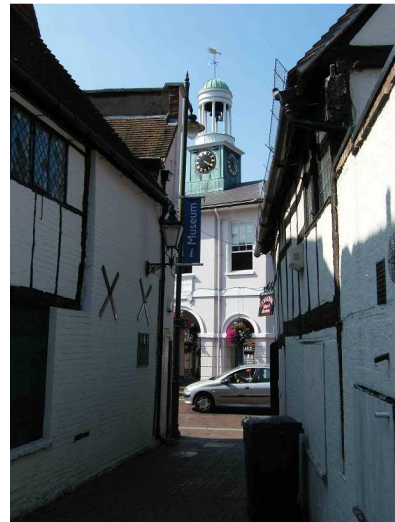


Agenda

Waverley
Local Committee

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

- Please submit the text of formal questions and statements by 12.00 on 9 December to: d.north@surreycc.gov.uk
- The meeting will start with an informal question time at 1.30pm; this will last for a maximum of 30 minutes, or until there are no further informal questions, at which point the formal meeting will begin.



Venue

**Location: Godalming Baptist
Church, Queen Street,
Godalming GU7 1BA**

**Date: Friday 13 December
2013**

Time: 1.30pm

You can get involved in the following ways

Get involved

Ask a question

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

Write a question

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

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

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.

Thank you for coming to the Local Committee meeting

Your Partnership officer is here to help. If you would like to talk about something in today's meeting or have a local initiative or concern please contact them through the channels below.

Email: d.north@surreycc.gov.uk

Tel: 01483 517530



Surrey County Council Appointed Members

Mrs Pat Frost, Farnham Central (Chairman)
Mr David Harmer, Waverley Western Villages (Vice-Chairman)
Mrs Nikki Barton, Haslemere
Mr Steve Cosser, Godalming North
Ms Denise Le Gal, Farnham North
Mr Peter Martin, Godalming South Milford and Witley
Mr David Munro, Farnham South
Mr Alan Young, Cranleigh and Ewhurst
Mrs Victoria Young, Waverley Eastern Villages

Borough Council Appointed Members

Cllr Brian Adams, Frensham, Dockenfield and Tilford
Cllr Maurice Byham, Bramley Busbridge and Hascombe
Cllr Elizabeth Cable, Witley and Hambledon
Cllr Carole Cockburn, Farnham Bourne
Cllr Brian Ellis, Cranleigh West
Cllr Robert Knowles, Haslemere East and Grayswood
Cllr Bryn Morgan, Elstead and Thursley
Cllr Julia Potts, Farnham Upper Hale
Cllr Simon Thornton, Godalming Central and Ockford

Chief Executive
David McNulty

If you would like a copy of this agenda or the attached papers in another format, e.g. large print, Braille, or another language please either call David North, Community Partnership & Committee Officer on 01483 517530 or write to the Community Partnerships Team at Godalming Social Services Centre, Bridge Street, Godalming, GU7 1LA or d.north@surreycc.gov.uk

This is a meeting in public. If you would like to attend and you have any special requirements, please contact us using the above contact details.

GUIDANCE ON USE OF INFORMATION TECHNOLOGY (IT) AND SOCIAL MEDIA AND ON THE RECORDING OF MEETINGS

Those wishing to report the proceedings at the meeting will be afforded reasonable facilities for doing so; however, there is no legal requirement to enable audio or video recordings or use of IT and social media during the meeting. The final decision on whether a member of the public or press may undertake these activities is a matter for the Chairman's discretion.

All mobile devices (mobile phones, BlackBerries, etc) should be switched off or placed in silent mode during the meeting to prevent interruptions and interference with any Public Address (PA) or Induction Loop systems. Those attending for the purpose of reporting on the meeting may use mobile devices in silent mode to send electronic messages about the progress of the public parts of the meeting. This is subject to no interruptions, distractions or interference with any PA or Induction Loop systems being caused. The Chairman may ask for mobile devices to be switched off in these circumstances.

Any requests to record all or part of the meeting must be made in writing, setting out the parts of the meeting, purpose and proposed use of the recording, to the Chairman prior to the start of the meeting. In considering requests to record the meeting, the Chairman will take into consideration the impact on other members of the public in attendance. The Chairman may inform the committee and any public present at the start of the meeting about a proposed recording, the reasons and purpose for it and ask if there are any objections. The Chairman will consider any objections along with any other relevant factors before making a decision. The Chairman's decision will be final, but s/he may ask for recordings to be ceased in the event that they become a distraction to the conduct of the meeting and may request a copy and transcript of any recording made.

			
<p>Mrs Pat Frost (Chairman)</p> <p>Farnham Central</p>	<p>Mr David Harmer (Vice-Chairman)</p> <p>Waverley Western Villages</p>	<p>Mrs Nikki Barton</p> <p>Haslemere</p>	<p>Mr Steve Cosser</p> <p>Godalming North</p>
			
<p>Ms Denise Le Gal</p> <p>Farnham North</p>	<p>Mr Peter Martin</p> <p>Godalming South, Milford & Witley</p>	<p>Mr David Munro</p> <p>Farnham South</p>	<p>Mr Alan Young</p> <p>Cranleigh & Ewhurst</p>
	 SURREY COUNTY COUNCIL Local Committee (Waverley) County Councillors 2013-17		
<p>Mrs Victoria Young</p> <p>Waverley Eastern Villages</p>			

			
Mr Brian Adams Frensham, Dockenfield & Tilford	Mr Maurice Byham Bramley, Busbridge & Hascombe	Mrs Elizabeth Cable Witley & Hambledon	Mrs Carole Cockburn Farnham Bourne
			
Mr Brian Ellis Cranleigh West	Mr Robert Knowles Haslemere East & Grayswood	Mr Bryn Morgan Elstead & Thursley	Ms Julia Potts Farnham Upper Hale
	 <p>Local Committee (Waverley)</p> <p>Borough Council Co-optees 2013-14</p>		
Mr Simon Thornton Godalming Central & Ockford			

For councillor contact details, please contact David North, Community Partnership and Committee Officer (d.north@surreycc.gov.uk /01483 517530) or visit <http://mycouncil.surreycc.gov.uk/mgCommitteeDetails.aspx?ID=195>

1 APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2 MINUTES OF PREVIOUS MEETING

(Pages 1 - 8)

To approve the minutes of the previous meeting as a correct record.

3 DECLARATIONS OF INTEREST

To receive any declarations of disclosable pecuniary interests from Members in respect of any item to be considered at the meeting.

Notes:

- In line with the Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012, declarations may relate to the interest of the member, or the member's spouse or civil partner, or a person with whom the member is living as husband or wife, or a person with whom the member is living as if they were civil partners and the member is aware they have the interest.
- Members need only disclose interests not currently listed on the Register of Disclosable Pecuniary Interests.
- Members must notify the Monitoring Officer of any interests disclosed at the meeting so they may be added to the Register.
- Members are reminded that they must not participate in any item where they have a disclosable pecuniary interest.

4 PETITIONS

To receive any petitions in accordance with Standing Order 68. Notice should be given in writing or by email to the Community Partnership and 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.

Notice of petition received:

- Request that the Committee supports the introduction of:
 1. A pedestrian crossing in Station Road, Bramley
 2. A 20mph speed limit from The Street in Womersley and along Station Road to its junction with the A281 in Bramley.

5 FORMAL 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 Community Partnership and Committee Officer by 12 noon four working days before the meeting.

- 6 MEMBER QUESTIONS**
- To receive any written questions from Members under Standing Order 47.
- 7 POLICE AND CRIME COMMISSIONER FOR SURREY**
- To provide a verbal update on the Commissioner's first year in office and to respond to public questions.
- 8 ANNUAL REVIEW OF ON-STREET PARKING IN WAVERLEY** (Pages 9 - 112)
- To consider the proposals contained in the review and agree the next steps.
- 9 UPDATE ON HIGHWAY IMPROVEMENT PROGRAMME 2013-14** (Pages 113 - 118)
- To note the progress made and agree an additional scheme.
- 10 RESPONSE TO PETITION: A287 FRENTHAM** (Pages 119 - 120)
- To agree a response to the petition presented at the previous meeting.
- 11 HIGHWAYS BUDGETS FOR 2014-15** (Pages 121 - 128)
- To agree arrangements for the allocation of budgets in 2014-15.
- 12 WITLEY AREA: SPEED LIMIT ASSESSMENTS** (Pages 129 - 136)
- To agree the next steps following a speed limit assessment of various roads in Witley.
- 13 RESULT OF CONSULTATION ON SURREY CYCLING STRATEGY**
- To consider the outcome of the recent consultation (report to follow).
- 14 IMPLEMENTATION OF SOUTH EAST PERMIT SCHEME FOR WORK ON THE HIGHWAY** (Pages 137 - 162)
- This report provides an overview of the South East Permit Scheme (SEPS) and the implications to both works promoters and the highway authority and provides information gained within the first month of operation.
- 15 LOCAL COMMITTEE FORWARD PROGRAMME** (Pages 163 - 166)
- To note the proposed forward programme and agree any additional items for inclusion.

DRAFT

Minutes of the meeting of the
Waverley LOCAL COMMITTEE
 held at 1.30 pm on 20 September 2013
 at Cranleigh Village Hall, Village Way, Cranleigh GU6 8AF.

Surrey County Council Members:

- * Mrs Pat Frost (Chairman)
- * Mr David Harmer (Vice-Chairman)
- * Mrs Nikki Barton
- Mr Steve Cosser
- Ms Denise Le Gal
- Mr Peter Martin
- * Mr David Munro
- * Mr Alan Young
- * Mrs Victoria Young

Borough / District Members:

- * Cllr Brian Adams
- * Cllr Maurice Byham
- * Cllr Elizabeth Cable
- * Cllr Carole Cockburn
- Cllr Brian Ellis
- * Cllr Robert Knowles
- Cllr Bryn Morgan
- * Cllr Julia Potts
- Cllr Simon Thornton

* In attendance

43/13 APOLOGIES FOR ABSENCE [Item 1]

Apologies for absence were received from Mr S Cosser, Mr B Ellis, Ms D Le Gal, Mr P Martin, Mr B Morgan and Mr S Thornton.

44/13 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes of the meeting held on 5 July 2013 were agreed as a correct record.

45/13 DECLARATIONS OF INTEREST [Item 3]

The Committee noted a non-pecuniary interest declared by Ms J Potts on the grounds that her residence is in one of the roads included in the consultation described in Item 15.

46/13 PETITIONS [Item 4]

ITEM 2

Mr D Jones presented a petition signed by local residents and parents of children attending Edgeborough School requesting a reduction in the speed limit from 50mph to 40mph on the section of the A287 between a point just below Gong Hill Drive (The Bourne) and Fifield Lane (Millbridge).

The Chairman explained that the Committee would consider a response to the matter at its next meeting (13 December 2013).

Introduction to Cranleigh

The Chairman invited Mr A Young, as the local County Councillor, to welcome the Committee to Cranleigh. Mr Young thanked the Committee for its support to the village, as reflected in the recent projects to provide appropriate lighting and to de-clutter the High Street. He went on to outline the history and development of Cranleigh and noted that, while the village presented many positive features, concerns such as rural poverty should not be overlooked.

47/13 FORMAL PUBLIC QUESTIONS [Item 5]

The text and response to two public questions are attached at **Annex 1**. By way of a supplementary comment to Question 1, Mr M Sandford was encouraged by the response provided, but hoped to see the County Council continue to recognise the rising profile of cycling. Mr D Beaman, in relation to Question 2, asked the Council to consider making Upper Hale Road a lower category road.

48/13 MEMBER QUESTIONS [Item 6]

There were no member questions.

49/13 CATTLE GRIDS: HINDHEAD COMMON (NON-EXECUTIVE FUNCTION OF THE COMMITTEE) [Item 7]

Additional information was provided to the Committee and is contained in **Annex 2**. It was confirmed that the National Trust would pay for the installation of the cattle grids and associated by-pass gates and any future maintenance costs, that the by-pass gates would have easy-to-use latches, and that all relevant requirements can be written into licenses agreed with the National Trust. Licenses can be revoked in the event of any breach of their conditions. It would be possible to provide signs to warn cyclists of approaching grids, but most members who expressed a view felt that, unless mandatory, these were unnecessary.

The Committee was assured that the objector had been invited to the meeting and that no further correspondence had been received.

Resolved to:

- (i) Consider the objection.
- (ii) Agree, in light of the officer's report, that it is expedient to place cattle grids and provide by-pass gates on BOATs 21a Haslemere and 500, 501, 502 and 503 Thursley (as shown on Drawing No. 3/1/14/H50) and that

the purpose for which a right to install gates is exercisable will be adequately achieved by the provision of a cattle-grid.

- (iii) Approve the submission of the application to the Secretary of State for Transport for determination.

Reason

Officers do not have delegated powers to proceed with cattle grid applications. Officers support the installation of cattle grids and by-pass gates.

50/13 SURREY FIRE AND RESCUE SERVICE: ANNUAL REPORT FOR WAVERLEY 2012-13 [Item 8]

The Committee noted the low level of fire incidents in Waverley and the extent to which the Service's activities are supported by partnership action. Members were invited to work with the Service to promote its efforts to identify vulnerable residents at particular risk and to support the work of its Volunteer Service.

Resolved to:

- (i) Recognise the achievements of the borough teams within the Waverley Borough and support their commitment to improve initiatives to reduce risk and make the Waverley Borough safer through the delivery of the borough/station plan.
- (ii) Note the targets and initiatives set within the Waverley borough plan for 2012/13 and support the Fire and Rescue Service in the delivery of this plan.
- (iii) Support the achievements of the retained duty personnel at Godalming, Haslemere, Dunsfold and Cranleigh and acknowledge the availability offered by employers who release staff, and those who are self-employed.

Reason

To update the Local Committee (Waverley) on the work of Surrey Fire and Rescue Service teams within the borough.

51/13 ANNUAL REPORT ON THE SAFER WAVERLEY PARTNERSHIP [Item 9]

The Committee noted the changing community safety landscape and the progress which had nevertheless been made. Members were informed that Surrey Police would be reverting from a thematic to a geographical structure in October. There is a focus on the causes of offending, which would typically be addressed in partnership. Although there has been a significant increase in certain crime types, e.g. burglary, in recent months, this follows a year in which, around the London 2012 Olympics, Police presence had been enhanced and crime rates in the current year are adjusting to levels which are more typical for the nature of the area. Nevertheless, overall numbers are low and all incidents receive the attention of a detective.

Resolved to:

ITEM 2

- (i) Note the contents of the annual report of the Safer Waverley Partnership in the year 2012-13, the updated Partnership Plan 2013-16 and the first quarter report for 2013-14.
- (ii) Bear the priorities of the Partnership in mind when making decisions on funding.

Reason

The Local Committee wishes to receive periodic reports on the work of the Safer Waverley Partnership, its achievements and priorities and to consider its contribution to these.

52/13 HIGHWAYS UPDATE REPORT [Item 10]

An amendment to the published report was tabled after paragraph 2.4:

At its meeting on 5 July the Committee considered Localism bids from Parish Councils and agreed that the Localism allocation would be increased by up to £20,000 to a total maximum of £40,000.

Additional material on this project was also tabled (attached as **Annex 3**). In connection with this the Area Highways Manager explained arrangements for releasing payment to Parish Councils funded through this initiative.

The Committee was informed that the published Annex 2 (Operation Horizon) was in need of further updating and clarification. It was confirmed that Hale Road, Farnham would be included in the programme for the current year. Members were keen that published commitments to complete resurfacing schemes in 2013-14 should be honoured and officers were confident that this would be achieved. The most common reason for the deferral of schemes to date has been the discovery on site that surfaces have deteriorated to the extent that more serious treatment is needed. A number of members congratulated the Horizon team on the quality of schemes completed to date. A budget has also been set aside to enable the condition of roads subject to sudden deterioration through winter damage to be addressed.

In relation to its programme of Integrated Transport Schemes for 2013-14 the Committee was informed that all design work commissioned in this year would be complete by October, after which feasibility studies would be carried out; it was recognised that this may mean that accurate costs may not be available to inform the development of the programme for 2014-15.

Resolved to note progress on the programme of highways schemes.

Reason

The Committee requires regular updates on the progress of its programme.

53/13 D5308 LICKFOLDS ROAD, ROWLEDGE: SPEED LIMIT ASSESSMENT [Item 11]

Local councillors reflected the view of residents that, in contrast to the published recommendation, the speed limit should be 30mph throughout Lickfolds Road. The character of the road has changed with increased residential development and it was noted that engineering costs associated with a reduced limit would be minimal and that the Area Highways Manager would not oppose this course of action.

Mr D Munro, seconded by Mrs C Cockburn, proposed the deletion of the published recommendation and its replacement with that set out below. This amendment was agreed unanimously, likewise the new recommendation when put to the Committee.

Resolved that the speed limit on the D5308 Lickfolds Road, Rowledge (between its junction with Boundary Road and the existing National/30mph speed limit change point) be reduced to 30mph. [Implicit within this resolution are agreements to:

- (i) Advertise a notice in accordance with the Traffic Regulation Act 1984, the effects of which will be to implement the proposed speed limit change and revoke any existing traffic orders necessary to implement the changes, and that subject to no objections being maintained the Order be made.
- (ii) Authorise the Area Team Manager in consultation with the Chairman of the Local Committee and local member to resolve any objections received in connection with the proposals.]

Reason

The Committee noted the wish of local residents for a reduced limit and the consequent safety benefits, reflecting the residential development of the road in recent years. The Area Highways Manager did not oppose the amended resolution.

54/13 A281 HORSHAM ROAD AND BIRTLEY ROAD, BRAMLEY: SPEED LIMIT ASSESSMENT [Item 12]

Local members reported that there are concerns about speeds in Bramley generally and felt that, particularly on the north side of the village, the extent of the assessment did not fully reflect the local conditions. The Area Highways Manager pointed out that the Police would not support reductions to 30mph in the areas described in the report and that, if the Committee were to decide in favour of reduced limits, additional engineering measures would be required, for which funding would need to be allocated.

The Committee agreed a proposal from the chair that the matter be referred to the Cranleigh and Eastern Villages Local Task Group for further consideration of all the implications, including the development of a possible Integrated Transport Scheme.

Resolved that the matter be referred to the Cranleigh and Eastern Villages Local Task Group for further consideration.

Reason

ITEM 2

The Committee noted the concern of local councillors that all implications had not been fully addressed in the report.

55/13 A286 HASLEMERE ROAD BETWEEN BROOK AND GRAYSWOOD: SPEED LIMIT ASSESSMENT [Item 13]

The Committee welcomed the report, both relevant County Councillors being in support of the proposals.

Resolved

- (i) That the speed limit on the A286 Haslemere Road between Brook and Grayswood is reduced from 60mph to 50mph.
- (ii) To advertise a notice in accordance with the Traffic Regulation Act 1984, the effects of which will be to implement the proposed speed limit change and revoke any existing traffic orders necessary to implement the changes, and that subject to no objections being maintained the Order be made.
- (iii) To authorise the Area Team Manager in consultation with the Chairman of the Local Committee and local member to resolve any objections received in connection with the proposals.

Reason

Recommendations have been made based upon existing policy, in consultation with Surrey Police.

56/13 WITLEY AREA: SPEED LIMIT ASSESSMENTS [Item 14]

The report was withdrawn by officers and will be resubmitted to the 13 December 2013 meeting of the Committee.

57/13 PUBLIC CONSULTATION ON A RANGE OF HEAVY GOODS VEHICLE MITIGATION MEASURES FOR FARNHAM [Item 15]

Resolved that a report on the outcome of the consultation is delayed until after discussions with the Police have taken place and any implications for the proposals have been considered through the Farnham Local Task Group.

Reason

To allow further discussions with Surrey Police to take place.

58/13 LOCAL COMMITTEE FORWARD PROGRAMME [Item 16]

Members requested additional reports on:

- Superfast Broadband
- The outcome of the consultation on the Surrey Cycling Strategy
- Public Health and the Waverley Health and Wellbeing Partnership
- Social disadvantage in Waverley

Resolved to agree the Forward Programme 2013/14, as outlined in **Annex 1** of the report, with the inclusion of additional topics requested by members of the Committee.

Reason

Members are asked to comment on the Forward Programme so that officers can publicise the meetings and prepare the necessary reports.

Meeting ended at: 3.00 pm

Chairman

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (WAVERLEY)



DATE: 13 DECEMBER 2013

LEAD OFFICER: JACK ROBERTS (ENGINEER, PARKING STRATEGY & IMPLEMENTATION TEAM)

SUBJECT: ANNUAL REVIEW OF ON-STREET PARKING IN WAVERLEY

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 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) necessary adjustments can be made to the proposals agreed at the meeting by the Parking Team Manager in consultation with the Chairman, Vice-Chairman and local member prior to statutory consultation. An additional member may be invited for comment.
- (iii) it allocates funding as detailed in paragraph 5.1 of this report to proceed with the introduction of the parking amendments.
- (iv) 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 (and subsequently modified by (ii)) is advertised and that if no objections are maintained, the orders are made.
- (v) 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. An additional member may be invited for comment.

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 (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.
- 1.2 An assessment list comprising over 280 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 CENTRAL**Manor Road (24013)**

On the eastern side between Westbury Gardens and number 15, introduce double yellow lines to keep parking on one side of the road only in order to maintain traffic flow. In addition, introduce double yellow lines opposite the junction with Coverts Close extending up to the entrance to the hospital to maintain access and sight lines.

Hale Road (24015)

On the south side opposite Adams Park Road, extend the existing double yellow lines up to the bus stop. This will help maintain sight lines for vehicles exiting The Albion PH car park and will improve accessibility for buses and for vehicles exiting Adams Park Road.

Anstey Road (24016)

On the entire length of the western side, introduce double yellow lines excluding the lay-by section. This will keep parking on one side of the road only to maintain access. This is an amendment for the Traffic Regulation Order (TRO) only as the lines are currently on the ground.

A325 Guildford Road (24015, 24016)

Between Anstey Road and Hale Road, introduce double yellow lines on both sides of the road to maintain two way traffic flow at all times. Whilst residential parking has taken place here for some time, the parked vehicles have a significant and relentless impact on through traffic. Eastbound vehicles meet with the parked vehicles on the north side between the garage and Forge Close and are forced to wait for westbound vehicles to pass. Bearing in mind that this is an A road, and the high volume of traffic which is constant throughout the day, delays here can cause long queues of traffic and confrontations between motorists. Of a higher concern would be the delays caused to emergency service vehicles using this road. The section of Guildford Road between Anstey Road and The Shepherd and Flock R/A is already double yellow lined on both sides and, excluding the property frontages, is an identical section of road. This proposal would therefore see consistency in the yellow lines along the entire length of the A325 Guildford Road. Please note that as a result of this proposal double yellow lines will extend into the junctions of **Forge Close**, **Kimbers Lane** and **Dollis Drive**.

Stoke Hills Estate (including St James' Avenue) (24128)

At the entrances on St James' Avenue j/w Hale Road and Sumner Road j/w St James' Terrace, introduce 'permit holders only beyond this point' signing that will restrict the entire Stoke Hill Estate (including St James' Avenue) to permit holders only between Monday to Saturday 8am to 6pm. In addition, double yellow lines have been proposed on all the junctions to maintain access and sight lines and the single yellow line on the

ITEM 8

eastern side of St James' Avenue has been extended to the end of the road to keep parking on one side only. As the streets in Stoke Hills are very narrow, they are not suitable for residents parking bays which have been requested by residents in the past. However, the 'permit holders only beyond this point' restriction does not require any road markings in order for it to be enforced. It is therefore proposed to introduce this residents scheme in order to give residents priority over non residents. Please note that this residents parking area will be separate to the Farnham Controlled Parking Zone (CPZ) and they will not be linked. However, it is also proposed to allow numbers **2,4,5,6,7,9,11,13 and 15 St James' Terrace** the opportunity to purchase residents and visitor permits for the Farnham Controlled Parking Zone A. Being on the border of the zone, it may be more convenient for these residents to park in Zone A instead of the proposed Stoke Hills residents area which they would also be allowed to apply for. The St James' Terrace properties listed are those with no, or very limited off street parking.

