



HASLEMERE TOWN COUNCIL

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Amenities, Infrastructure & CIL Committee

Minutes of the meeting held at 7pm on 14 November 2024
Council Chamber, Town Hall, High Street, Haslemere

Chairman	Cllr Banfield*
Vice Chairman	Cllr Waters*
Councillors	Arrick*, Aslam, Bridge, Carroll, Carter, Davidson*, Keen*, Leach*, Matthes*, Nicholson, Robini* & Weldon*.

*Present

Meeting clerked by: Pippa Auger, Deputy Town Clerk.

Also present: Chris Harrison & Alan Barlow representing the Farnham Lane/Bunch Lane Residents' Association, and Michelle Stokes and Paul Norman representing The Royal School

20/24 Apologies for absence

The committee accepted the absences of Cllrs Bridge (university), Carroll (family commitments) & Nicholson (ill)
No apologies were received from Cllrs Aslam & Carter.

7.01pm Cllrs Arrick & Leach arrived.

21/24 Declaration of Interests

(Disclosable Pecuniary, Other Registrable and Non-Registerable)

Cllr Banfield declared a non-registerable interest as she is a member of the Farnham & Bunch Lane Residents' Association.

22/24 Minutes of the last meeting

The minutes of the meeting held 29 August 2024 were agreed and signed as a true record.

23/24 Matters arising from those minutes not otherwise stated in the agenda

If a change of grass cutting regime is implemented and concerns are raised by residents, it was asked these be shared with the relevant ward councillors.

24/24 Representations by the public

Chris Harrison appeared on behalf of the Farnham and Bunch Lane Residents Association and The Royal School to propose a 20mph speed limit for that area and explore whether CIL funding could be used to fund the cost of its implementation. The presentation appended to these minutes.

The committee was in broad support of the principle as consultation by the Residents' Association with its members showed a buy in, although there may need to be a full consultation with all local residents. Once this was done a speed survey would also need to be undertaken to confirm to Surrey Highways that average speeds in the area were within the criteria for such a scheme.

As the police will not enforce speeding in a 20mph the idea of a residents' Speed Watch group or Vehicle Activated sign was mooted. Any application to the CIL committee would need to include a costed proposal and should justify

the need is driven by local development. Given Surrey County Council would have to implement the scheme, early and ongoing liaison with their Highways department would be essential.

The residents have already installed their own 20mph signage and Chris Harrison was able to confirm that they had already seen a reduction in speeds along these roads. The question was asked whether there would be sufficient difference between the residents' signs and official signage to justify the cost.

It was felt that once the Residents' Association made the approach to Surrey Highways and obtained scheme approval, it should come back with a costed CIL application.

25/24 May 2025 meeting date

Noted as 8 May 2025.

26/24 Amenities spending under Chair and Clerk's deleted authority

Noted.

Item	Spend	Budget total for the year £2,500
Repairs to bench at Lion Green	-£423.00	£2,077
Chestnut posts for dead hedging at the SANG	-£166.00	£1,911
Tree work (agreed at last meeting)	-£404.00	£1,507
Total balance of Amenities budget remaining		£1,507

27/24 Allotment charges 2026

Allotment holders are required to have 12 months' notice of any increase in fees. The committee agreed that as there is no overspend of the allotment budget, the charges for an allotment should remain static at £0.40psm.

RESOLVED: the charge for an allotment plot for 2026 remains at £0.40psm.

28/24 SANG

Cllr Matthes advised that she has been contacted by a local resident who informed her the edges of some of the recent dead hedging has been trampled down and will need regular maintenance.

29/24 CIL Finances

Noted.

30/24 CIL year-end report

Noted.

31/24 CIL Strategy Document and project list

Cllr Bayliss has requested that a feasibility study for a proposed bridge between Tesco and the Herons Leisure centre be funded through Neighbourhood CIL. If feasible, and agreed by Council, the project could be paid for through a variety of funding streams including NCIL and Strategic CIL. As there is already a footbridge between Kings Road and St Christophers Road, the proposal would be for wheeled access as well as pedestrian.

This proposal was first considered in the late 1990s when Tesco and the Herons were being developed but discarded because of cost of the leisure centre meant there was insufficient money to proceed.

It was agreed that the feasibility aspect of this proposal be added to the list of Haslemere Town Council projects but not the build cost until viability established. Cllr Bayliss to present his scheme to the committee.

