reported. It was likely that a new application for the site was very close, probably around Christmas. Developers had initiated pre application consultation and an exhibition with various groups and CM had raised the issue of a cycle route. CM/CP and DK had looked at the area and felt that the proposals should include a toucan crossing at the police station and using shared pavements along Flambard Way/Woolsack Way. Although it was unlikely there would be a direct link with Marshall Road link there was possibly an opportunity to connect up with this and Broadwater School. AF had spoken to SCC Highways and Transportation and money could be used for this. It was important that all opportunities were taken as this was likely to be the largest development in Godalming for a generation.

Action: MTE to establish likely Case Officer and timescales for the application.

3. Hindhead

DM had been in touch with Paul Arnold of the Highways Agency as the current roadworks to remove the old A3 had blocked the cycle route where it follows the old road. Paul Arnold advised that cyclists were now being led through the roadworks. There were concerns that the new route was not yet well signed, and this should be monitored and taken up with those responsible for signage once the current work had been completed.

Action: DM.

DM had emailed the National Trust regarding upgrading permissive paths and securing maps showing these routes and awaited a reply. This would be followed up as necessary

Action: DM.

6. Waverley Cycle Plan

DM had emailed his draft in which links to the Cycle Strategy and LTP3 had been made more explicit. The need for the Forum to focus more sharply on specific priorities for the coming year had been raised in earlier discussions. The recent introduction of an Annual Report for the Forum provided a mechanism to identify such priorities. Next stage was to establish what the procedure was for producing and adopting a new cycle plan to replace the 2005 plan which everyone agreed was now out-of-date. CP suggested that the Cycle Plan list of schemes could be complemented with spatial diagrams of routes

DJ asked if there were any implications for the Cycle Plan from the introduction of the draft National Planning Policy Framework (NPPF). MTE replied that the NPPF slimmed down existing national planning policy guidance from about a 1000 pages to around 50. On transport there was only about 4 pages and very little on cycling. However, it still encouraged cycling and there would be very little impact on the Cycle Plan. MTE would look into what was required to update the Cycle Plan SPD.

Action: MTE to liaise with DM regarding the procedure for updating the Cycle Plan SPD.

7. Further matters arising from Minutes from 14/07/11

- a) Meadow/Bunkers Hill. DK reported that the sign saying pedestrian only was on private land which means they could not coerce the owner to remove it. He has also contacted SCC regarding the map but this has not yet been changed.
- b) Bridleway 142. MNS said that there not much to report because although the Police have been informed they have not taken any action. David Harmer at SCC had undertaken to investigate.
- c) Sustrans. TL said that Nick Farthing had been unable to make this meeting but had been given the next two Forum dates. He was also going to take him through the final route of NCN Route 22 in Farnham to get him engaged with the work going on.
- d) Surrey Sustainable Transport Fund. SCC had secured £4 million for schemes in Guildford and Woking but it was understood that there would be no more funds from this source for 4 years.

8. Any Other Business

- a) SCC Cycle Strategy. This had been put on hold while the full implications of the Surrey Sustainable Transport Fund were sorted out.
- b) Sustrans was launching a DIY Streets Initiative. Details would be available shortly and it would be worth seeing whether there could be any possible local benefits. Nick Farthing's attendance at a future meeting could provide a useful opportunity to explore this.

9. Date of Next Meetings

- 12th January 2012
- 12th April 2012