Lower South View and Cherry Tree Close (24018)

Convert the limited waiting and permit holder bays outside numbers 1 to 7 Lower South View and opposite 9 to 16 Cherry Tree Close to 'permit holders only' bays. This will guarantee space for permit holders at each end of this area as opposed to the current situation which also allows non residents to use the limited waiting period.

Castle Street (24018)

Convert the pay and display bays outside number 74 to free parking bays with a maximum stay of 20mins applying Monday to Saturday 8am to 8pm. This will allow for quick visits to the town to take place free of charge, as requested in a local committee question submitted in July 2013.

Long Garden Walk West (24017)

Convert the sections of single yellow outside number 7a, 'Weathercocks' and number 9 to 'permit holders only' to allow residents to park within Long Garden Walk West for the first time during the day since the CPZ was introduced. The section of single yellow outside number 3 will remain as it is too close to the junction to be made into a parking bay.

The Borough (24023)

On the north side between The Hart and South Street, convert all single yellow to double yellow. This will prevent parking from taking place on this side of the street when the zone is not in operation, which is causing problems for through traffic and increasing congestion. Parking will therefore be allowed on the south side only.

Mead Lane j/w West Street (24027)

Upgrade single yellow to double yellow on the junction to maintain road safety and sight lines at all times of the day and night.

Beavers Road (24022)

Outside number 22, extend the single yellow line and reduce the parking bay as a result of a new vehicle crossover.

Crosby Way (24027)

On the junction of Crosby Way and Whitlet Close and extending northwards up to number 25, introduce double yellow lines to maintain sight lines and accessibility. In addition, at the end of Crosby Way, introduce double yellow lines from the eastern side of the Pengilly Road junction extending around the public highway extent of Crosby Way and terminating in line with the existing double yellow lines west of the Pengilly Road junction. This will help keep this junction clear and will prevent parking by non residents on the dropped kerbs that are in this vicinity.

Red Lion Lane (24129)

After the entrance to the car park, introduce 'permit holders only beyond this point' signing that will restrict the entire length of Red Lion Lane to 'permit holders only' between Monday to Saturday 8am to 6pm. This will give residents priority over non residents and will act as an upgrade to the existing 'except for access' restriction that the police find very difficult to enforce.

Trafalgar Court and Firgrove Court (24129)

At the entrance by Firgrove Hill, introduce 'permit holders only beyond this point' signing that will restrict the entire length of Trafalgar Court and the public highway part of Firgrove Court to 'permit holders only' between Monday to Saturday 8am to 6pm. This will give residents priority over non residents and will act as an upgrade to the existing 'except for access' restriction that the police find very difficult to enforce.

Station Hill (24025)

Outside numbers 2 to 5, revoke a section of the limited waiting and permit holders parking bay and replace with double yellow lines. This will greatly improve traffic flow by allowing vehicles, especially larger ones, leaving the A31 to pass straight through without having their progress blocked by a pinch point caused by vehicles in the bay and vehicles on the opposite side of the road queuing for the traffic lights. This is a frequent problem which causes queuing traffic to increase on the A31. The section of double yellow lines chosen gives free access up to the railway station entrance.

The Fairfield (24025)

Adjacent number 24, convert the end of the parking bay to 'disabled badge holders only' at the request of a blue badge holder living in this area.

Weydon Lane (24032)

On and opposite the junction with Talbot Road, introduce double yellow lines and extending eastwards up to the parking area on the south side and up to the traffic lights on the north side. In addition, at the junction with Wrecclesham Road at the other end of the Lane, introduce double yellow lines extending eastwards on both sides from the junction up to the first vehicular entrance to the Weydon School to maintain traffic flow **(part of Farnham South area)**.

Broomleaf Road (24025, 24029, 24020)

Outside number 74, extend the existing double yellow lines on the south side up to the boundary of numbers 74 and 72. Occasionally, some westbound vehicles travel at speed around the bend and if at the same time eastbound vehicles are approaching

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the same bend the westbound vehicles have had to swerve to avoid vehicles parking on the south side section detailed above. On more than one occasion this has resulted in the wall of number 74 being hit and seriously damaged. In addition to this proposal, upgrade the existing single yellow line to double yellows on the eastern side of Broomleaf Road between number 2 and the junction with Waverley Lane. This will prevent parking on the inside of the bend here at all times of the day and night and will help maintain traffic flow and sight lines by keeping parking to one side of the street only, outside of CPZ hours.

Menin Way (24030)

By the junction with Waverley Lane, revoke the two car limited waiting bay and replace with double yellow lines. This will help improve traffic flow by allowing vehicles to pass each other at this point more easily and will address residents concerns that have been repeated over the past few years since the bay was first installed.

Tilford Road (24034)

Outside numbers 50 and 52 extend the permit holders only parking bay and reduce the double yellow lines to provide additional parking without compromising road safety. This is an amendment for the TRO only as this is already the layout on the ground. In addition, outside number 62, revoke the disabled parking bay and replace with a permit holders only bay as the disabled resident living here has passed away.

Waverley Lane (24029, 24132)

Extend the existing double yellow lines that currently terminate just south of Old Compton Lane on both sides of the road southwards up to and covering the junction with **Abbot's Ride**. This length of road is not ideal for parking due to the slight bend and hill throughout but it can occur on occasion and can obstruct sight lines for vehicles exiting onto Waverley Lane, particularly Uplands Road and Stoneyfields residents. The Abbot's Ride junction is a solid termination point for this extension and will help manage any possible displacement of vehicles. In addition to this proposal, revoke part of the parking bay outside number 15 Waverley Lane and replace with a single yellow line of the same length to compensate for the widening of a vehicle crossover.

Morley Road (24034)

On the north side, introduce double yellow lines to keep parking on the south side only to maintain traffic flow. On the south side, introduce several sections of double yellow lines in order to cover all dropped residential accesses and contain parking within certain parts of the street only. This will improve sight lines for residents coming out of their drives and will better manage parking in the street.

York Road (24034, 24111)

On the north side, introduce double yellow lines to keep parking on the south side only to maintain traffic flow. On the south side, introduce several sections of double yellow lines in order to cover all dropped residential accesses and contain parking within certain parts of the street only. This will improve sight lines for residents coming out of their drives and will better manage parking in the street. In addition, introduce a limited waiting parking bay (4 hours maximum stay) outside number 2 to keep a section of the road available for short term visitors.

Lancaster Avenue (24121)

On the western side, introduce a single yellow line along the entire length excluding a 5 car length unrestricted section and proposed 2 car length limited waiting bay (4 hours maximum stay) adjacent number 6 York Road. On the eastern side, extend the existing double yellow lines slightly beyond the access to number 1 Lancaster Avenue in order to prevent a bottle neck from occurring as a result of the 5 car gap and 2 car bay detailed above. After this point, introduce a single yellow line along the remaining section of the road on this eastern side. Finally, introduce double yellow lines on the junction of **Great Austins** and Lancaster Avenue to maintain road safety and sight lines (**part of Farnham South area**). The single yellow lines on both sides of Lancaster Avenue will have a 1 hour restriction to prevent all day parking from taking place. This will reduce the overall number of cars in the road and as a result will improve two way traffic flow. In addition, it will improve sight lines for residents exiting their properties and will help manage displacement from the Morley Road and York Road proposals. The 2 car length limited waiting bay will provide the opportunity for visitor parking to take place, particularly whilst the 1 hour restriction is in effect.

Longley Road (24029)

Extend the existing single yellow line outside number 20 further southwards up to the boundary of numbers 26 and 28. This will address a number of concerns that residents have here about poor sight lines when exiting their driveways. In addition, it will provide another passing place for the street and improve traffic flow during busy periods.

Farnham Controlled Parking Zone A (Town Centre Zone) (No Drawing)

Introduce Business Permits at a cost of £500 per annum (according to current Surrey parking policy). This will allow businesses the opportunity to purchase permits that could be used in any 'permit holder' signed bay within the Town Centre CPZ. This amendment for the Traffic Regulation Order requires committee approval and to be formally advertised before the change can be introduced.

3.2 FARNHAM NORTH

Weybourne Road j/w Weywood Lane (24126)

Introduce double yellow lines on the junction to maintain road safety and sight lines.

Farnborough Road (24005)

In the lay-by just north of Brooklands Road, revoke the double yellow line restriction to allow unrestricted parking to take place within this lay-by.

Bullers Road (24006)

At the end of Bullers Road, reduce the double yellow lines on both sides so that they do not cover the driveways to numbers 33 and 38 (as requested by these residents).

Heath Lane (24119)

Introduce double yellow lines on the western side between Upper Hale Road and Bethel Close to prevent parking in this bottle neck section and to maintain access at all times.

Upper Hale Road j/w Spring Lane (24127)

Introduce double yellow lines on this junction to maintain road safety and sight lines.

Upper Hale Road (24127)

On the north side, opposite the junction with Spring Lane, introduce double yellow lines extending eastwards up to the end of the dropped kerb located near the tip of triangular footpath layout. Continuing eastwards, a unrestricted parking bay would be installed for approximately 7 cars followed by a bus stop clearway marking for 25m. This will better manage parking in this area which can become heavily parked during school pick up and drop off times. In addition it will prevent parking opposite the junction with Spring Lane which has been raised as an issue by residents for some time and will maintain access to the bus stop.

3.3 FARNHAM SOUTH

Lancaster Avenue j/w Great Austins (24121)

Introduce double yellow lines on the junction to maintain sight lines and road safety.

Weydon Lane j/w Wrecclesham Road (24035)

Introduce double yellow lines extending eastwards on both sides from the junction up to the first vehicular entrance to the Weydon School to maintain traffic flow

Little Green Lane (24037)

Opposite numbers 28 to 32, make the existing advisory school keep clear marking into an enforceable keep clear to maintain access to the school during peak times.

Little Austins Road (24121, 24130)

Introduce a single yellow line applying for 1 hour of the day on both sides of the street in order to prevent all day parking by commuters from taking place. This will make it easier for residents to access their drives and will keep the road clear for school pick ups and drop offs to take place. In addition, introduce double yellow lines on the junction with **Greenhill Road** to maintain road safety and sight lines.

Mavins Road (24121, 24130)

Introduce a single yellow line applying for 1 hour of the day on both sides of the street in order to prevent all day parking by commuters from taking place. This will make it easier for residents to access their drives and will keep the road clear for school pick ups and drop offs to take place. In addition, introduce double yellow lines on the junction with **Greenhill Road** and **Middle Avenue** to maintain road safety and sight lines.

Vicarage Hill j/w Old Church Lane (24038)

On Vicarage Hill, introduce double yellow lines to the east of the junction with Old Church Lane to maintain sight lines for vehicle using this very sharp angled junction.

Stream Farm Close j/w Frensham Road (24131)

On Stream Farm Close, approaching the junction, upgrade the existing white line markings to double yellow lines to maintain traffic flow for vehicles entering and exiting Stream Farm Close. The double yellow lines will terminate at Frensham Road.

Frensham Road j/w Gold Hill (Private) (24039)

Introduce double yellow lines on the public highway section of this junction to maintain sight lines and road safety.

3.4 GODALMING NORTH**Town End Street, Latimer Road, Carlos Street, Croft Road, Upper Queen Street and South Street, Godalming (24075, 24076)**

In these streets, introduce a permit holders only scheme applying 8am to 6pm Monday to Saturday through the introduction of 'permit holders only beyond this point' signing at the entrances of Croft Road j/w Holloway Hill, Croft j/w Brighton Road and Latimer Road j/w Brighton Road. All of these streets have requested residents parking at some stage since the parking team at Surrey was created. However, due to the narrow widths of some of these streets it hasn't been possible in the past to introduce the parking bays required to enforce a permit holder restriction. The relatively new restriction of 'permit holders only beyond this point' does not require road markings to be enforceable and this has now allowed us the option to cover all of the streets listed above in one permit area. All existing double yellow lines will need to remain in place for safety, access and sight line reasons and the 4 hour limited waiting bays on Croft Road will have to be revoked to make way for permit spaces. Overall, the proposed scheme would help residents in this area find a parking space near to where they live as these streets are also parked in by commuters and by people visiting and working in the town centre. The permits would be useable in any of the roads listed above as they would all have the same permit identification letter. Properties fronting **Holloway Hill** in the vicinity of Croft Road would be allowed to apply for permits.

Mint Street and Station Road, Godalming (24077)

In Mint Street, introduce a 'permit holders only beyond this point' scheme at the entry point from Station Road. This will give these residents with no off street parking priority over non residents. In addition, convert the existing unrestricted parking bays on Station Road to 'permit holders only'. Both these Station Road bays and the Mint Street permit area will have the same permit identification letter and therefore permits could be used in either location. Mint Street, Mill Lane and Station Road properties would all be eligible for permits to use either in Mint Street or Station Road.

Victoria Road, Godalming (24079)

Introduce a 'permit holders only beyond this point' restriction to give residents priority over non residents. No property in this street has off street parking and therefore the demand for residents to park on street is very high. This scheme will help residents to find a space outside their property.

Catteshall Road, Warramill Road and Brock's Close, Godalming (24086)

On the crossroads junction of Warramill Road, Catteshall Road and Brock's Close, introduce double yellow lines to maintain road safety and sight lines. On the east side of Catteshall Road to the south of Lammas Road, extend the existing double yellow lines up to and into the junction with Warramill Road to prevent parking on this bend and junction. In Brock's Close, introduce a double yellow line on the east side all the way round to the parking area between numbers 4 and 14 Brock's Close. This will keep parked vehicles to one side of the street only to maintain access, particularly for large vehicles and refuse collection. Finally, in Brock's Close, introduce a short section of double yellow lines to prevent parking on the bend that's south of number 1 Brock's Close.

Summers Road, Farncombe (24091, 24095)

Opposite Rush Croft, introduce a section of double yellow lines to assist with vehicles turning right out of Rush Croft. In addition, opposite Rowbury, extend the existing double yellow lines by the entrance to the leisure centre further southwards to cover the junction with Rowbury and partly beyond. This will help vehicles to turn right out of Rowbury and will give vehicles turning left out of the leisure centre a better chance to pass the junction with Rowbury without conflict with other vehicles. Outside number 9 Summers Road, extend the existing single yellow line and reduce the limited waiting parking bay to compensate for a new vehicle crossover. Finally, outside the entrance to White Star Close, introduce a section of double yellow lines and revoke a section of the limited waiting bay to maintain access and sight lines for this entrance.

George Road, Grays Road and Elizabeth Road (between Perrior Road and George Road), Farncombe (24092, 24093)

In these streets, introduce sections of permit holders only parking bays between 8am and 6pm Monday to Friday to give residents priority over non residents as this area is heavily parked and many vehicles belong to commuters using the nearby railway station. The vast majority of properties in these streets have no off street parking and this proposed scheme will significantly increase the likelihood of residents being able to park close to where they live. In addition to the permit bays, sections of double yellow lines would be introduced across all dropped kerbs and on sections of road that need to be kept clear for sight line and access reasons. Finally, the advisory disabled bays outside 9 and 117 George Road and 33 and 41 Elizabeth Road would be made into enforceable disabled bays. The existing 4 hour parking bay in George Road by the Infants School will remain in place for visitors. Please note that a 'permit holders only beyond this point' restriction, as proposed in other Godalming streets, was not possible here due to their behind existing parking bay type restrictions that needed to be retained. Namely the 4 hour bay mentioned above and the enforceable disabled parking bay outside number 73. For this type of permit holder restriction to be introduced the road(s) have to be free of any non yellow line type parking restrictions which could not be achieved here.

Manor Gardens, Farncombe (24090)

By the junction with Farncombe Street, reduce the existing single yellow lines on both sides to give residents additional unrestricted space at the request of the residents themselves.

Ballfield Road, Farncombe (24087)

On the junctions with **Frith Hill Road, Richmond Road and Ormonde Road**, introduce double yellow lines to maintain road safety and sight lines.

Fern Road, Farncombe (24088)

Outside number 2, revoke the disabled parking bay and replace with limited waiting bay of the same length. This disabled bay is no longer required and has been requested to be removed.

Hare Lane, Farncombe (24088)

Outside numbers 64a/64b, 56-62, 48, 38 and 20-26, upgrade the existing lengths of single yellow line to double yellow to keep parking within the unrestricted parking bays at all times of the day. Outside number 18, the proposed double yellow lines will extend to the southern building line of number 18 to match the current yellow line layout on the ground following the construction of a kerb build out.

Hare Lane j/w Wolseley Road, Farncombe (24088)

Upgrade the single yellow lines on the junction to double yellow to maintain road safety and sight lines at all times of the day. On the south side, upgrade all of the existing single yellow line that is currently up to number 58 Wolseley Road to double yellow to maintain access at all times. This side of the road has no footway and parking here would obstruct traffic flow if it were to take place in addition to parked vehicles on the opposite side.

Meadrow, Farncombe (24088)

West of the junction with King's Road, revoke a 10m section of double yellow lines on the north side (opposite number 80 Meadrow) and a 5m section on the south side (outside 82 to 84a Meadrow). These unrestricted spaces will give the Meadrow residents that have no off street parking the opportunity to park on street.

3.5 GODALMING SOUTH, MILFORD AND WITLEY**Oakdene Road, Godalming (24124)**

Introduce double yellow lines on both sides of the bend to maintain road safety and sight lines.

Tuesley Lane j/w Duncombe Road, Godalming (24124)

Introduce double yellow lines on the junction to maintain road safety and sight lines.

Busbridge Lane j/w Crownpits Lane, Godalming (24124)

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

The Drive, Godalming (24070)

Opposite property 'Fairfield Cottage' introduce a short section of double yellow lines extending from the school keep clear marking westwards. This will prevent parking opposite the access to Fairfield Cottage which was prevented in the past when the school keep clear marking used to be longer. As a result of a study of the school keep clears this marking had to be reduced on the ground as it was longer than the legal maximum. This proposal for double yellow lines compensates for this loss. In addition, introduce a short section of double yellow lines extending from the school keep clear markings eastwards in order to prevent parking in the vicinity of The Close access.

The Drive j/w Hambledon Road and Brighton Road, Godalming (24070)

Upgrade the existing single yellow lines on this junction to double yellow to maintain road safety and sight lines at all times of the day.

Shackstead Lane, Godalming (24073)

Introduce double yellow lines extending from within **Grove Road** to opposite and partly beyond the junction with Waterside Lane. This will help maintain sight lines for traffic entering Shackstead Lane from the Ockford Road roundabout and also traffic exiting Grove Road and Waterside Lane.

Greenhill Close j/w Tuesley Lane, Godalming (24133)

Introduce double yellow lines on the junction to maintain road safety and sight lines.

Busbridge Lane, Godalming (24133)

Introduce a single yellow line restriction on both sides of the road between the two existing areas of double yellow lines. This will prevent all day parking taking place and reduce the overall numbers of parked cars in the street improving sight lines, traffic flow and access to and from driveways.

Portsmouth Road, Milford (24067)

To the east of The Lawns, on the north side, fill in the gap between the two lengths of existing double yellow lines to keep parking on the south side only to maintain traffic flow. In addition, on the south side, extend the existing double yellow lines to the east of The Lawns further eastwards to improve sight lines for vehicles exiting The Lawns.

New Road, Wormley (24061, 24136)

From Petworth Road up to the existing single yellow lines, introduce double yellow lines on both sides in order to eradicate all verge parking which is currently taking place and causing significant damage to the verges. Whilst the verge parking is contained to a certain area, displacement to other parts of the road is very likely which is why the proposal covers all remaining lengths of New Road.

Combe Lane, Wormley (24061, 24135)

From Petworth Road up to the existing double yellow lines, introduce double yellow lines on both sides in order to prevent any displacement of vehicles here from New

Road. Whilst there is a footway here, the slight bend and hill does not make this location suitable for parking, particularly after dark.

Brook Road, Wormley (24135)

On the south side, between Bridewell Close and Petworth Road, introduce sections of double yellow lines to cover all accesses. Opposite Bridewell Close and outside the Surrey Heights Nursing Home, introduce two long sections of double yellow lines to prevent parking opposite Bridewell Close and outside the entrances to the nursing home, Heights Cottage and Cheyne Lodge. This will serve as an upgrade from the advisory white lines that are currently in place here and will also act as passing places for through traffic.

3.6 WAVERLEY WESTERN VILLAGES

Thursley Road, Elstead (24142)

On the north side, introduce double yellow lines starting from Hope Street and extending northwards up to the triangular green area to prevent parking on this slight bend that leads up to the grocery store. In addition, introduce double yellow lines on each Thursley Road corner of the triangular green area to prevent parking close to the junctions.

Milford Road j/w Upper Springfield, Elstead (24142)

Introduce double yellow lines on the junction extending further on the western side in order to cover the entrance to Back Lane. This will help maintain access, road safety and sight lines.

Tower Road, Hindhead (24137)

On the junction with **Portsmouth Road** introduce double yellow lines covering the junction and extending up to the existing school keep clear marking on both sides. This will maintain road safety, traffic flow and sight lines on and on approach to this junction. In addition, introduce double yellow lines on the junction with **Glenville Gardens** extending northwards on both sides of Tower Road to maintain access and sight lines for vehicles entering and exiting Moorlands Close and to provide a passing place in this part of the street.

London Road, Hindhead (24045)

Introduce double yellow lines in the vicinity of the Devils Punch Bowl Hotel and entrance to the Devils Punch Bowl. The majority of these double yellow lines are already on the ground but this proposal would see them extended up to the western building line of the hotel in order to assist with the turning of larger vehicles and maintain access to the Devils Punch Bowl at all times.

3.7 WAVERLEY EASTERN VILLAGES

The Street, Womersley (24134)

Outside the Post Office, introduce a 20 minute limited waiting bay to provide a better turnover of parked vehicles. This will allow for short term visits to the Post Office and the area as a whole. At either side of this bay introduce sections of double yellow lines

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to prevent parking outside of the proposed bay that would be too close to the junctions and give way markings at either end. In addition, provide an additional 20 minute parking bay outside Fern Cottage and Rockville House for the same reasons. It is also proposed to double yellow line around the sheltered seating area that is located in front of the Post Office to keep parking on one side of the road only.

Eastwood Road j/w Riverside Drive, Bramley (24115)

South of Riverside Drive, extend the existing double yellow lines on the junction further southwards to cover the drive to number 6. This is at the request of the resident.

Horsham Road, Bramley (24096)

In the lay-by opposite Summerpool House, revoke the double yellow lines so that they no longer extend into this lay-by. This will allow parking to take place within this new lay-by area. In addition, outside Robertson & Sons, extend the existing double yellow lines so that they cover the access to this store. After this point, introduce a 14m section of single yellow line preventing parking between 7am and 10am Monday to Saturday. This restriction is intended to keep part of the parking area here free for deliveries to take place during these times. This would help keep large delivery vehicles off the main carriageway by providing a designated loading area for a set period.

3.8 HASLEMERE

Weydown Road (24050, 24052, 24116, 24138, 24139)

Along the entire length of the road, introduce sections of single yellow line applying 8.30am to 5.30pm Monday to Friday in order to prevent parking on both sides of the road in any one place. A section of single yellow closest to Derby Road on the western side of Weydown Road will have a restriction applying only between 3pm to 5pm Monday to Friday in order to benefit visitors to the nearby Church. Weydown Road is currently heavily parked by commuters on both sides of the road which makes the passing of two way traffic very difficult, obstructs sight lines due to the bend in the road and puts cyclists at an increased risk due to their unnatural position in the road. In addition to these proposals, double yellow lines will be provided on the Weydown Road junction with High Lane and the existing single yellow lines by the junction with Derby Road will be upgraded to double yellow.

Derby Road j/w Weydown Road (24052)

Upgrade the single yellow lines on this junction to double yellow to maintain sight lines at all times of the day.

High Lane j/w Derby Road and Weycombe Road (24140)

Introduce double yellow lines on this staggered set of junctions to maintain sight lines and road safety. In addition, keeping this area clear will help the school crossing patrol officer who works by the Derby Road junction.