ACTION: The clerk to make initial contact (in conjunction with Cllr Bayliss) with Network Rail Asset Protection team to discuss the way forward with this proposal and, as an alternative, whether improvements could be made to the existing footbridge to make it accessible for wheelchairs, bikes & buggies.

32/24 October 2024 Neighbourhood CIL receipts

Noted.

33/24 Neighbourhood CIL Projects

None to consider.

34/24 Next meeting

13 February 2025.

Meeting closed at 8.17pm

Signed: _____ Date: _____

Chairman of CIL & Amenities Committee



**Presentation to Haslemere Town Council Amenities,
Infrastructure & CIL Committee**



**The case for a 20 mph speed limit for
Farnham Lane and Bunch Lane**

14 November 2024



**Farnham & Bunch Lane Residents' Association
&
The Royal School**



The case for a 20 mph speed limit for Farnham Lane and Bunch Lane ...

Why 20 mph:

- 20 mph: 'injures'
- 30 mph: 'kills'

*"30 mph: five times more likely to be killed." **

Why Farnham and Bunch Lanes - 'their unique-ness':

- Farnham Lane:
 - "... a very narrow rural sunken lane ... little scope to install passing places..." *
 - no footpaths
 - traffic: residents + Royal School + National Trust car park.
- Bunch Lane :
 - series of dangerous 'pinch points'
 - walkers + bikers for Hindhead Common
 - traffic: residents + 'rat run'.

Why not necessarily setting a precedent:

- 'unique-ness' of Farnham and Bunch Lanes
- not a case of calming through-traffic for a local area.

Why not do it?

- What would the reasons be for not doing this specific case?

-Source: Edinburgh Napier University Research Transport institute, June 2024.

* *Source: Surrey County Council Highways Authority, 18 June 2021



FUNDING: Suitable for funding under the Community Infrastructure Levy?

We would appreciate guidance from the Council as to whether the cost of signage could be funded under the Community Infrastructure Levy (CIL).

The Council's guidance for CIL funding for residents* provides examples of **what** can be funded.

Funding for the provision of 20 mph signage appears to be within the ambit of the categories:

- *"Definition of infrastructure allow": "community safety facilities"*
- *"Definition of infrastructure may allow": "bespoke signage"*.

Another category is: *"Roads not being suitable for cycling or footpath provision"*. This category is specifically appropriate for Farnham and Bunch Lanes by their very nature. And hence, ~~our~~ setting out the proposal for a 20 mph speed limit for these roads.

We note that Surrey CC is now actively promoting 20 mph for selected roads. SCC Highways Department recommended 20 mph for Farnham Lane as part of the revised traffic plan submitted by The Royal School.

An application for CIL funds would be made by an appropriate body: a *"local group"*; ie Farnham & Bunch Lane Residents' Association and The Royal School.

*Source: Haslemere Town Council: *"Community Infrastructure Levy. Guide for Councillors and residents"*, 20 April 2023.

APPENDIX

The generic case for 20 mph speed limit in urban areas

WHY 20 mph FOR ROADS IN TOWNS: For a safer, healthier and more pleasant local environment

Safety improvements:

Reduce fatalities and injuries: Lower speeds significantly decrease the likelihood of fatal accidents and severe injuries particularly for pedestrians and cyclists.

Better reaction times: Drivers have more time to react to unexpected situations, reducing the chance of accidents.

Lower impact force: Collisions at 20 mph produce less impact force than those at higher speeds making accidents less severe.

Environmental benefits:

Reduced emissions: Vehicles driving at 20 mph can produce fewer emissions, contributing to better air quality.

Fuel efficiency: Driving at a consistent lower speed can improve fuel efficiency, reducing overall fuel consumption.

Encouragement of active transport:

increase walking and cycling: Lower speed limits make roads safer for pedestrians and cyclists, encouraging these healthier, more sustainable modes of transport.

Traffic flow and congestion:

Smother traffic flow: Lower speed limits can lead to more consistent traffic flow, reducing stop-and-go and potentially easing congestion.

Reduced maintenance: Lower speeds can result in less wear and tear on road surfaces, reducing maintenance costs.

Social equity:

Protection for vulnerable groups: Children, the elderly and people with disabilities are particularly vulnerable to traffic accidents, and lower speeds can provide them with better protection.