Derby Road (24050)

West of the junction with Church Road, extend the existing double yellow lines on the north and south side further westwards in order to cover driveways and give better sight lines and access, particularly during school pick up and drop off times. In addition, downgrade the section of 8.30am to 6.30pm single yellow line restriction outside Derby House to the same times as per the remainder of Derby Road (10am to 2.30pm). This will provide additional parking during school pick up and drop off times.

Church Road (24050)

Outside the accesses to numbers 15, 17 and 19, introduce two lengths of double yellow lines to improve sight lines for these drives and to limit the parking between the two dropped kerbs to two vehicles as opposed to three vehicles.

Tanners Lane (24055)

Extend the existing double yellow lines on both sides of the road to improve traffic flow and sight lines. On the south side the lines will extend up to the Church Green Cottages. On the north side the lines will extend up to the extent of the white dashed edge of carriageway marking by Church Hill Gate.

Bridge Road (24054)

Extend the existing double yellow lines by the junction with Popes Mead up to number 13 Bridge Road. This will help with the passing of traffic without impacting too significantly on the current parking practices of Bridge Road residents.

West Street (Service Road by Fire Station) (24054)

The residents parking bay here is underused during the day and it is therefore proposed to introduce a free one hour limited waiting period (in addition to permit holders) in order to allow this bay to be used by visitors to the nearby shops as well as by existing resident permit holders.

Sandrock (24117)

Opposite numbers 10 and 11, extend the existing double yellow lines opposite the driveway of number 11 to assist with access to and from this drive.

Courts Hill Road (24058, 24117)

On the north side introduce 4 lengths of double yellow lines to prevent parking opposite the drives to numbers 1a, 3 to 9, 11 and 15. In Courts Hill Road parking only takes place on the north side and this makes it difficult for residents with properties and driveways located on the south side to exit their driveways. This proposal eradicates this problem throughout the street. In addition, revoke the 'permit holders only' parking bay outside Haughton House as this bay is very underused during the day and is causing unnecessary displacement of vehicles to the eastern half of Courts Hill Road. It is also proposed to allow properties with steep or narrow driveways on the north side of the road to have up to 2 residents parking permits if required.

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Kings Road (24057)

Extend the existing double yellow lines on both sides of the road southwards up to and partly beyond the Leisure Centre entrance to prevent parking on this section of bend to maintain sight lines and road safety. This is a change for the TRO only to match the layout currently on the ground.

St Christopher's Green (24051)

On the unrestricted section by the church, introduce a 2 hour limited waiting bay for three vehicles (same restriction as Bunch Lane) in order to provide additional visitor parking for the Church or nearby shops. On the residential side on St Christopher's Green, extend the existing double yellow lines by the garage to cover the dropped kerb for this garage. In addition, outside properties 'Dawn Cottage' and 'Elmbank', convert this section of residents bay here to permit holders or 1 hour limited waiting. As this parking bay is underused during the day, having these two end spaces available for visitors to the shops will make better use of the available space.

Lion Green (24056)

Outside the Methodist Church, revoke the single yellow line to allow parking during the day but extend the existing double yellow lines that are to the east of the church by approximately two car lengths. This extension of double yellow lines will cover the eastern access to the church and a car length beyond in order to help maintain traffic flow by clearing the white central hatching that reduces the width of the carriageway lanes at this point.

Lion Mead (24056)

Increase the limited waiting period on the parking bay from 1 hour to 2 hours in order to give additional time for church visitors.

Lion Lane (24049, 24051)

On the north eastern side of Lion Lane, introduce double yellow lines from the junction with Underwood Road (also covering this junction) northwards up to the boundary of numbers 76 and 78 (excluding the lay-by outside numbers 40 to 44). This proposal will significantly improve two way traffic flow by keeping parking on this side within the lay-by areas only and not allow parking to take place half on and half off the footway which happens during school pick up and drop off times and in the evenings.

Weysprings (24051)

Outside number 2, reduce the existing double yellow lines so that they do not cover the dropped kerb for this property. This is at the request of the resident.

Lower Road, Grayswood (24047)

On the north side between the existing school keep clear marking and double yellow lines, fill in this gap with additional double yellow lines in order to keep parking on one side of the road only in the vicinity of the Grayswood House entrance and prevent parking by this entrance.

3.9 CRANLEIGH AND EWHURST

Park Drive j/w Ewhurst Road, Hailey Place and Taylors Crescent, Cranleigh (24106)

Introduce sections of double yellow lines covering all of these junctions to maintain sight lines, improve traffic flow and prevent parking on both sides of the road in this particular part of Park Drive.

High Street (o/s Post Office), Cranleigh (24102)

Outside the Post Office by Bloggs Way, introduce double yellow lines across the dropped kerb that is currently located within a time limited parking bay. The same length of parking bay will be revoked as a result. This will maintain access to the dropped kerb which is part of a crossing point.

The Common j/w Horseshoe Lane, Cranleigh (24141)

At the top of the triangular green, introduce double yellow lines on the green side only to maintain traffic flow and sight lines here. Keeping this area clear will provide additional passing places, particularly for The Common which is heavily parked and currently lacks an additional passing place at this end.

3.10 HASLEMERE RESIDENTS PARKING UPDATE

A number of residents parking schemes were introduced in Haslemere during the summer of 2013 (in what was termed phase 1) and the majority of these have settled down and are working well. We recognised at the time that this first tranche of schemes may need adjusting and that it did not cater for some residents in the town centre area (such as Lower Street and Shepherds Hill). We planned to look at a more encompassing residents parking solution in Phase 2. This will also be linked to parking provision at the station and displacement. The outcome of a public inquiry in April 2014 about Waverley Borough Council plans for charging on the Weyhill Fairground site is also a consideration.

The residents schemes introduced in Phase 1 have become established and we now have a clearer picture of their usage and the demand for permits. Some locations are well used by permit holders and others are generally underutilised (for example the bays opposite the fire station in West Street, Sandrook and the bays outside Haughton House in Courts Hill Road). There is an opportunity to make small adjustments to make better use of the road space in this parking review, however, a phase 2 review of residents parking will need more thorough and wide spread consultation and cannot be achieved in the time scales for this review. There is also demand for residents parking in other roads such as Museum Hill, however, rather than adding residents schemes in a piecemeal way, a wider town centre review is likely to provide the best solution.

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It is therefore planned to carry out a consultation about residents parking in the Haslemere town centre area during 2014 in a separate process to this review. Possible options and issues could include:

1. Creating a town centre residents parking zone. This could mean allocating all available parking space (except for shoppers) to residents parking in and around the town centre. Eligibility for residents permits could be opened up to all residents in the zone who met the criteria and there may need to be a waiting list if demand exceeds the space available.
2. Providing more, but retaining street specific residents parking areas.
3. How to cater for local workers?
4. Minimising displacement.
5. Making the best use of the available road space.

3.11 CRANLEIGH PARKING ASSESSMENT

We have been looking at parking in Cranleigh with the county councillor, parish, borough and business community over the last few months. Our work involved monitoring parking on street and in car parks to gauge demand and availability for parking space in the village at various times during the week.

Demand for parking is highest on Thursdays when the market and other events take place. Free parking spaces are very well used and some car parks can be close to capacity. However, there are spaces in Stocklund Square on Thursdays and on other days of the week most car parks operate at lower capacity. The study identified a number of issues including:

- Further on street restrictions on roads around the High Street should be kept to a minimum. These provide additional capacity during busy periods.
- There were mixed views on whether the 1 hour time limit in the High Street bays should be changed. Some businesses felt a longer period was needed, others shorter. On balance we do not propose to change the 1 hour limit in these bays.
- Signing to car parks should be investigated.
- Better use of lay-bys in Parsonage Road outside school times.

Other suggestions by the business community for changes to Waverley Borough Car parks included:

- 'Pay on exit' system for their car parks.
- The introduction of pay by phone.
- More long term parking in Stocklund Square.
- Coach parking facility in car parks.
- Changes to tariff levels to encourage longer stays by shoppers.

These have been put to Waverley Borough Council for consideration.

3.12 WAVERLEY GENERAL – BUS STOP CLEARWAYS

The county council has a rolling programme of road marking refreshment. Over the past year or so, a number of bus stop cage markings in Waverley have been refreshed and a thick yellow line installed at the back of the cage to indicate a 'no stopping' restriction. This allows buses to pull in unhindered. Under current legislation, committee approval is required to introduce bus stop clearways, although no formal advertisement

is required. It is therefore proposed to introduce bus stop clearway markings on all existing bus stop cages in Waverley which will be introduced on the ground as part of the refreshment programme.

3.13 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.

Lea Close	Badshot Lea	Arthur Road	Farnham
St Georges Close	Badshot Lea	Baldreys	Farnham
Weybourne Road	Weybourne	Beaufort Road	Farnham
Endencroft	Bramley	Greenfield Road	Farnham
Old Rectory Close	Bramley	Hillside Road	Farnham
The Coombes	Bramley	Lynch Road	Farnham
Windrush Close	Bramley	Ridgway Road	Farnham
Farnham Road	Churt	Searle Road	Farnham
Redhearn Fields	Churt	Talbot Road	Farnham
Ewhurst Road	Cranleigh	The Fairfield	Farnham
Park Mead	Cranleigh	The Hart	Farnham
Parsonage Road	Cranleigh	Tilford Road	Farnham
St Nicholas Avenue	Cranleigh	Talbot Road	Farnham
The Mount	Cranleigh	Hoe Lane	Hascombe
Downhurst Road	Ewhurst	Bell Lane	Haslemere
The Glebe	Ewhurst	Chestnut Avenue	Haslemere
Priory Lane	Frensham	Critchmere Lane	Haslemere
Farncombe Street	Farncombe	Deepdene	Haslemere
Kings Road	Farncombe	Grayswood Road	Haslemere
Nightingale Road	Farncombe	High Street	Haslemere
Perrior Road	Farncombe	Junction Place	Haslemere
The Oval	Farncombe	Longdene Road	Haslemere
Tudor Road	Farncombe	Museum Hill	Haslemere
Ashstead	Farncombe	Pitfold Avenue	Haslemere
Brighton Road	Godalming	Scotland Lane	Haslemere
Catteshall Lane	Godalming	Station Approach	Haslemere
Deanery Road	Godalming	The Avenue	Haslemere
Hallam Road	Godalming	Three Gates Lane	Haslemere
High Street	Godalming	Wey Hill	Haslemere
Langham Close	Godalming	Woodlands Lane	Haslemere
Moss Lane	Godalming	Woolmer Hill Road	Haslemere
South Hill	Godalming	Headley Road	Hindhead
New Road	Milford	Pine Bank	Hindhead

ITEM 8

Ockfields	Milford	Boundstone Road	Wrecclesham
Station Lane	Milford	Shortheath Crescent	Wrecclesham
Boundstone Road	Rowledge	Stream Valley Road	Lower Bourne
Manley Bridge Road	Rowledge	Alma Lane	Upper Hale
The Long Road	Rowledge	Hales Reed	Upper Hale
Roke Lane	Witley		

4. CONSULTATIONS:

- 4.1 Subject to approval and budget provision being made available for 2014/15, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place in early 2014.
- 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 Spring/Summer 2014.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The cost of carrying out parking reviews (officer time) in each borough or district of the County is met by the Parking Team. However, implementation costs in total are likely to be £40,000. This will be financed by £20,000 being contributed each by the Local Committee and Parking Team budgets.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

7. LOCALISM:

- 7.1 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:

- 10.1 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 will be e-mailed to each county councillor asking them to agree with the

www.surreycc.gov.uk/waverley

ITEM 8

recommendations. If a recommendation is not agreed then discussions over the location can continue until a way forward is determined.

- 10.2 Once this stage has concluded, detailed design can begin in preparation to order both the lining and signings works 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:

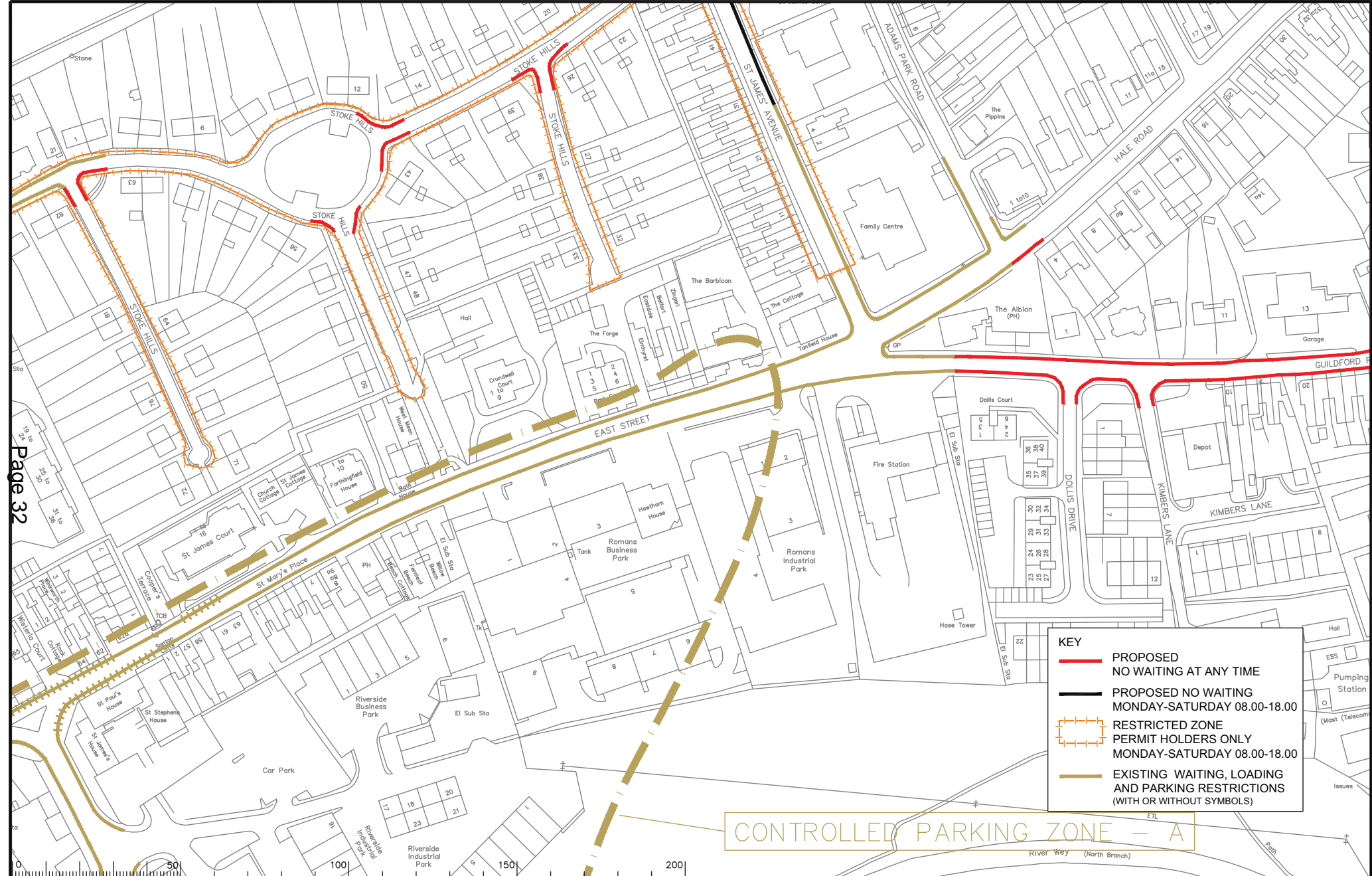
Local members and residents associations.

Annexes:



Annex A.

Sources/background papers:

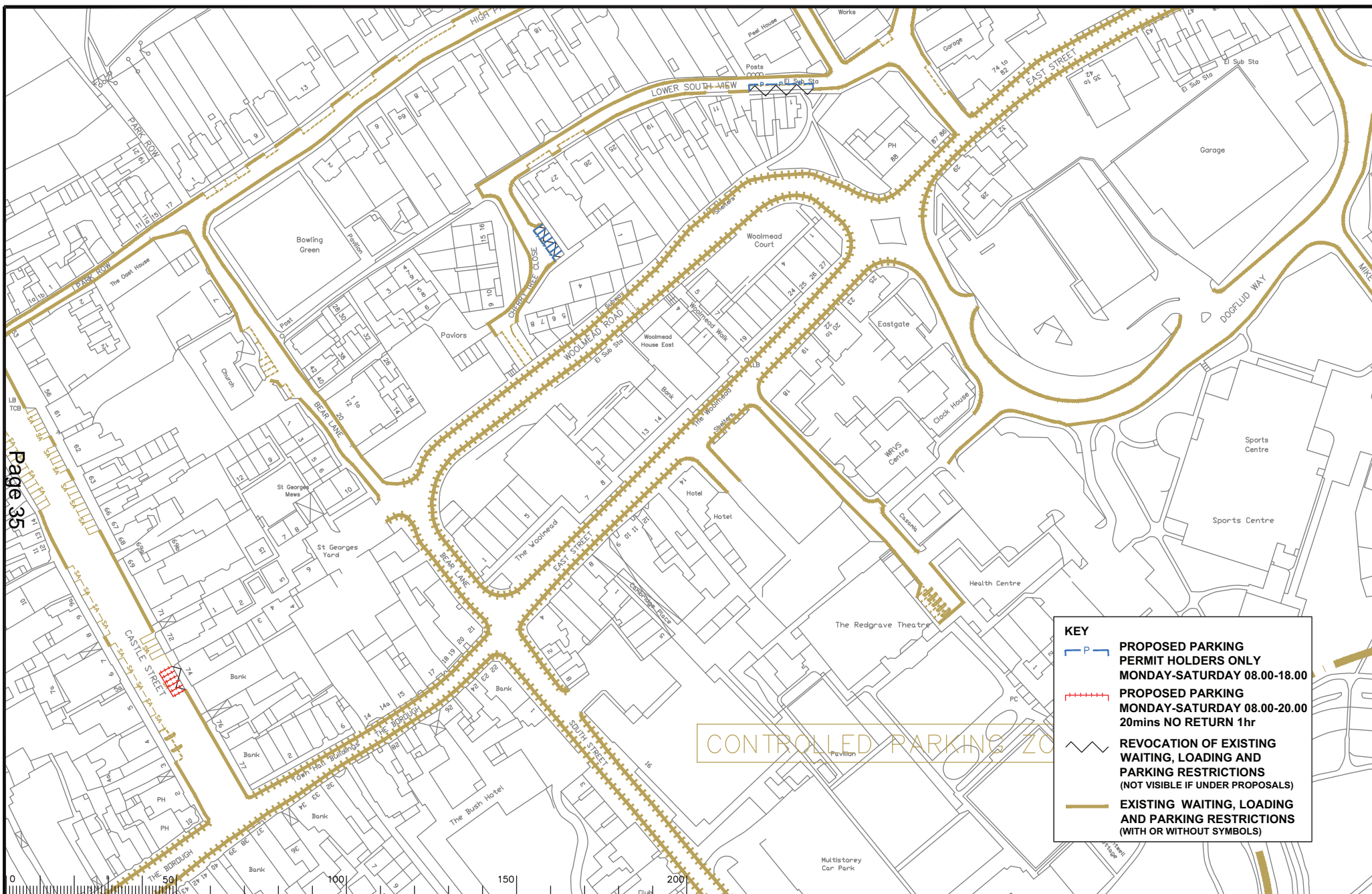
There are none.



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Notes															<div>North Point</div> 	<div>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 20822 1000.</div>	Project	WAYERLEY DPE FARNHAM		Project No. 3282/WAV	Contract Sheet No.	Drawing No. 24015	Rev. D	Classification PROPOSAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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KEY

PROPOSED PARKING PERMIT HOLDERS ONLY MONDAY-SATURDAY 08.00-18.00

PROPOSED PARKING MONDAY-SATURDAY 08.00-20.00 20mins NO RETURN 1hr

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

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

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Approved by TPC

Sig. SDC

Sig. TPC

Sig. TPC

Date 03.07

Date 03.07

Date 03.07

Project WAVERLEY DPE FARNHAM

Drawing IMPLEMENTED TRAFFIC ORDERS

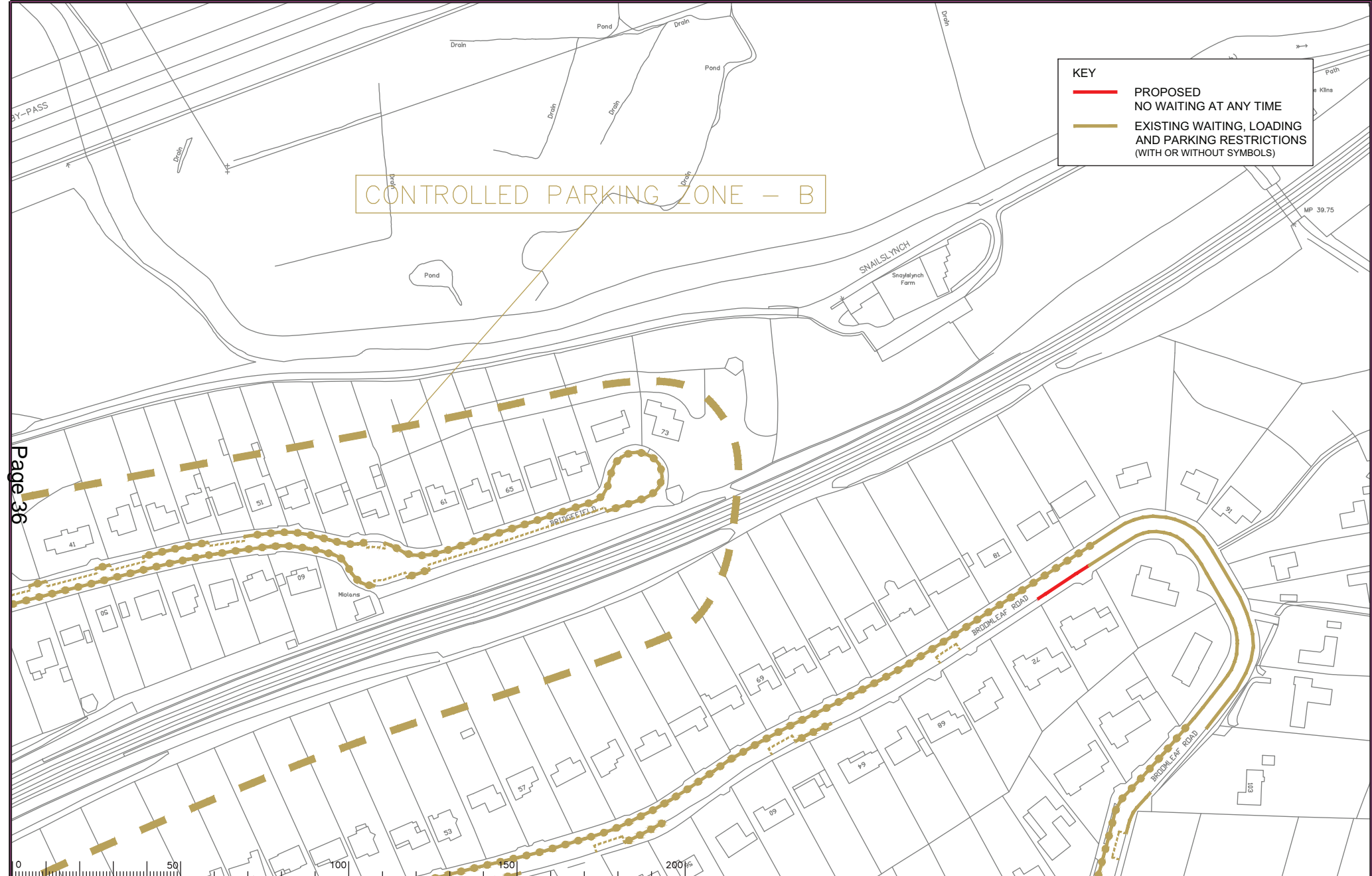
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Contract Sheet No. 24018

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SURREY COUNTY COUNCIL

Item 8



KEY

PROPOSED
NO WAITING AT ANY TIME

EXISTING WAITING, LOADING
AND PARKING RESTRICTIONS
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CONTROLLED PARKING ZONE - B

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Project

Waverley DPE
FARNHAM

IMPLEMENTS TRAFFIC ORDERS

Project No. 3282/WAV

Contract Sheet No. 24020

Rev. D

Classification PROPOSAL

SURREY COUNTY COUNCIL

Sustainable Development

Head of Operations

Michael BIRD

Project No. 3282/WAV

Contract Sheet No. 24020

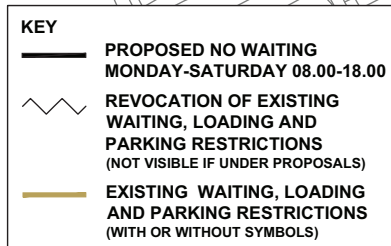
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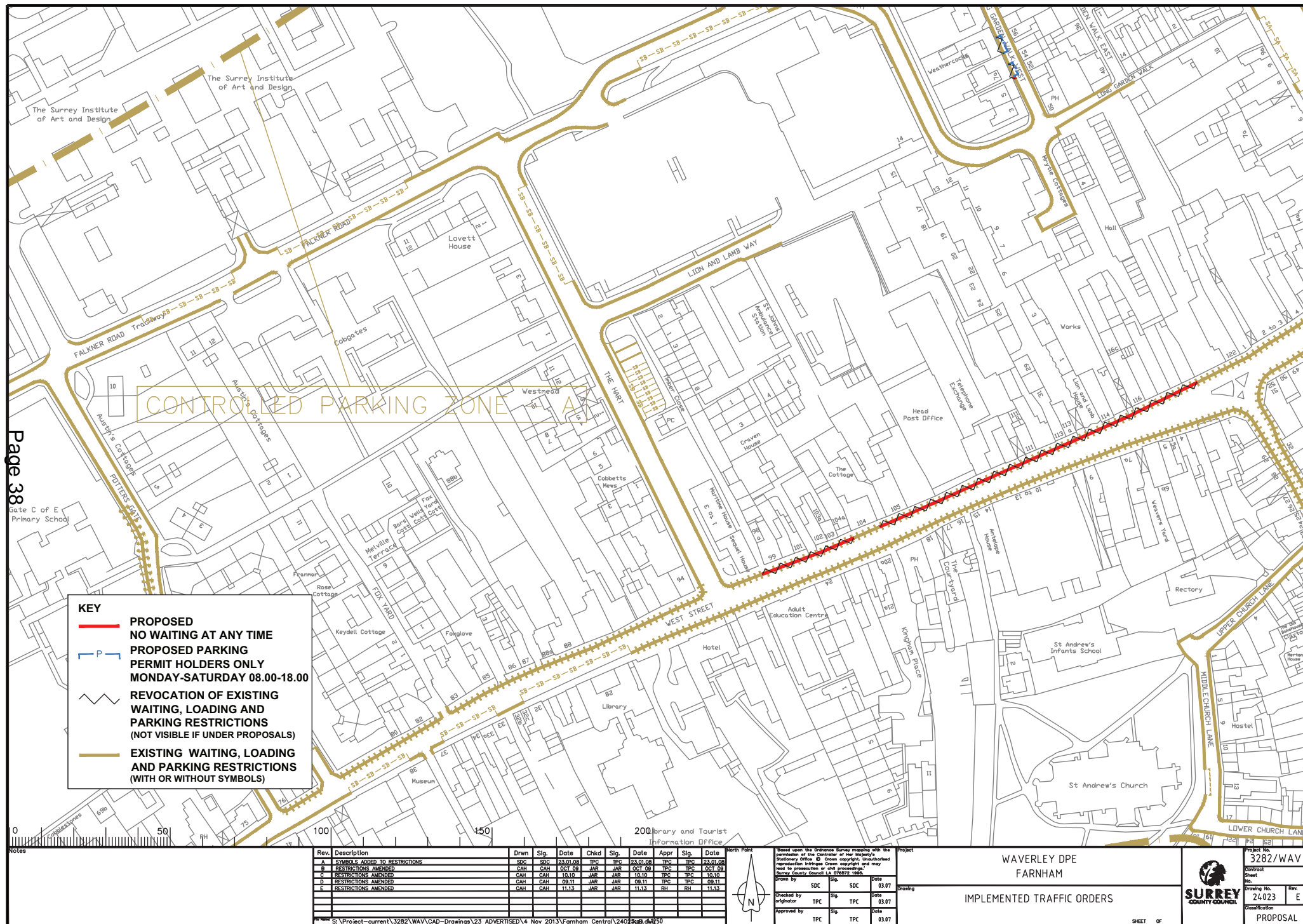
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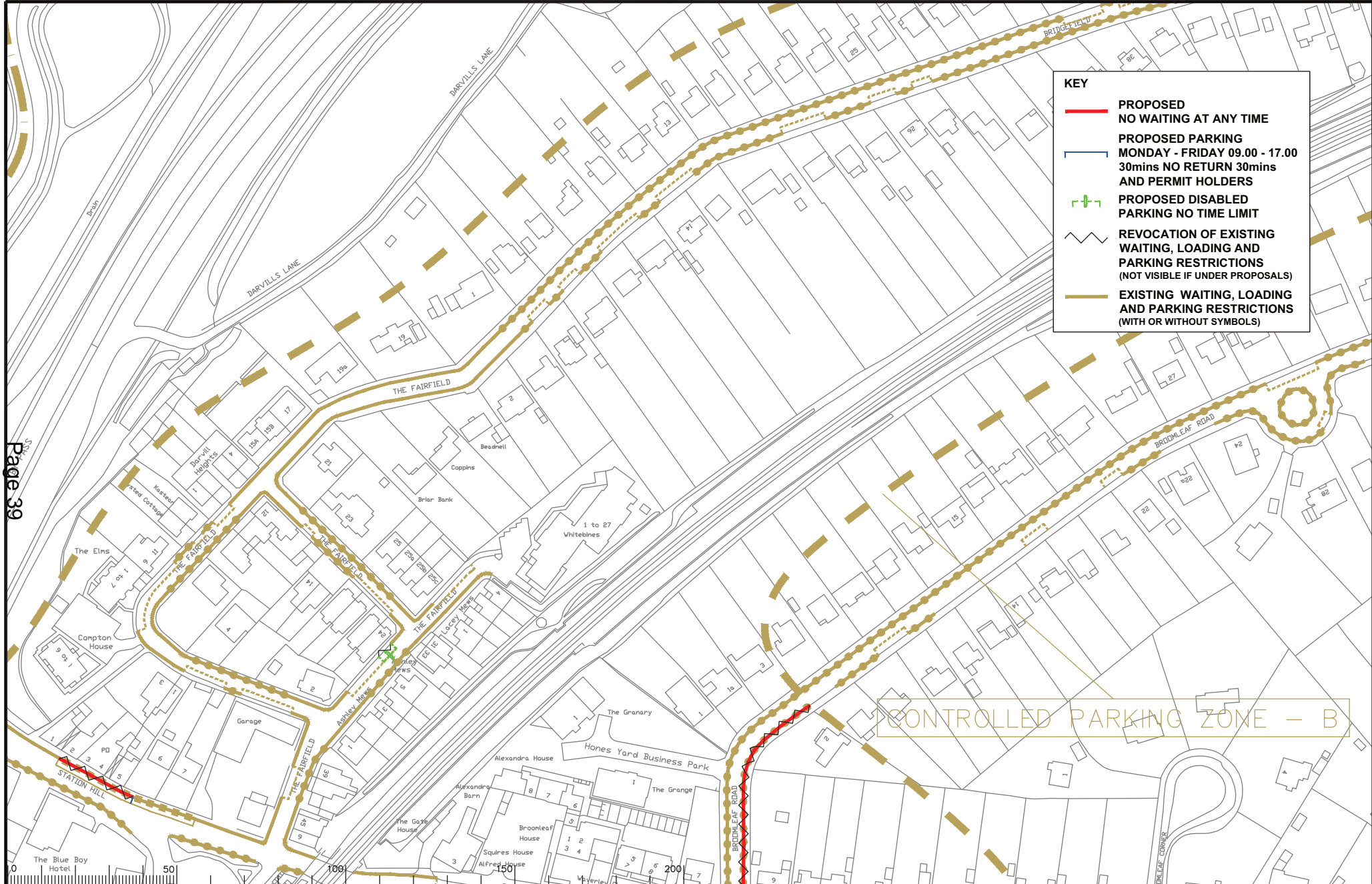
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Drawing



SURREY
COUNTY COUNCIL
Sustainable Development
Head of Transportation
S.A. Lee
88a(haw) 01483 754911 01483 754911

Project No. 3282/WAV	
Contract Sheet No.	
Drawing No. 24022	Rev. B
Classification PROPOSAL	





KEY

PROPOSED
NO WAITING AT ANY TIME

PROPOSED PARKING
MONDAY - FRIDAY 09.00 - 17.00
30mins NO RETURN 30mins
AND PERMIT HOLDERS

PROPOSED DISABLED
PARKING NO TIME LIMIT

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 – B

Notes

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Approved by TPC Sig. TPC Date 03.07

Project

Waverley DPE
FARNHAM

Implemented Traffic Orders

Project No. 3282/WAV

Contract Sheet No. 24025

Rev. D

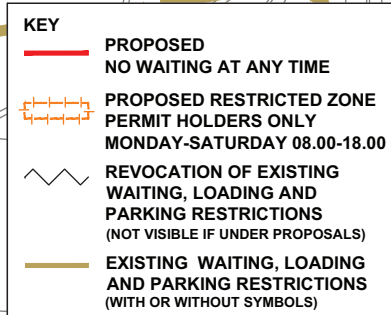
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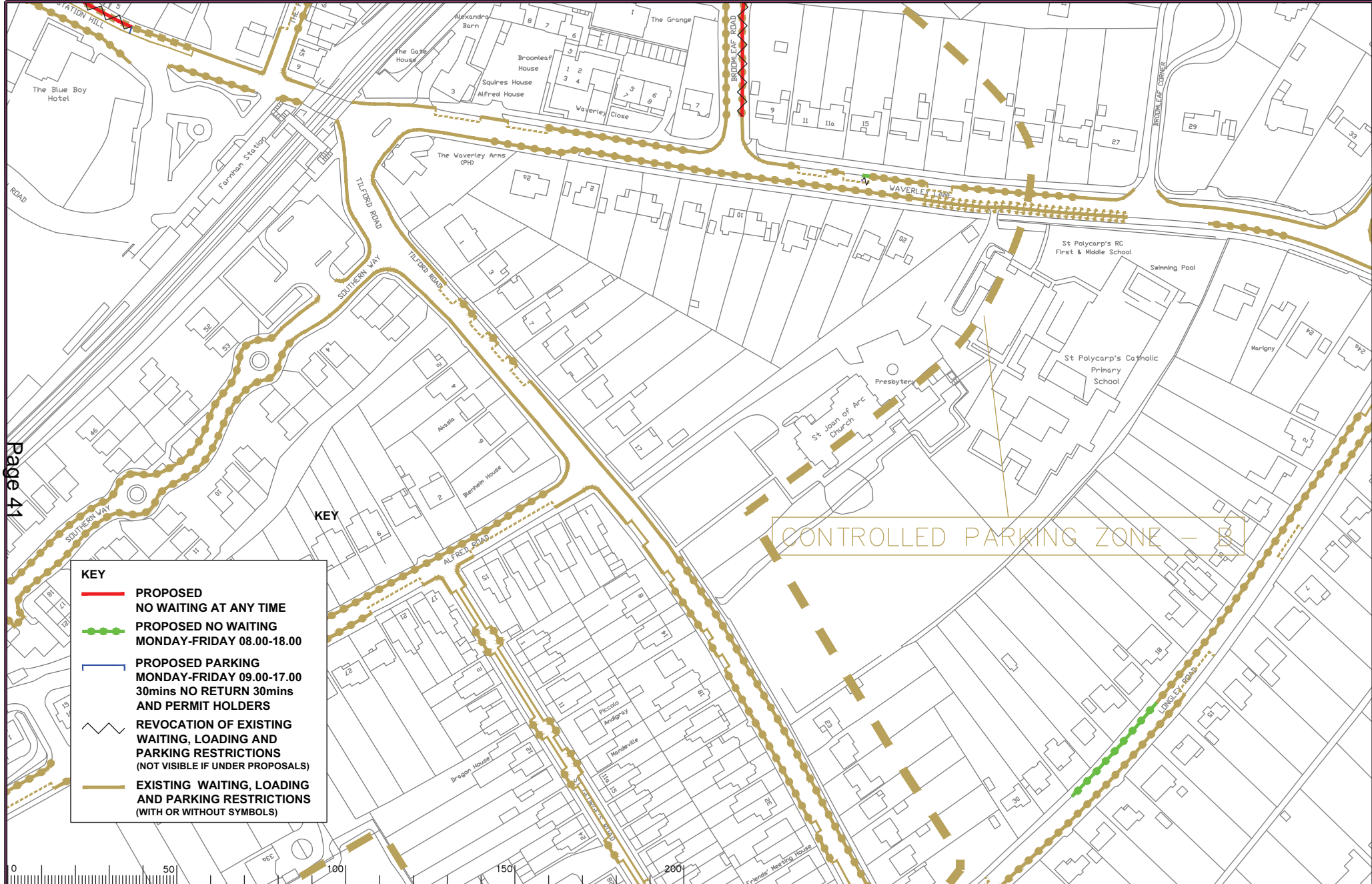
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Project
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SURREY
COUNTY COUNCIL

	Project No.	
	3282/WAV	
	Contract Sheet No.	
	Drawing No.	
	24027	Rev.
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	PROPOSAL	



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KEY

- PROPOSED NO WAITING AT ANY TIME**
- PROPOSED NO WAITING MONDAY-FRIDAY 08.00-18.00**
- PROPOSED PARKING MONDAY-FRIDAY 09.00-17.00 30mins NO RETURN 30mins AND 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)**

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CONTROLLED PARKING ZONE —

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Waverley DPE FARNHAM	3282/WAV	24029	E

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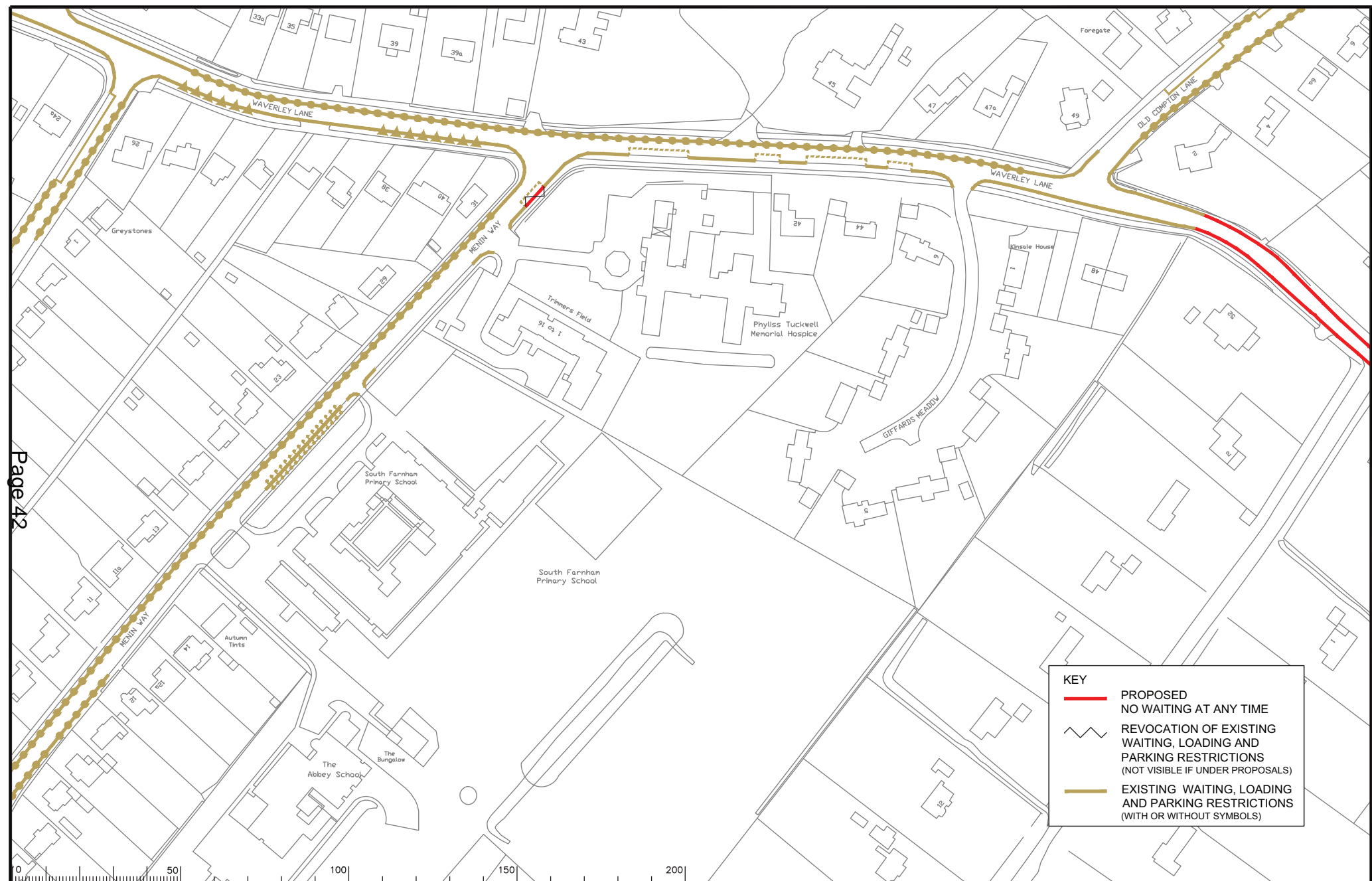
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KEY

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

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

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Project

Waverley DPE FARNHAM

IMPLEMENTED TRAFFIC ORDERS

SURREY COUNTY COUNCIL

Project No. 3282/WAV

Contract Sheet No. 24030

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3282/WAV

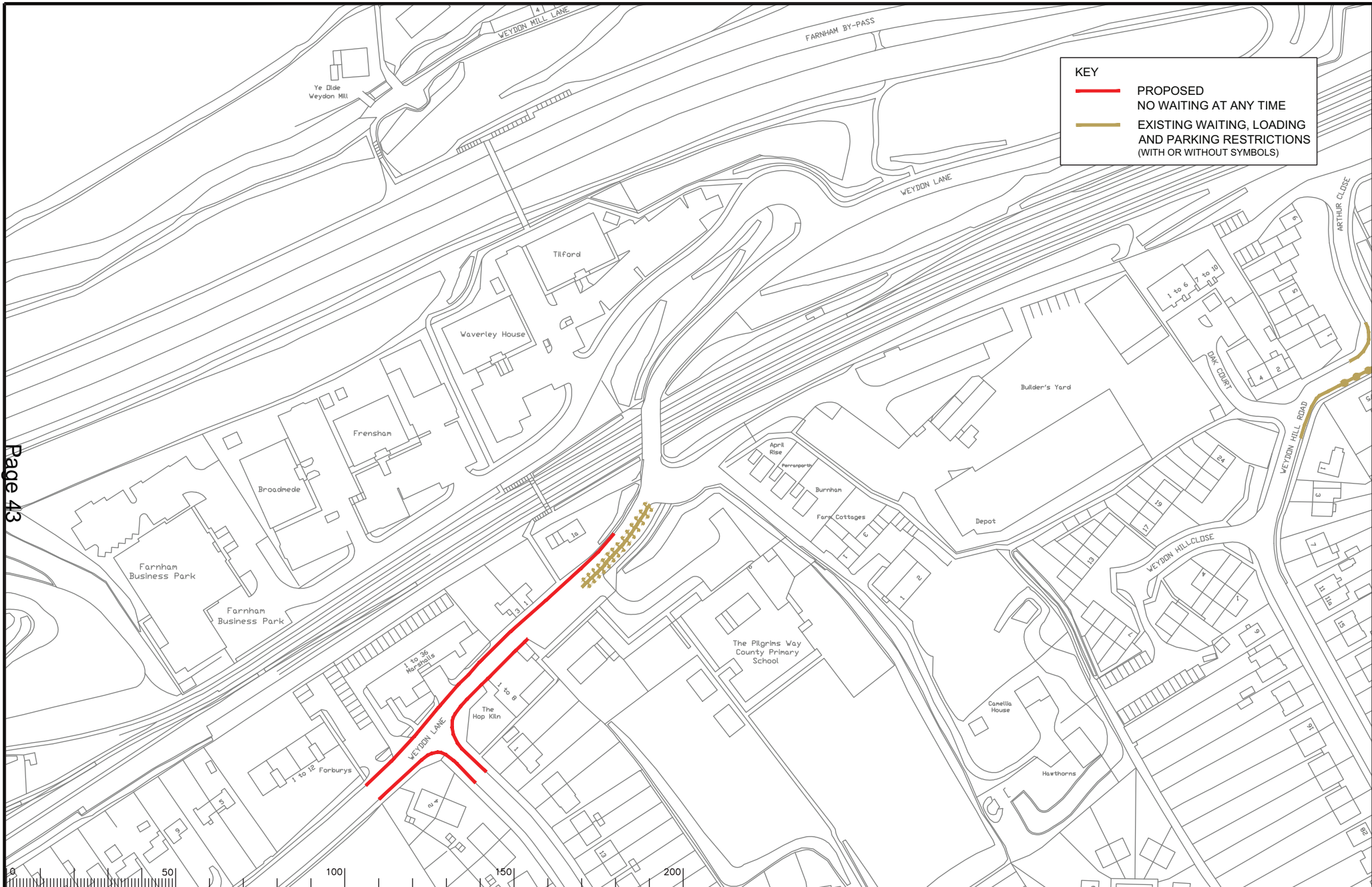
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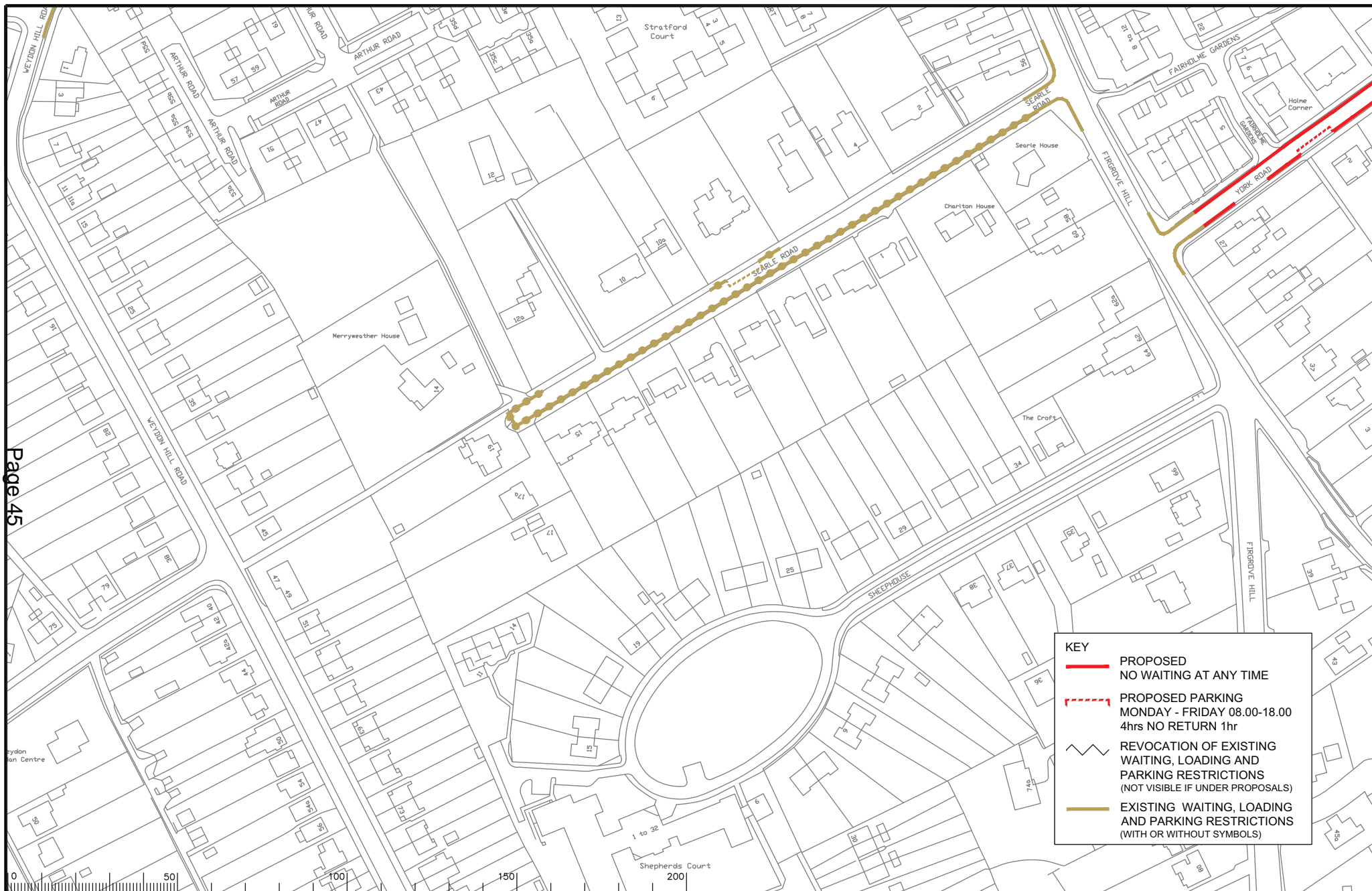


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EXISTING WAITING, LOADING
AND PARKING RESTRICTIONS
(WITH OR WITHOUT SYMBOLS)

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KEY

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	PROPOSED PARKING MONDAY - FRIDAY 08.00-18.00 4hrs NO RETURN 1hr
	REVOCATION OF EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (NOT VISIBLE IF UNDER PROPOSALS)
	EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)

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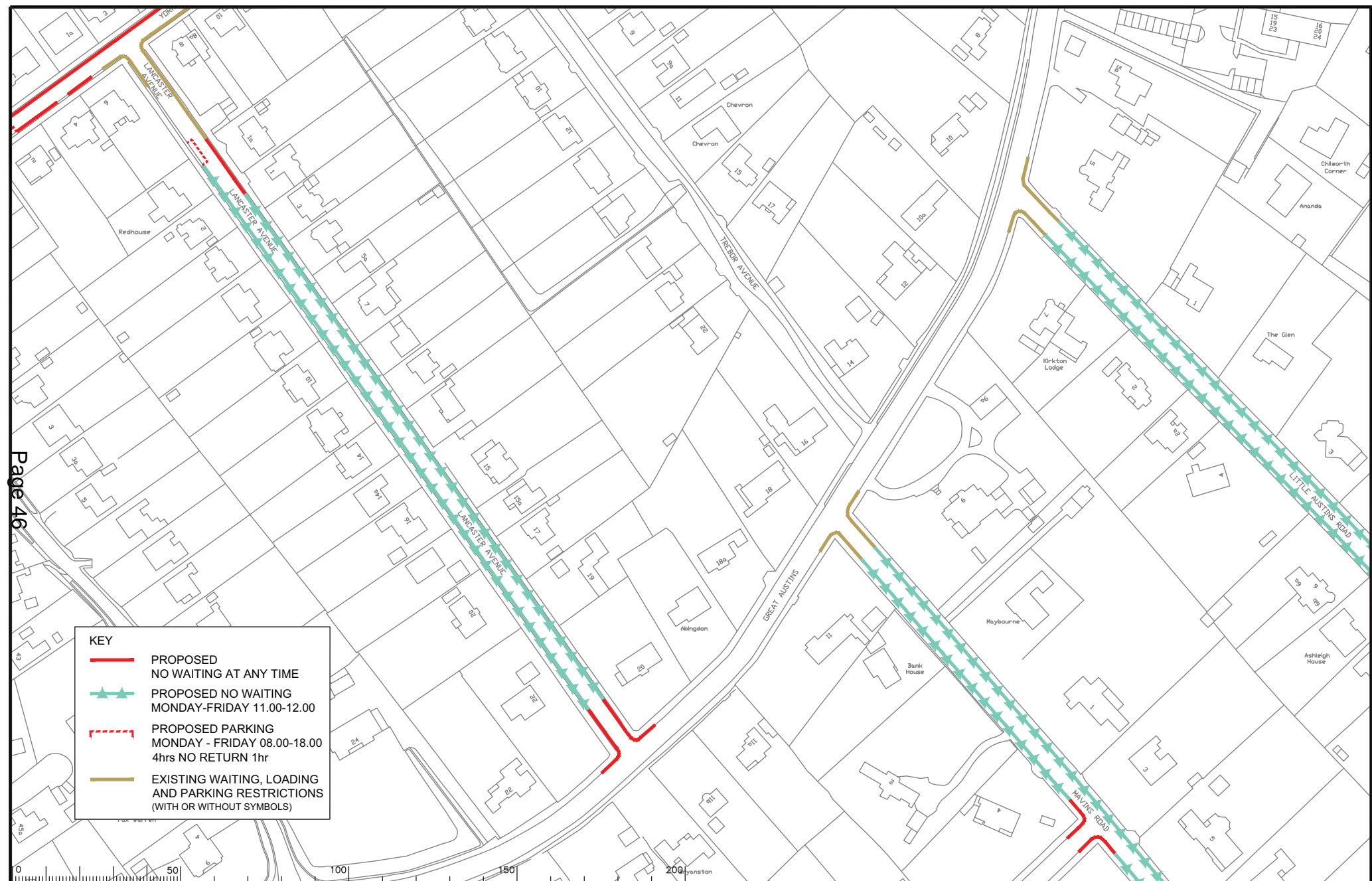
WAVERLEY DPE
FARNHAM

IMPLEMENTED TRAFFIC ORDERS



SURREY
COUNTY COUNCIL
Sustainable Development
Head of Transportation
E.A. Lott
0844 (toll free) 01430 343434 (Eng) 01430 343434 (Int)

Project No. 3282/WAV	
Contract Sheet No.	
Drawing No. 2411	Rev. B
Classification PROPOSAL	



KEY

- PROPOSED NO WAITING AT ANY TIME
- PROPOSED NO WAITING MONDAY-FRIDAY 11.00-12.00
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Project

Waverley DPE FARNHAM

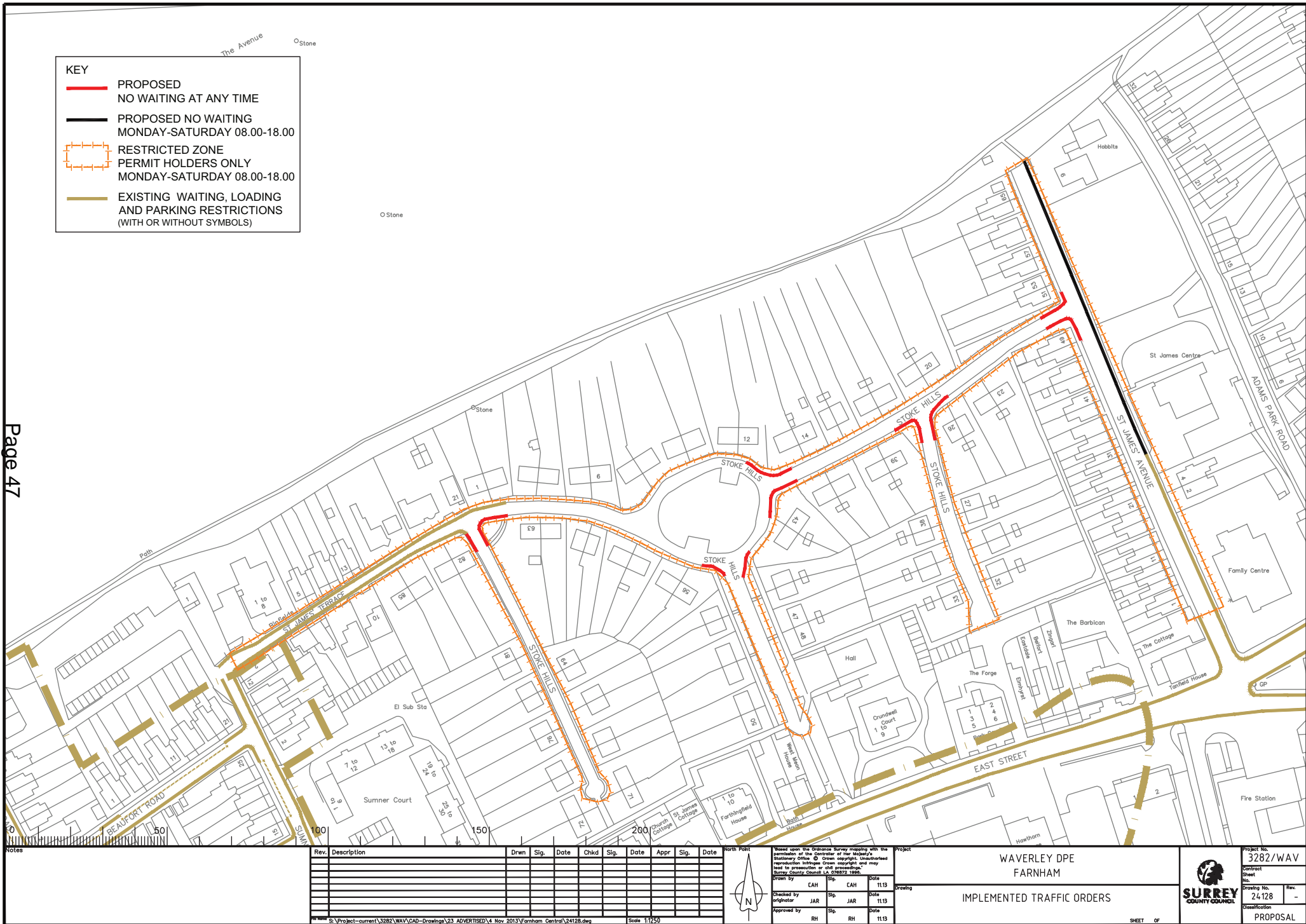
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Project No. 3282/WAV

Contract Sheet No. 24121 Rev. A


SURREY COUNTY COUNCIL

Classification PROPOSAL







 PROPOSED
 NO WAITING AT ANY TIME
 EXISTING WAITING, LOADING
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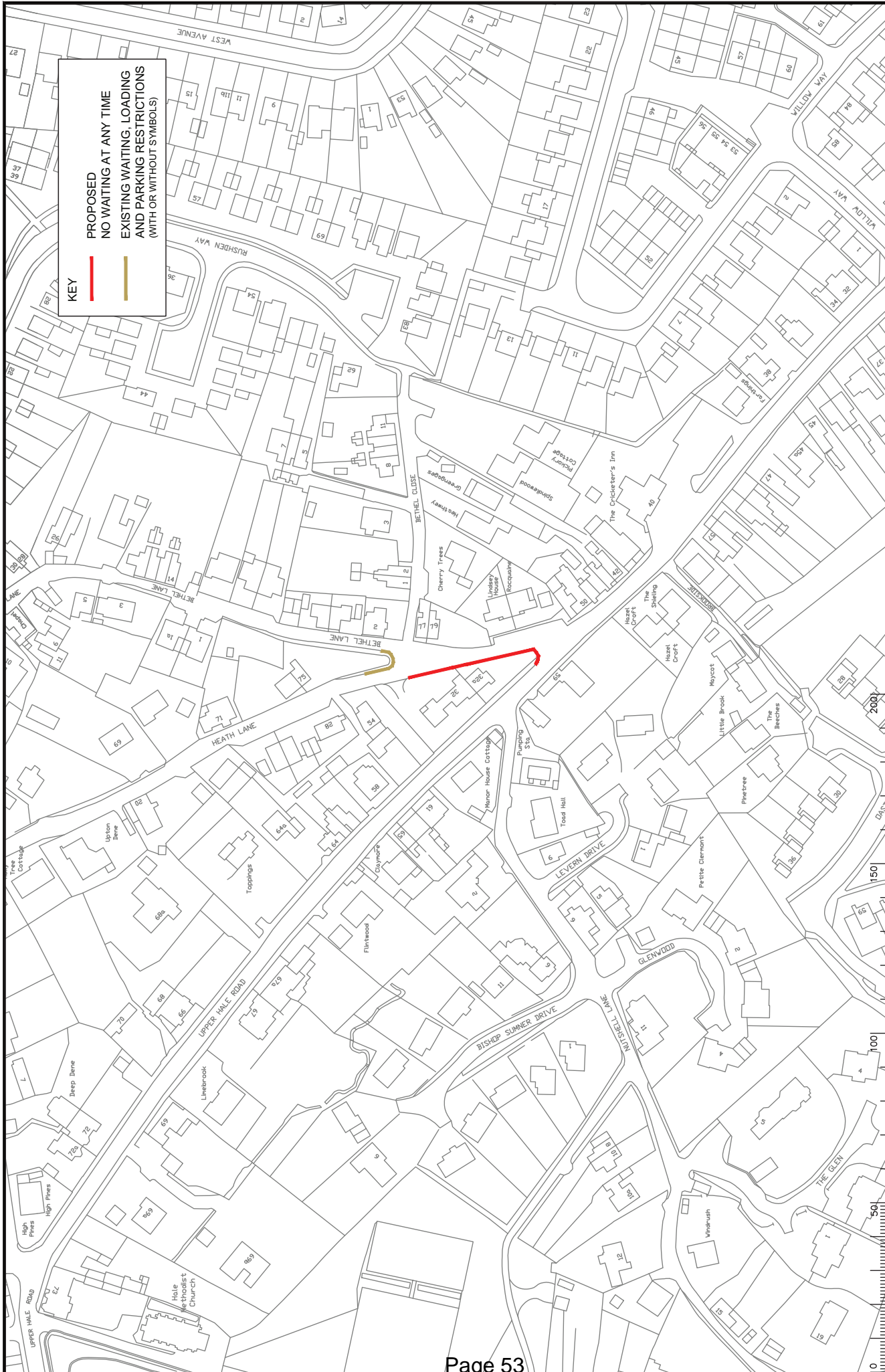
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	Contract Sheet No.	
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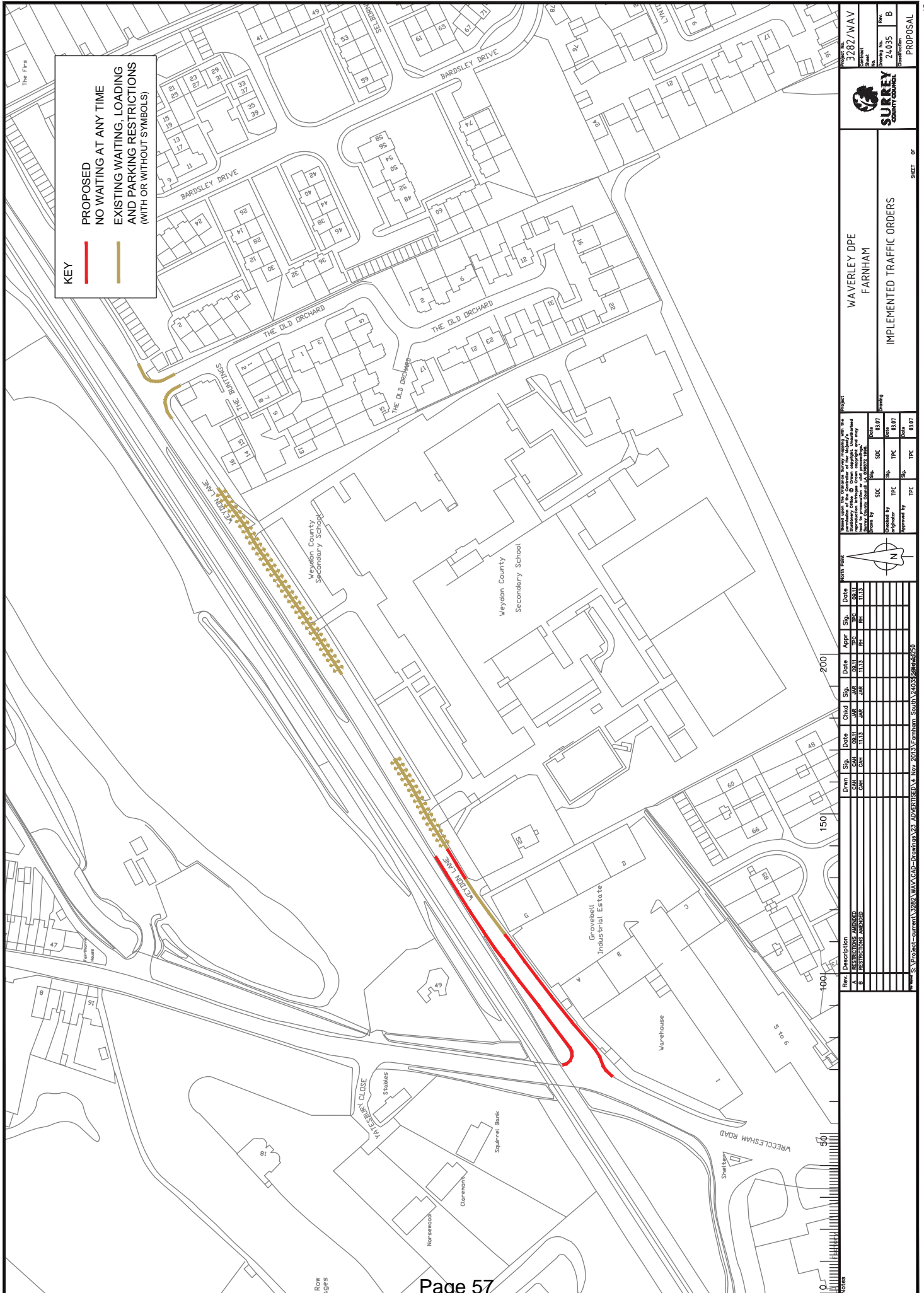
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2		Revised	2013		2013			2013			2013
3		Revised	2013		2013			2013			2013
4		Revised	2013		2013			2013			2013
5		Revised	2013		2013			2013			2013
6		Revised	2013		2013			2013			2013
7		Revised	2013		2013			2013			2013
8		Revised	2013		2013			2013			2013
9		Revised	2013		2013			2013			2013
10		Revised	2013		2013			2013			2013
11		Revised	2013		2013			2013			2013
12		Revised	2013		2013			2013			2013
13		Revised	2013		2013			2013			2013
14		Revised	2013		2013			2013			2013
15		Revised	2013		2013			2013			2013
16		Revised	2013		2013			2013			2013
17		Revised	2013		2013			2013			2013
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21		Revised	2013		2013			2013			2013
22		Revised	2013		2013			2013			2013
23		Revised	2013		2013			2013			2013
24		Revised	2013		2013			2013			2013
25		Revised	2013		2013			2013			2013
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27		Revised	2013		2013			2013			2013
28		Revised	2013		2013			2013			2013
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30		Revised	2013		2013			2013			2013
31		Revised	2013		2013			2013			2013
32		Revised	2013		2013			2013			2013
33		Revised	2013		2013			2013			2013
34		Revised	2013		2013			2013			2013
35		Revised	2013		2013			2013			2013
36		Revised	2013		2013			2013			2013
37		Revised	2013		2013			2013			2013
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45		Revised	2013		2013			2013			2013
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47		Revised	2013		2013			2013			2013
48		Revised	2013		2013			2013			2013
49		Revised	2013		2013			2013			2013



Rev. Description										Project No. 3282/WAV										SURREY COUNTY COUNCIL										PROPOSAL									
A. RESIGNING MANAGER										Waverley DPE										HEATH END AND WEYBOURNE										SHEET OF									
										Implemented Traffic Orders																													



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		Project No. 3282/WAV		Project Name Waverley DPE Farnham		Project Date 24/03/15		Project Status PROPOSAL	
SURREY COUNTY COUNCIL		Waverley DPE Farnham		Implemented Traffic Orders		SHEET 01 OF 01		A3	
Project No. 3282/WAV		Project Name Waverley DPE Farnham		Project Date 24/03/15		Project Status PROPOSAL		A3	
SURREY COUNTY COUNCIL		Waverley DPE Farnham		Implemented Traffic Orders		SHEET 01 OF 01		A3	





KEY

PROPOSED
NO WAITING AT ANY TIME

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

Project No. 3282/WAV

Project Name Waverley DPE Farnham

Client Surrey County Council

Drawn By [Name]

Scale 1:1000

Sheet 1 of 1

Project No. 3282/WAV

Project Name Waverley DPE Farnham

Client Surrey County Council

Drawn By [Name]

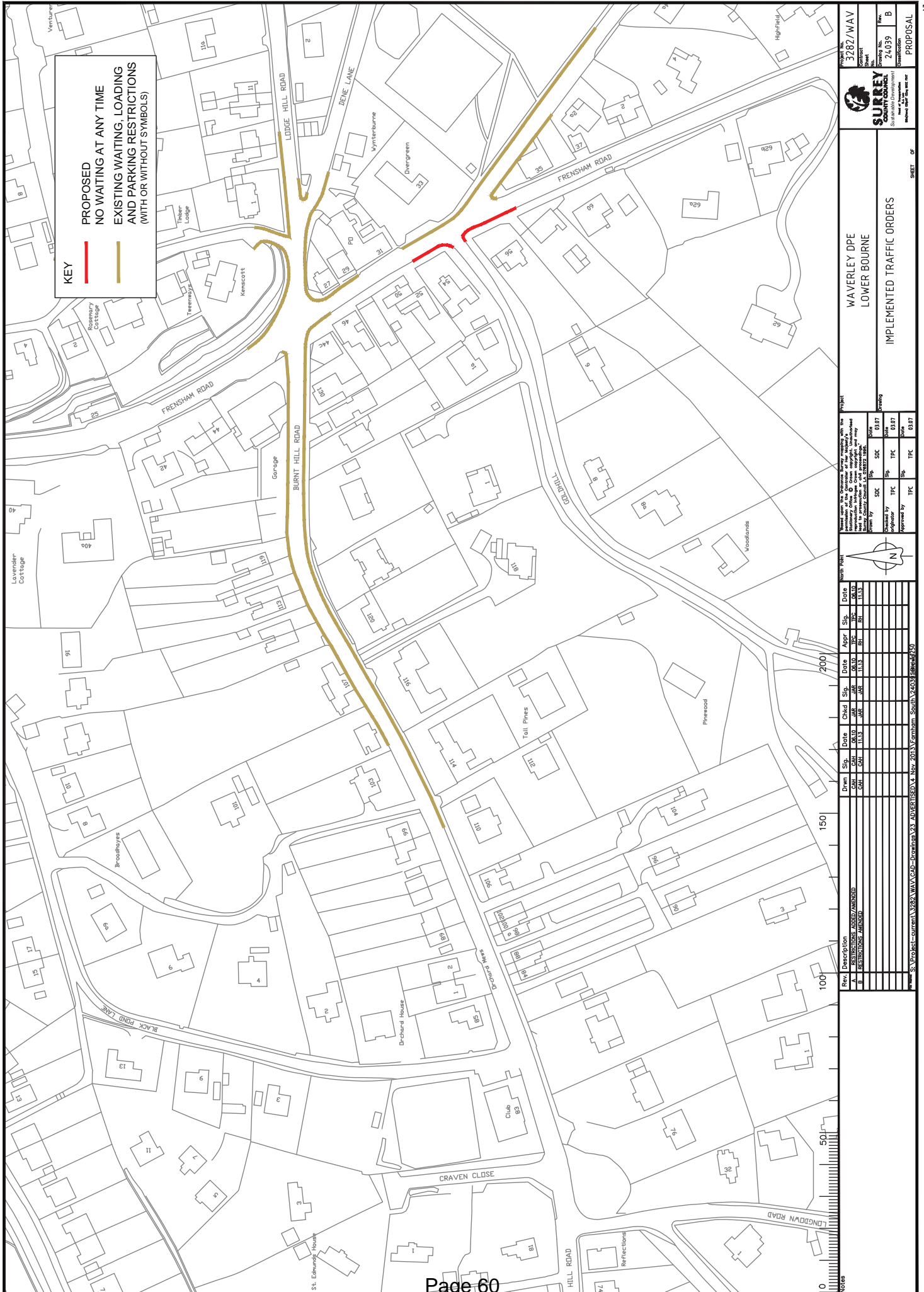
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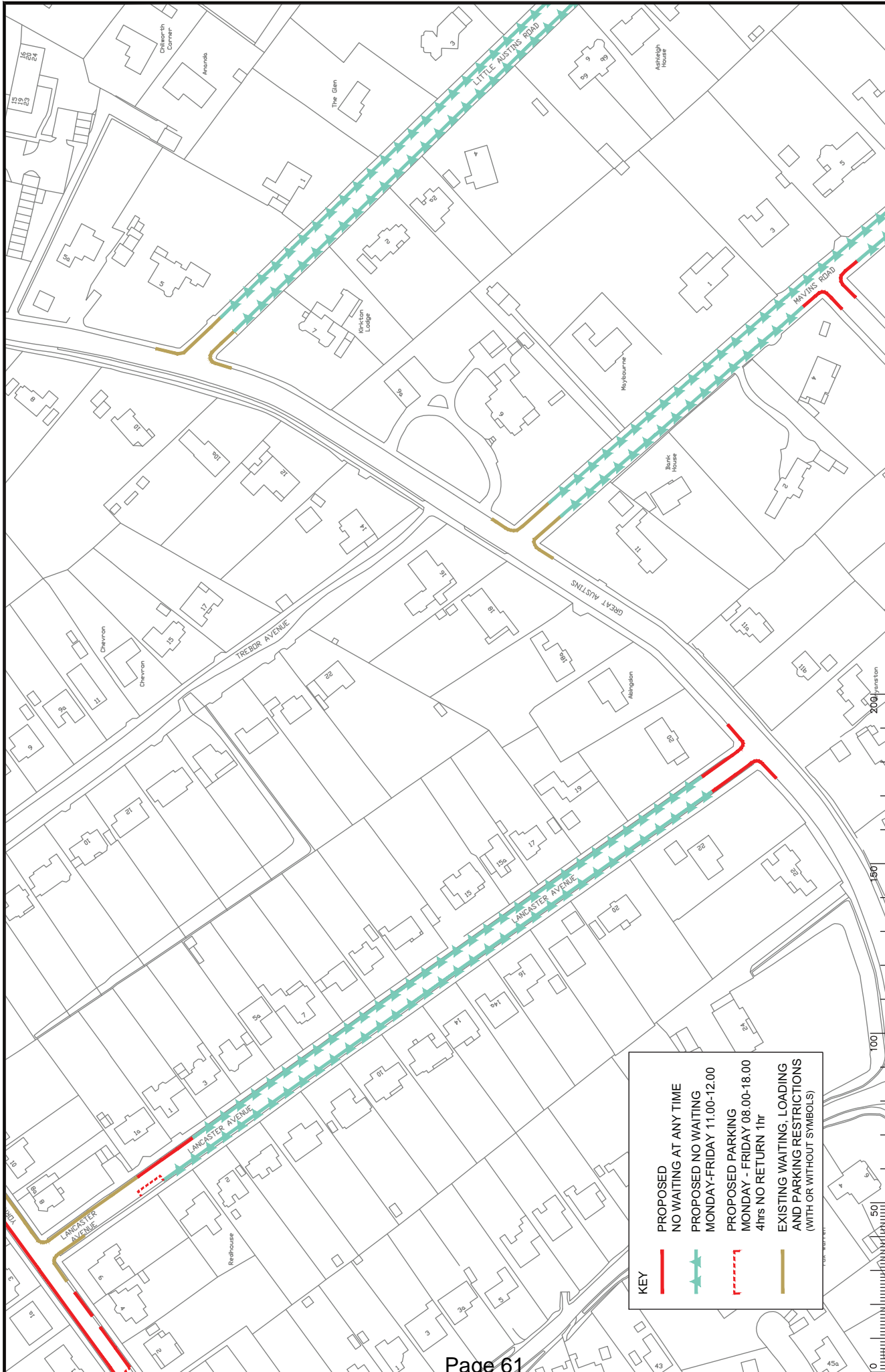
Sheet 1 of 1

Rev.	Description	Drawn	Sp.	Date	Chk'd	Sp.	Date	Appr'd	Sp.	Date
A	REVISIONS AMENDED	CH	CH	09/11	JR	JR	11/13	BN	BN	11/13
B	REVISIONS AMENDED	CH	CH	11/13	JR	JR	11/13	BN	BN	11/13

Notes

SS Project - current V28A WAGAD - Drafting V3.3. ADVISED V4 Nov 2013 Farnham South V240338 Item 8





KEY

- PROPOSED NO WAITING AT ANY TIME
- PROPOSED NO WAITING MONDAY-FRIDAY 11.00-12.00
- PROPOSED PARKING MONDAY - FRIDAY 08.00-18.00 4hrs NO RETURN 1hr
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)

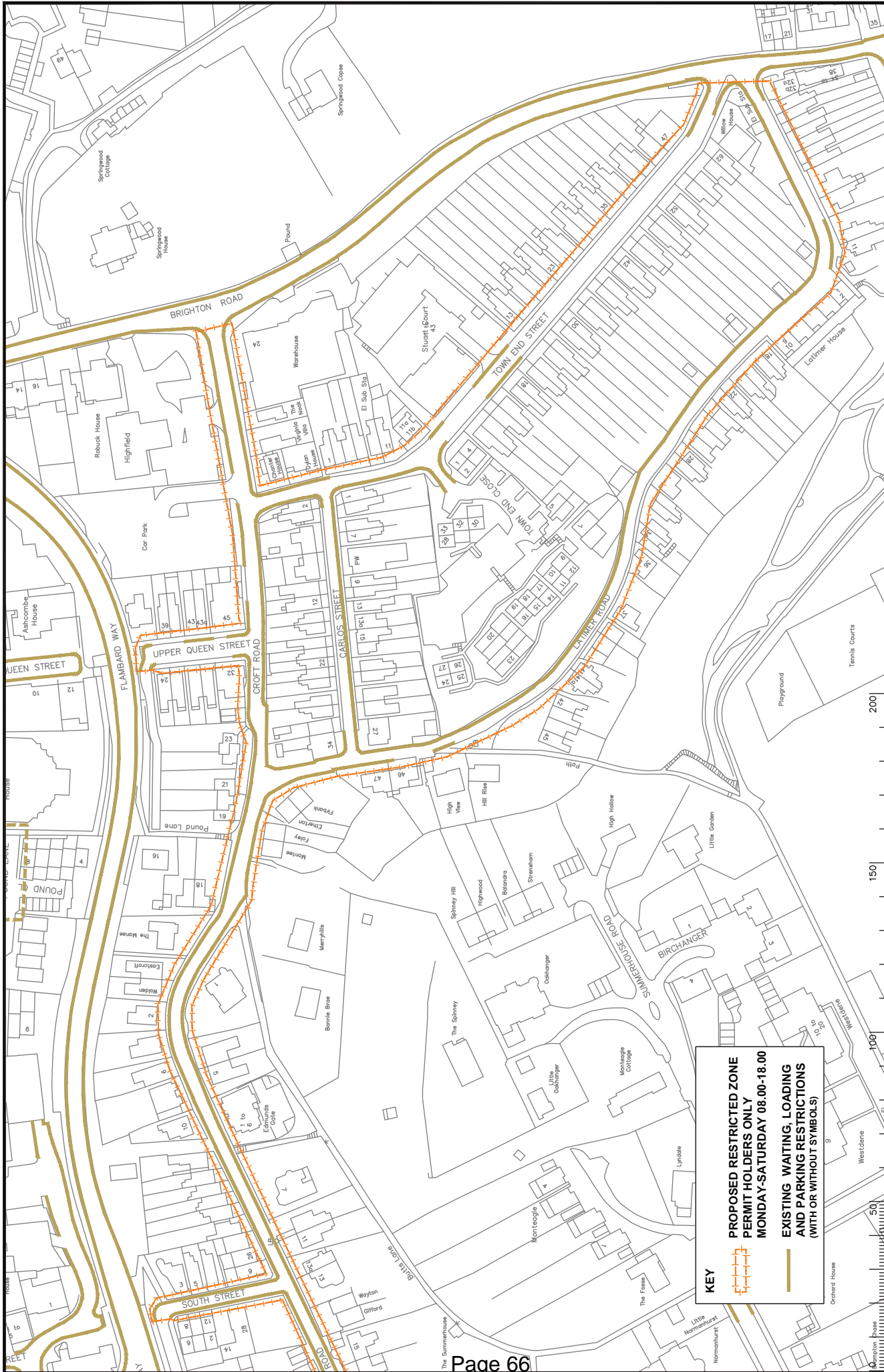
Project No. 3282/WAV		Project Name Waverley DPE Farnham		Project Date 24/12/21		Project Status PROPOSAL	
Author Surrey County Council		Checked by JAR		Date 09/11		Approved by TPC	
Drawn by JAR		Date 11/13		Checked by JAR		Date 09/11	
Scale 1:1000		Scale 1:1000		Scale 1:1000		Scale 1:1000	
Notes		Notes		Notes		Notes	

Waverley DPE Farnham
 IMPLEMENTED TRAFFIC ORDERS

SHEET 1 OF 1

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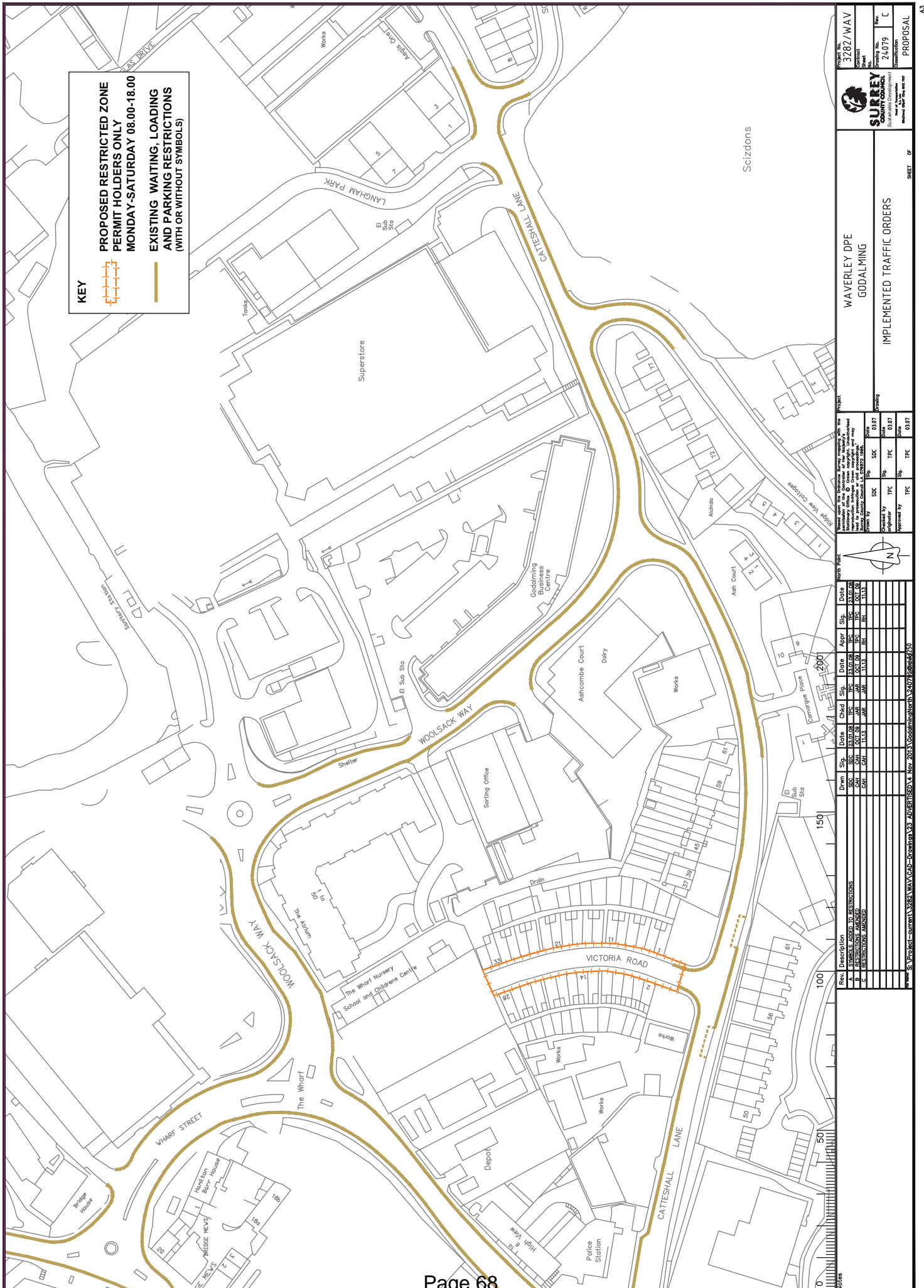


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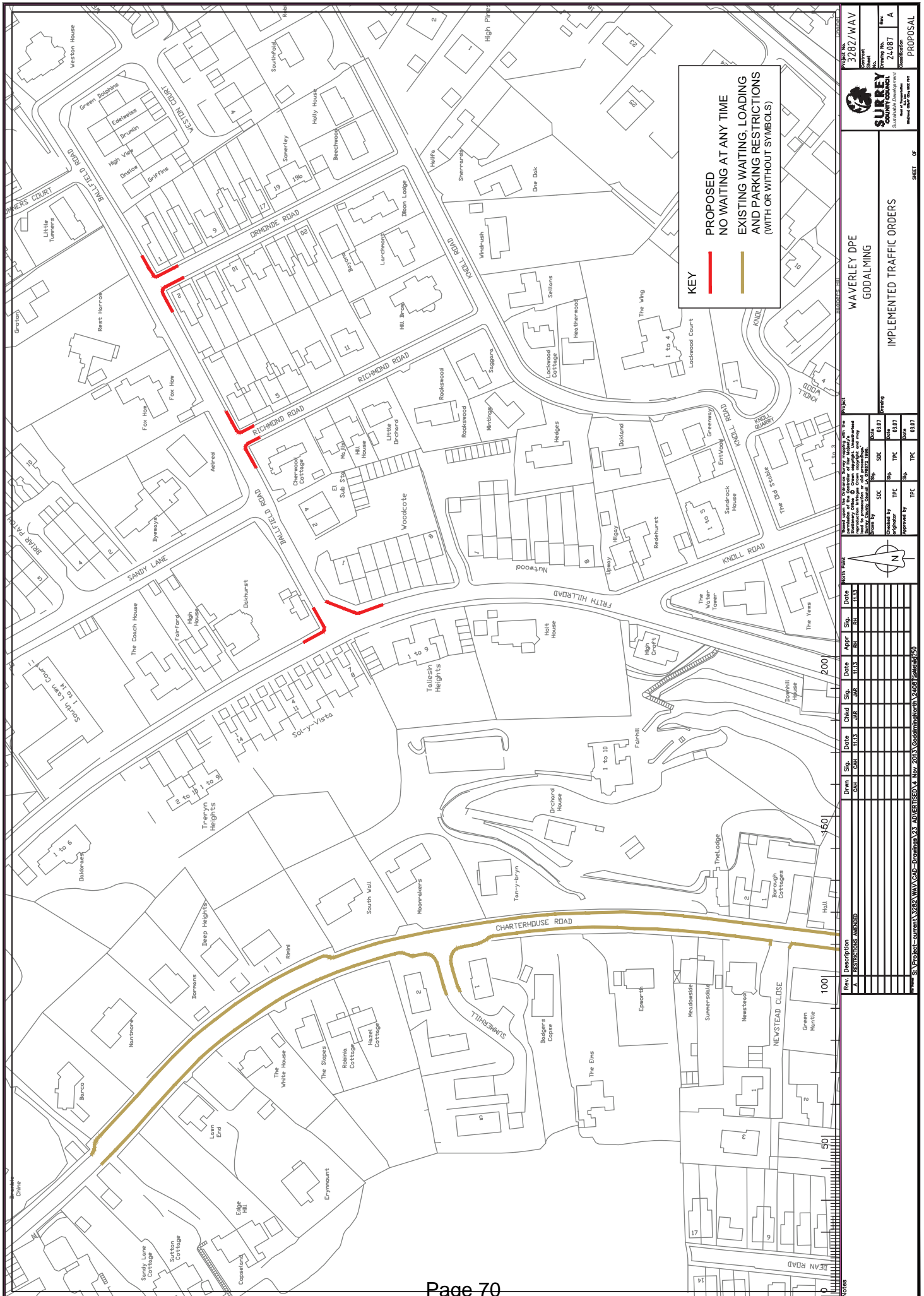
- PROPOSED RESTRICTED ZONE
PERMIT HOLDERS ONLY
MONDAY-SATURDAY 08.00-18.00
- EXISTING WAITING, LOADING
AND PARKING RESTRICTIONS
(WITH OR WITHOUT SYMBOLS)

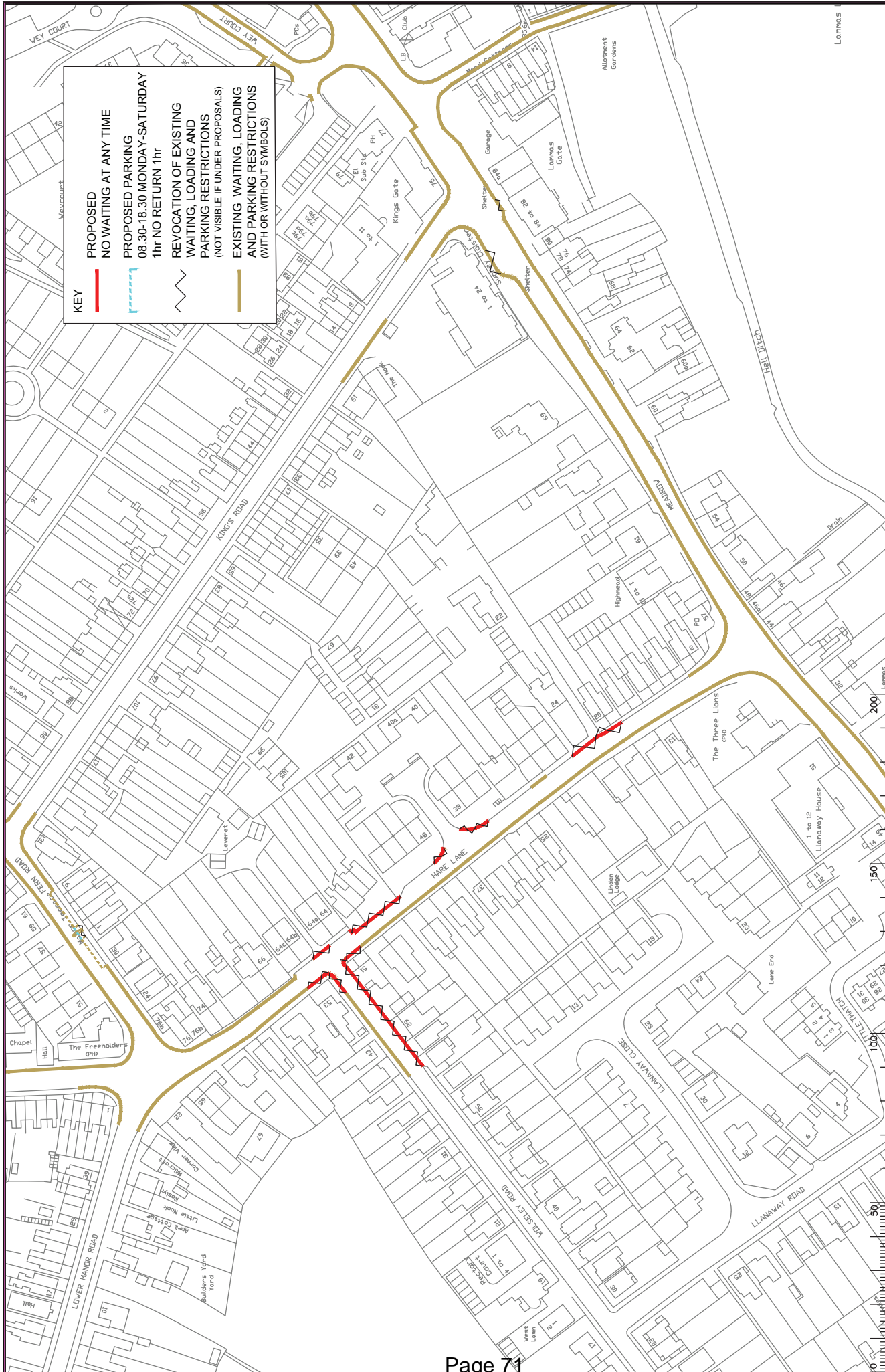
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Project No. 3282/WAV										Project									
Waverley DPE										Waverley DPE									
GODALMING										GODALMING									
IMPLEMENTED TRAFFIC ORDERS										IMPLEMENTED TRAFFIC ORDERS									
SURREY COUNTY COUNCIL										SURREY COUNTY COUNCIL									
24.07.16										24.07.16									
E										E									
PROPOSAL										PROPOSAL									
SHEET OF										SHEET OF									
A3										A3									



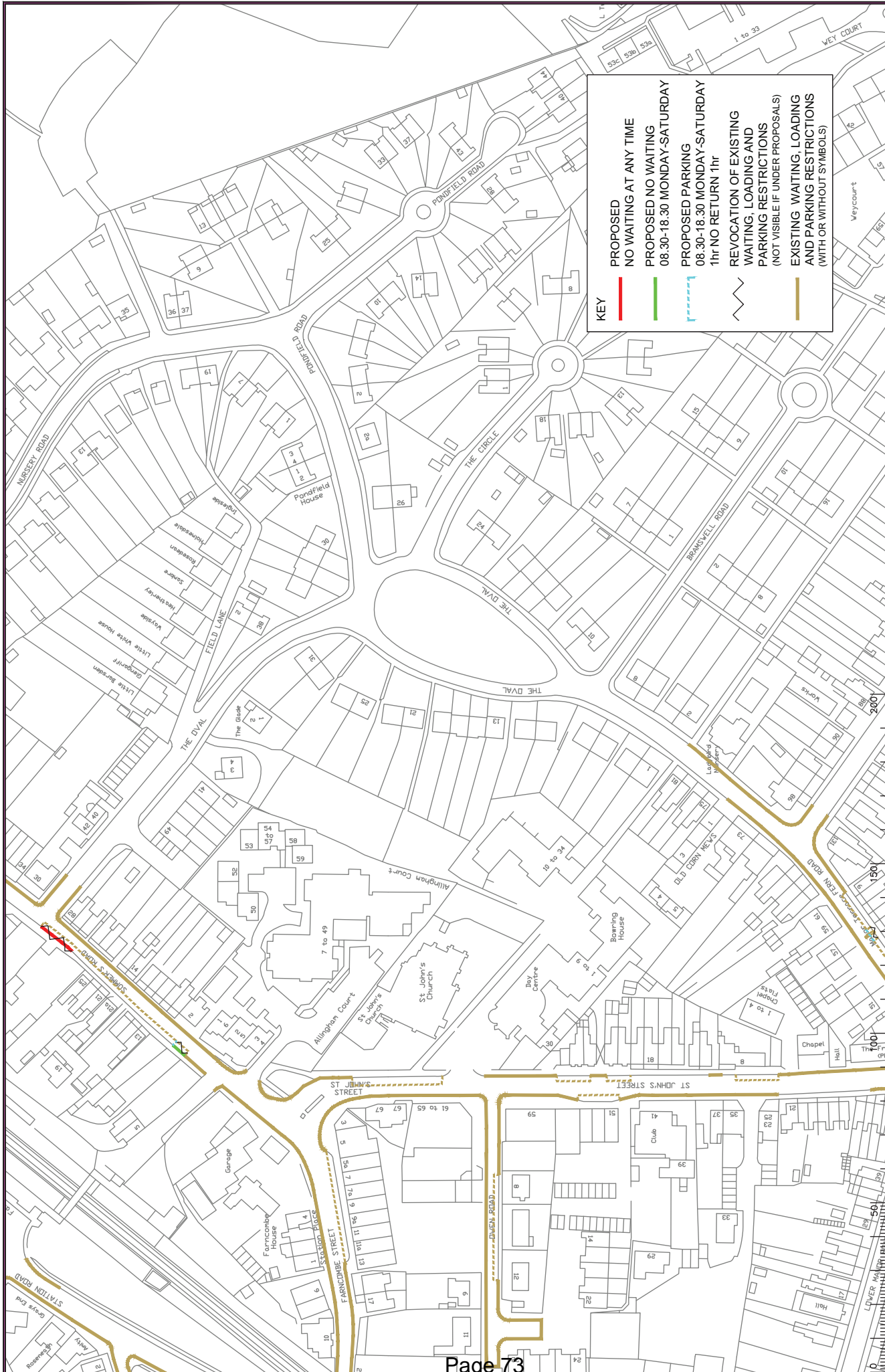








Project No. 3282/WAV		Project Name Waverley DPE		Project Location Godalming		Project Date 24/08		Project Status PROPOSAL	
Surrey County Council		Surrey County Council		Surrey County Council		Surrey County Council		Surrey County Council	
Waverley DPE		Godalming		Implemented Traffic Orders		SHEET 1 OF 1		A3	
Rev. Description		Drawn		Date		Date		Date	
A. SYMBOLS ADDED TO RESTRICTIONS		SJC		23/08/23		23/08/23		23/08/23	
B. RESTRICTIONS AMENDED		SJC		23/08/23		23/08/23		23/08/23	
C. RESTRICTIONS AMENDED		SJC		23/08/23		23/08/23		23/08/23	
D. RESTRICTIONS AMENDED		SJC		23/08/23		23/08/23		23/08/23	
E. RESTRICTIONS AMENDED		SJC		23/08/23		23/08/23		23/08/23	
F. RESTRICTIONS AMENDED		SJC		23/08/23		23/08/23		23/08/23	
G. RESTRICTIONS AMENDED		SJC		23/08/23		23/08/23		23/08/23	
H. RESTRICTIONS AMENDED		SJC		23/08/23		23/08/23		23/08/23	
I. RESTRICTIONS AMENDED		SJC		23/08/23		23/08/23		23/08/23	
J. RESTRICTIONS AMENDED		SJC		23/08/23		23/08/23		23/08/23	
K. RESTRICTIONS AMENDED		SJC		23/08/23		23/08/23		23/08/23	
L. RESTRICTIONS AMENDED		SJC		23/08/23		23/08/23		23/08/23	
M. RESTRICTIONS AMENDED		SJC		23/08/23		23/08/23		23/08/23	
N. RESTRICTIONS AMENDED		SJC		23/08/23		23/08/23		23/08/23	
O. RESTRICTIONS AMENDED		SJC		23/08/23		23/08/23		23/08/23	
P. RESTRICTIONS AMENDED		SJC		23/08/23		23/08/23		23/08/23	
Q. RESTRICTIONS AMENDED		SJC		23/08/23		23/08/23		23/08/23	
R. RESTRICTIONS AMENDED		SJC		23/08/23		23/08/23		23/08/23	
S. RESTRICTIONS AMENDED		SJC		23/08/23		23/08/23		23/08/23	
T. RESTRICTIONS AMENDED		SJC		23/08/23		23/08/23		23/08/23	
U. RESTRICTIONS AMENDED		SJC		23/08/23		23/08/23		23/08/23	
V. RESTRICTIONS AMENDED		SJC		23/08/23		23/08/23		23/08/23	
W. RESTRICTIONS AMENDED		SJC		23/08/23		23/08/23		23/08/23	
X. RESTRICTIONS AMENDED		SJC		23/08/23		23/08/23		23/08/23	
Y. RESTRICTIONS AMENDED		SJC		23/08/23		23/08/23		23/08/23	
Z. RESTRICTIONS AMENDED		SJC		23/08/23		23/08/23		23/08/23	



KEY

- PROPOSED NO WAITING AT ANY TIME
- PROPOSED NO WAITING 08.30-18.30 MONDAY-SATURDAY
- PROPOSED PARKING 08.30-18.30 MONDAY-SATURDAY 1hr NO RETURN 1hr
- REVOCATION OF EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (NOT VISIBLE IF UNDER PROPOSALS)
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)

Project No. 3282/WAV

Client: Waverley DPE

Contract: 24091

Drawn by: [Signature]

Checked by: [Signature]

Approved by: [Signature]

Date: 01/07

Date: 01/07

Date: 01/07

SURREY COUNTY COUNCIL

Waverley DPE

GODALMING

IMPLEMENTED TRAFFIC ORDERS

SHEET OF

PROPOSAL

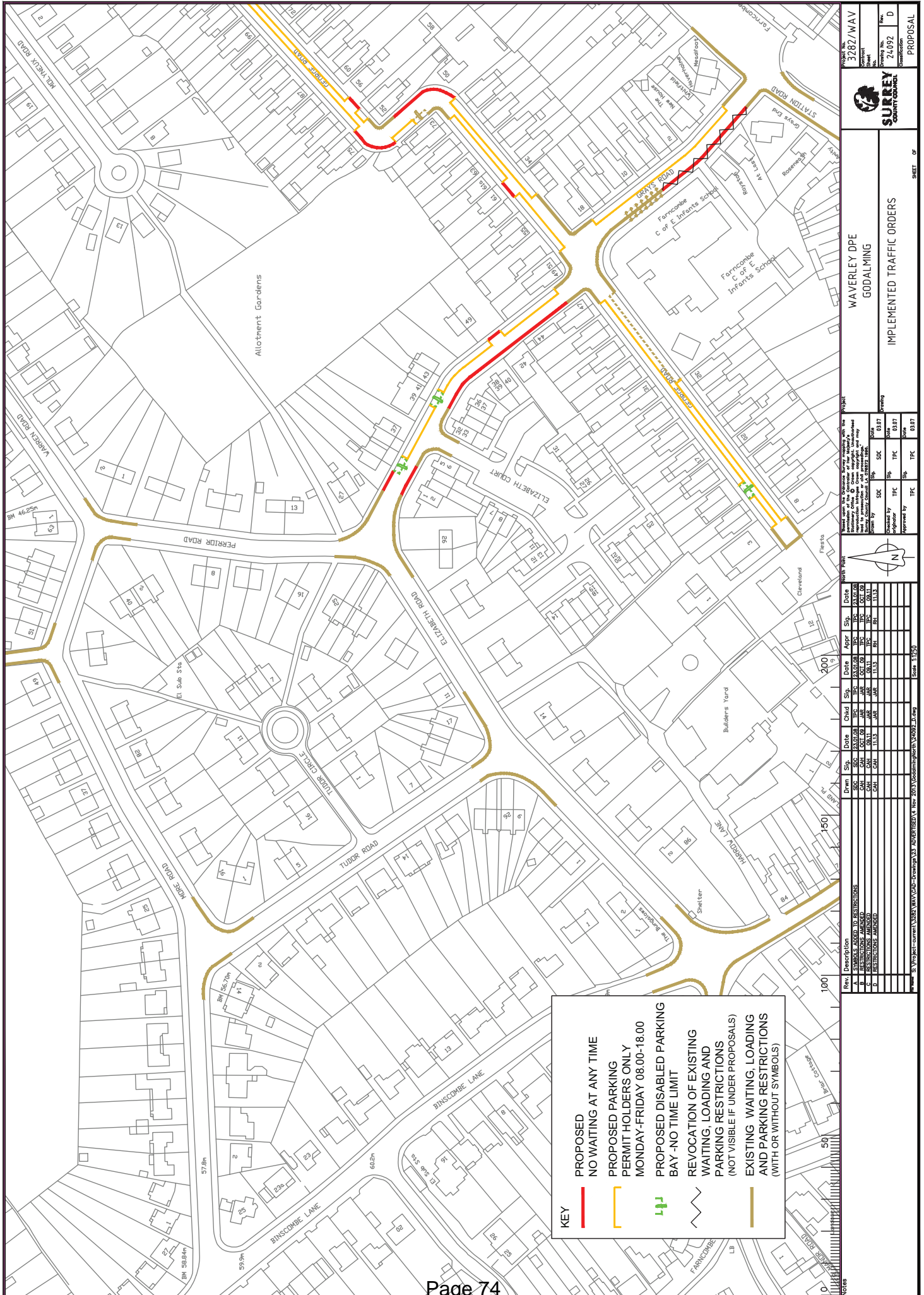
North Arrow

Scale: 1:1000

Rev. Description

Rev.	Description	Drawn	Sp.	Date	Chk.	Sp.	Date	Appr.	Sp.	Date
A	SYMBOLS ADDED TO RESTRICTIONS	SGC	SGC	03/07/08	TPC	TPC	03/07/08			
B	RESTRICTIONS AMENDED	SGC	SGC	03/07/08	TPC	TPC	03/07/08			
C	RESTRICTIONS AMENDED	SGC	SGC	03/07/08	TPC	TPC	03/07/08			
D	RESTRICTIONS AMENDED	SGC	SGC	03/07/08	TPC	TPC	03/07/08			

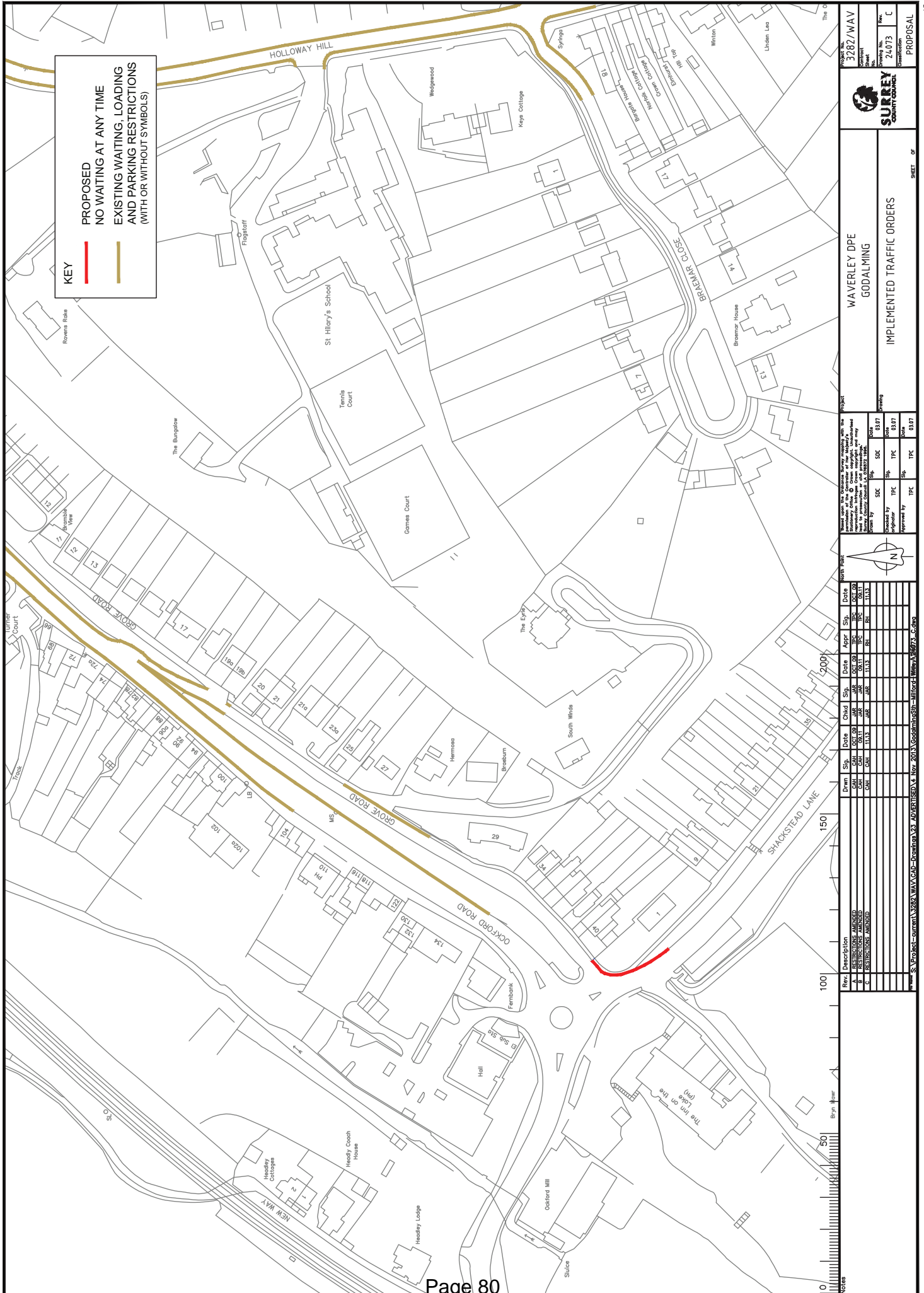
SS Project - current 3282/WAV/GOD - Godalming V33 - ADVERTISED 1 Nov 2011 A Godalming North 24091 Signed 1/50



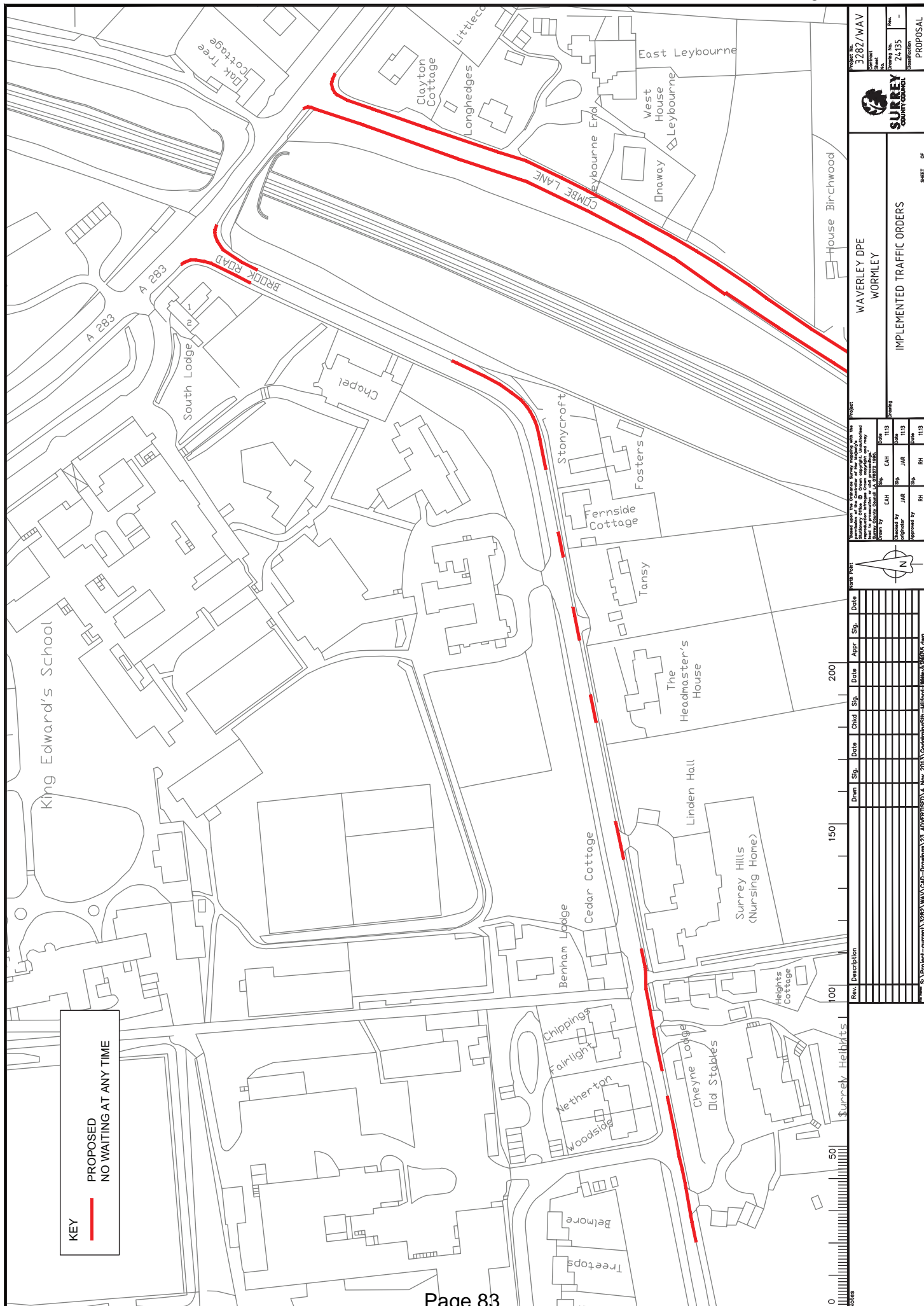


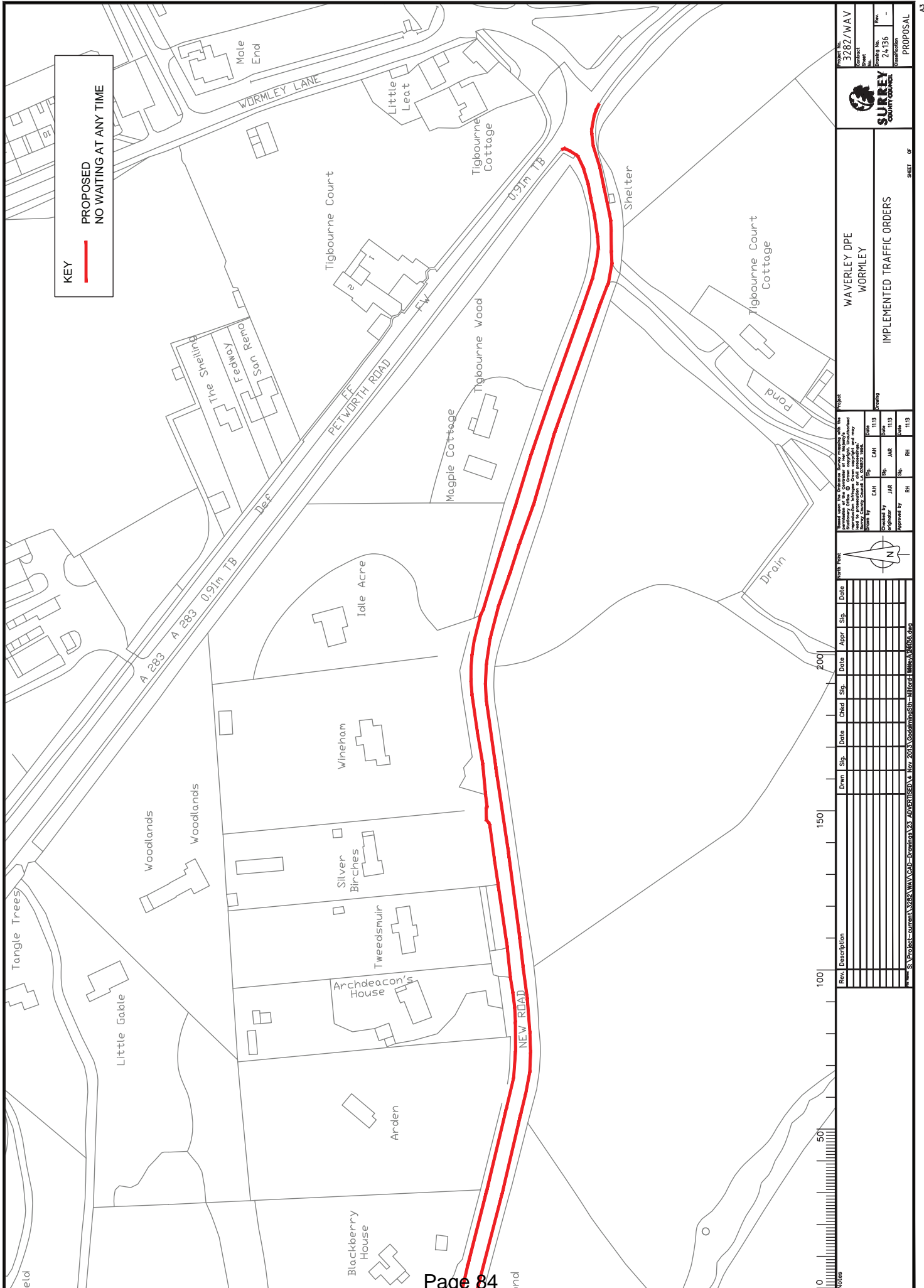






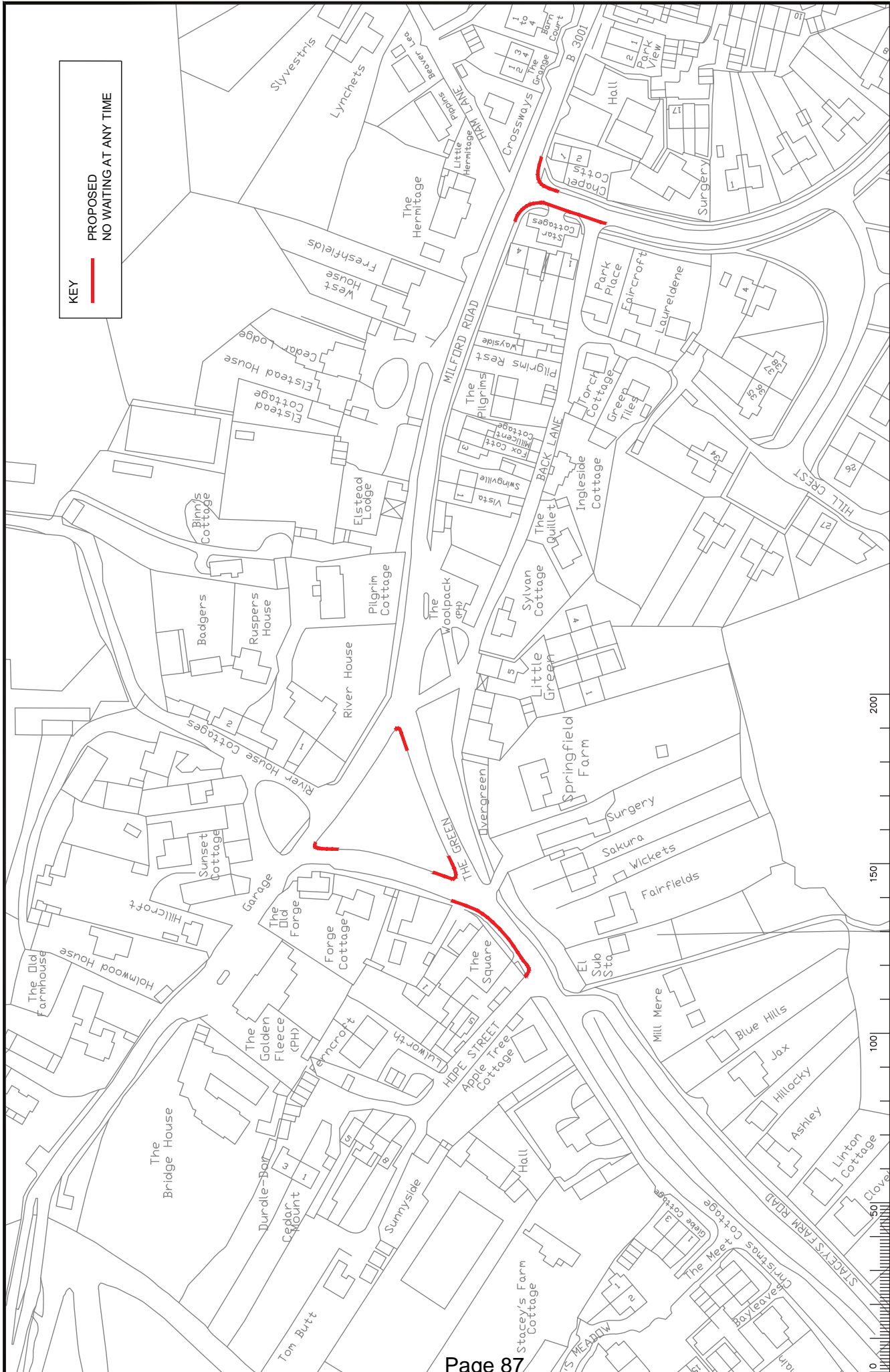








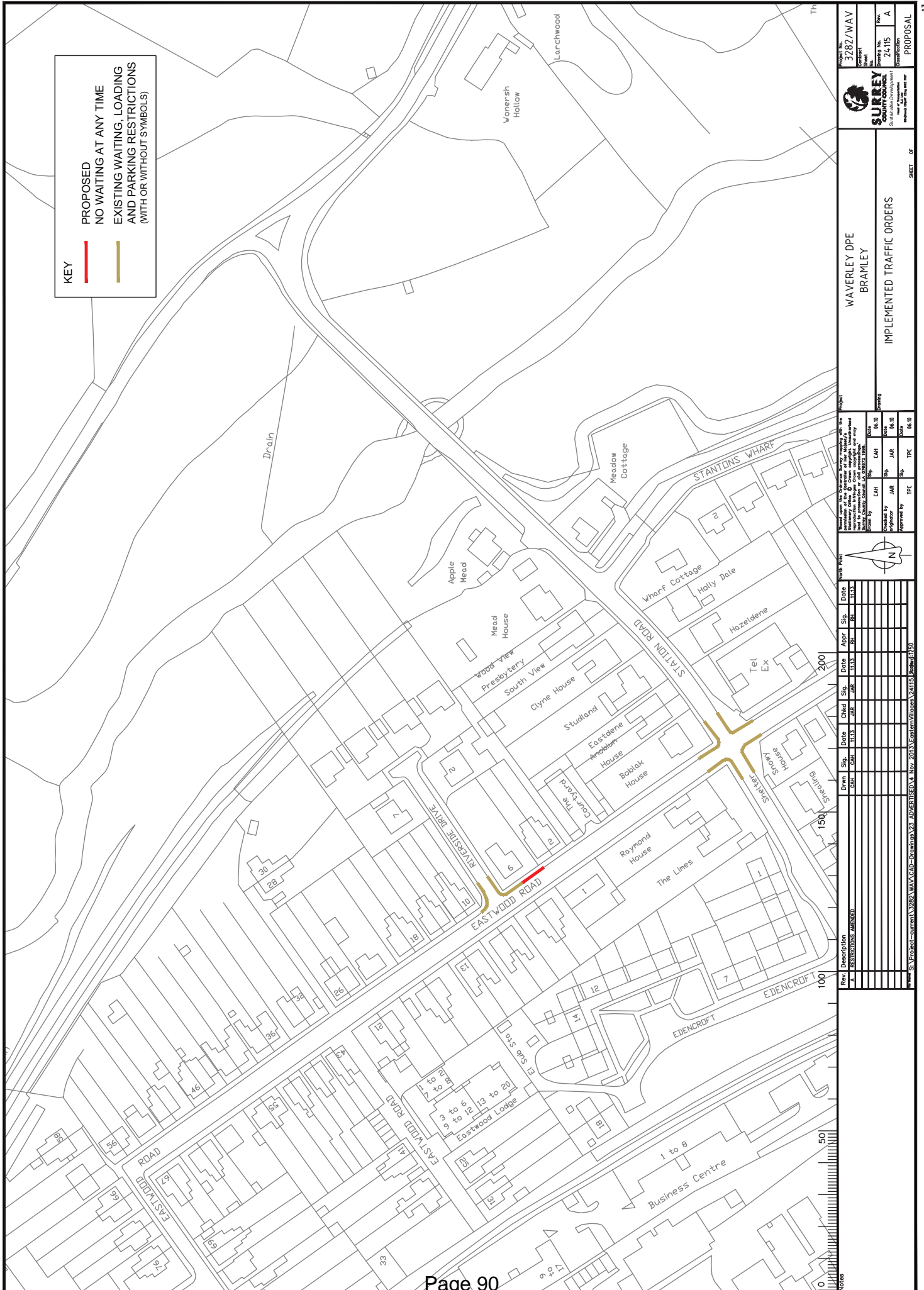




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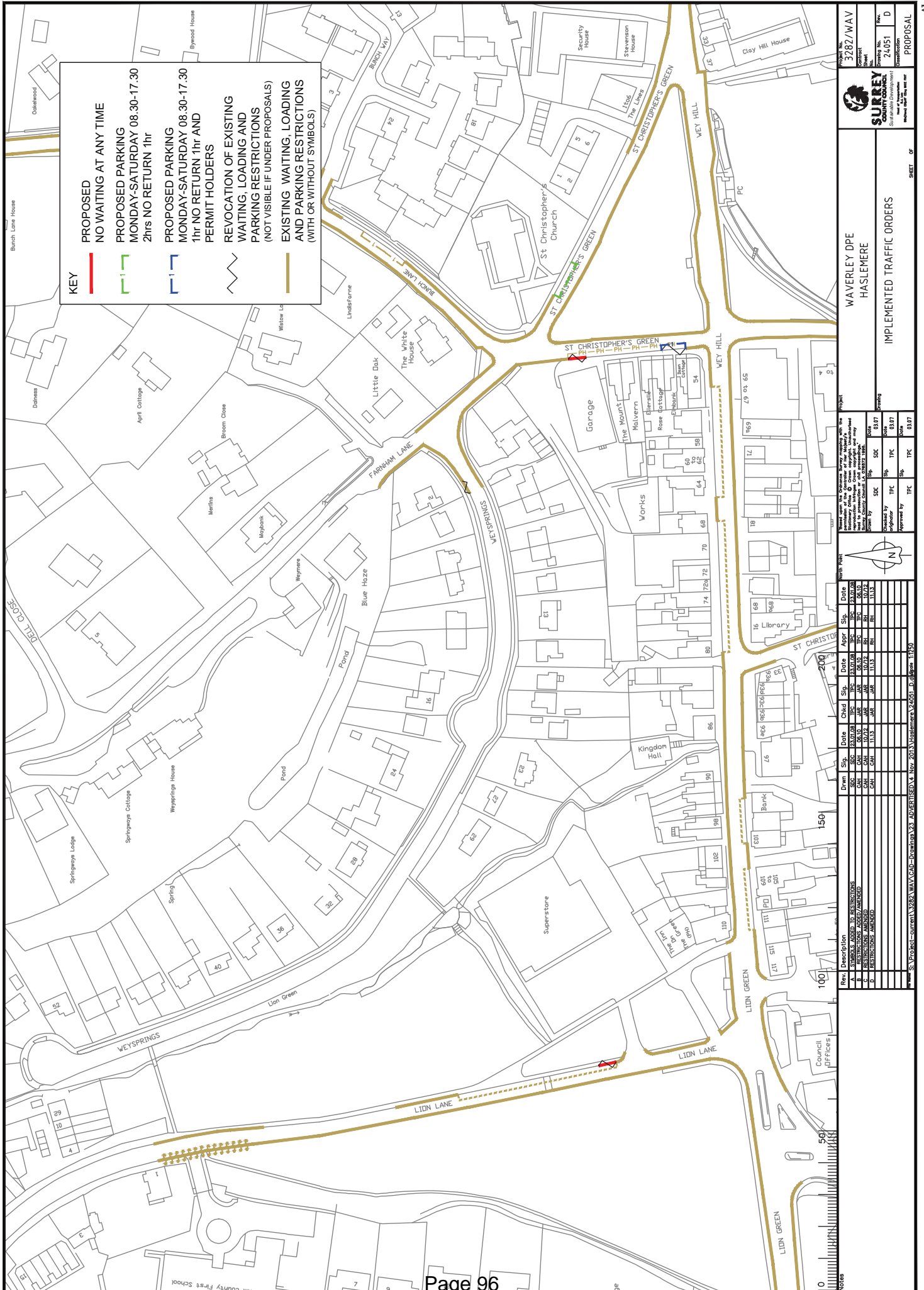




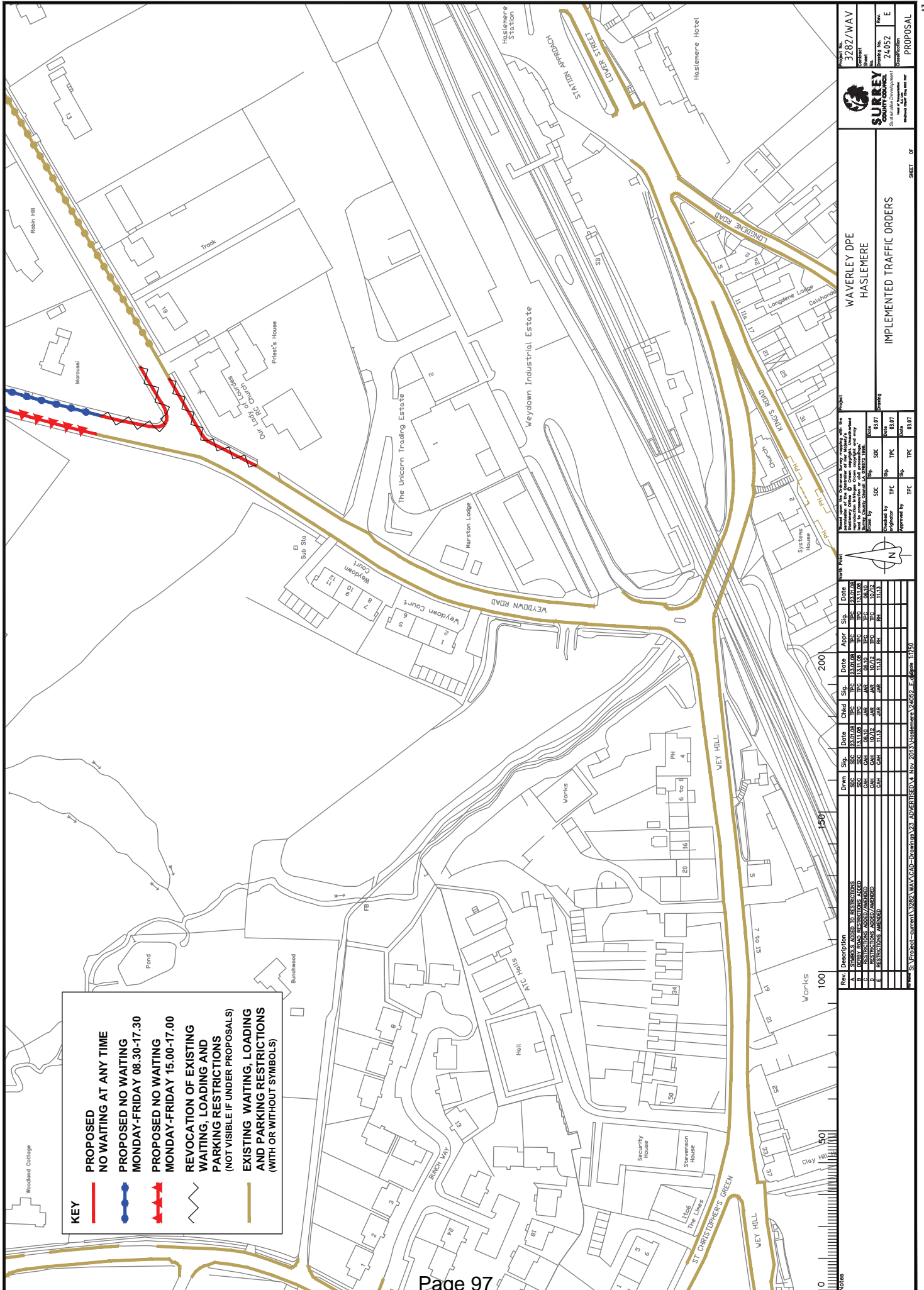
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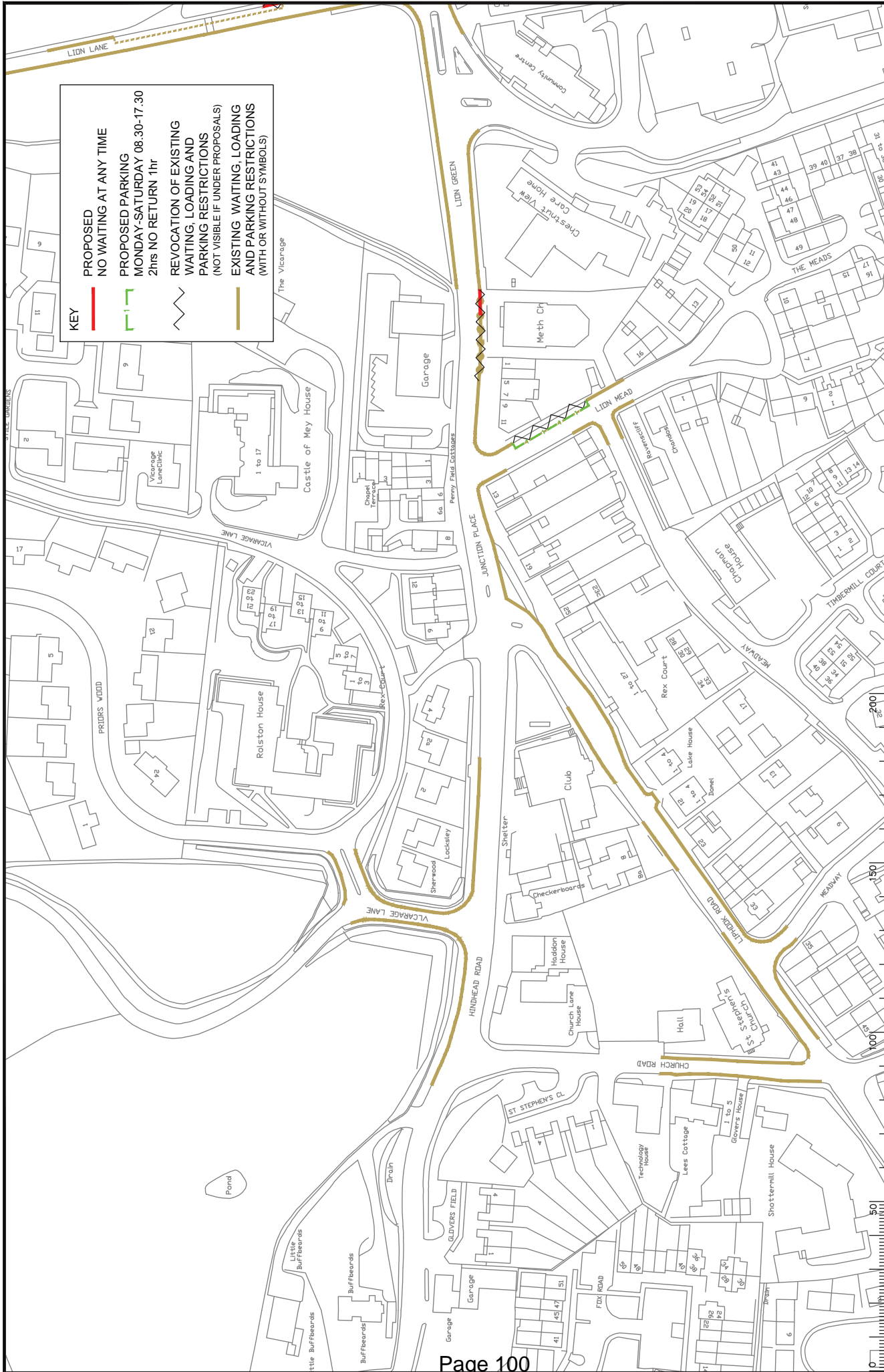


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- PROPOSED PARKING MONDAY-SATURDAY 08.30-17.30 1hr NO RETURN 1hr AND PERMIT HOLDERS
- REVOCATION OF EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (NOT VISIBLE IF UNDER PROPOSALS)
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)

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SURREY
COUNTY COUNCIL
Sustainable Development

**WAVERLEY DPE
HASLEMERE**
IMPLEMENTED TRAFFIC ORDERS

Project No.
3282/WAV

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Revision
24/056

Scale
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Author
PROPOSAL

Project
**WAVERLEY DPE
HASLEMERE**

Client
**WAVERLEY DPE
HASLEMERE**

Contract
3282/WAV

Drawn by
3282/WAV

Checked by
3282/WAV

Approved by
3282/WAV

Date
01/07

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Rev. Description

Drawn Sp. Date Chkd Sp. Date

A SYMBOLS ADDED TO RESTRICTIONS

B RESTRICTIONS ADDED

C RESTRICTIONS REMOVED

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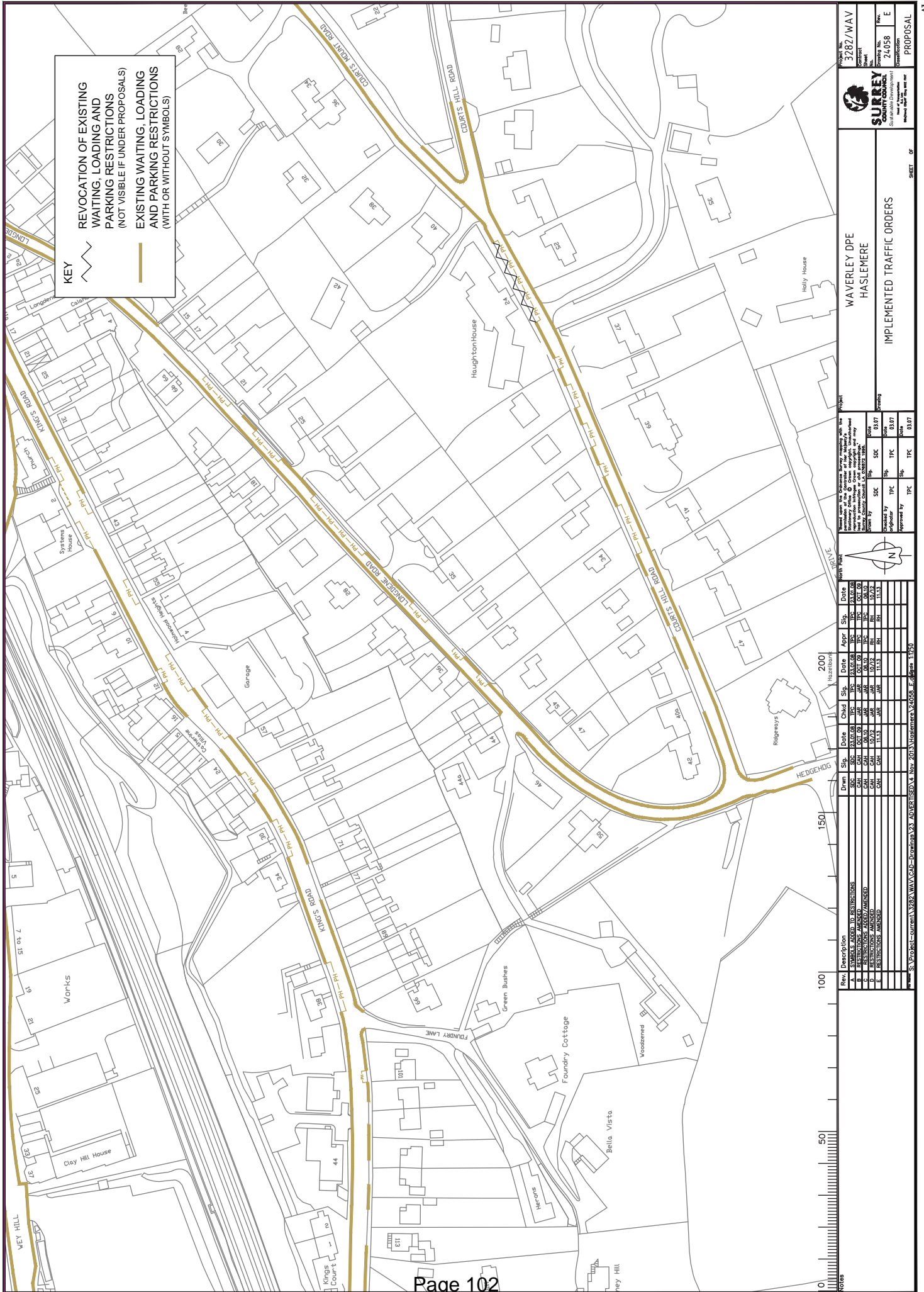
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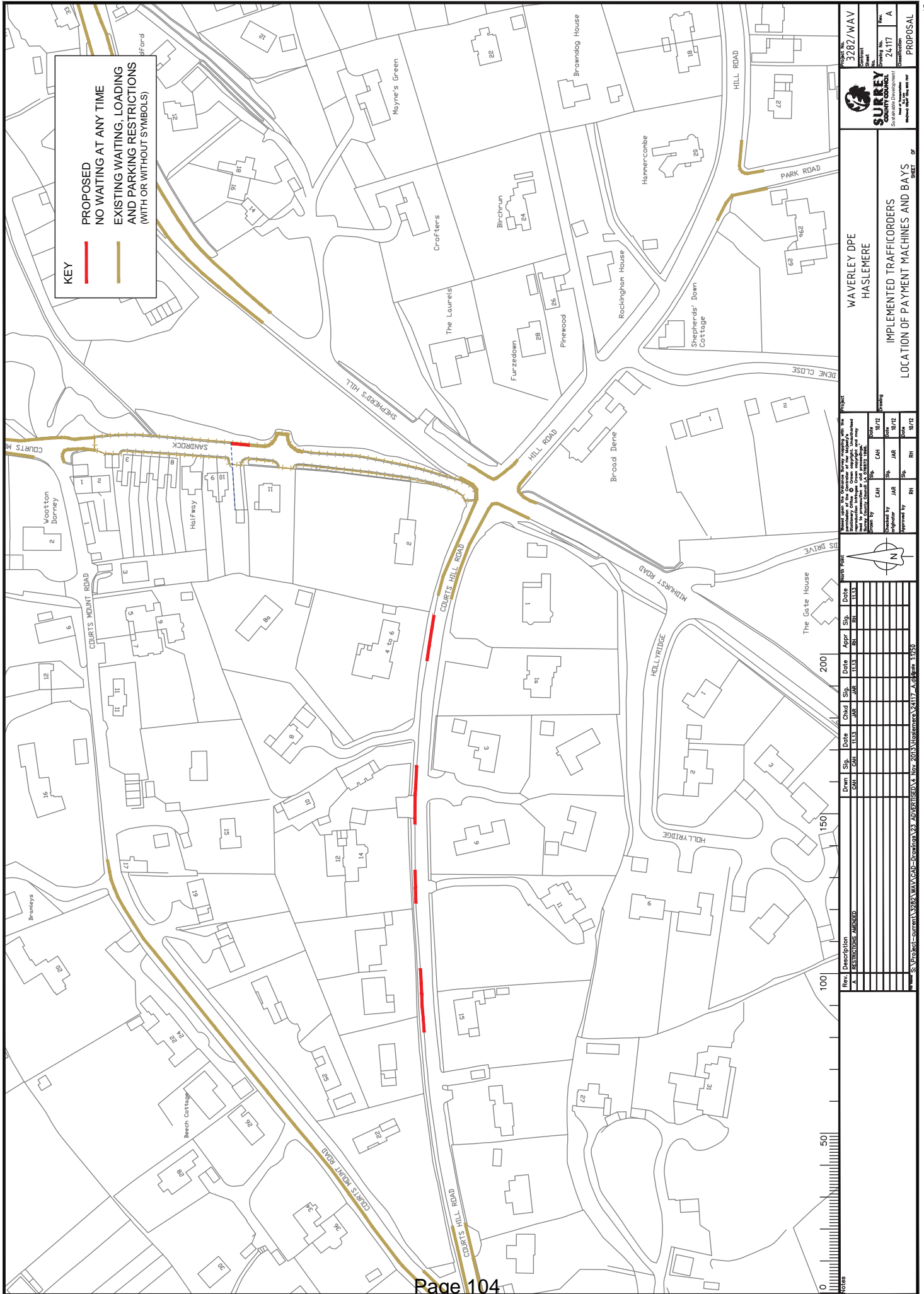
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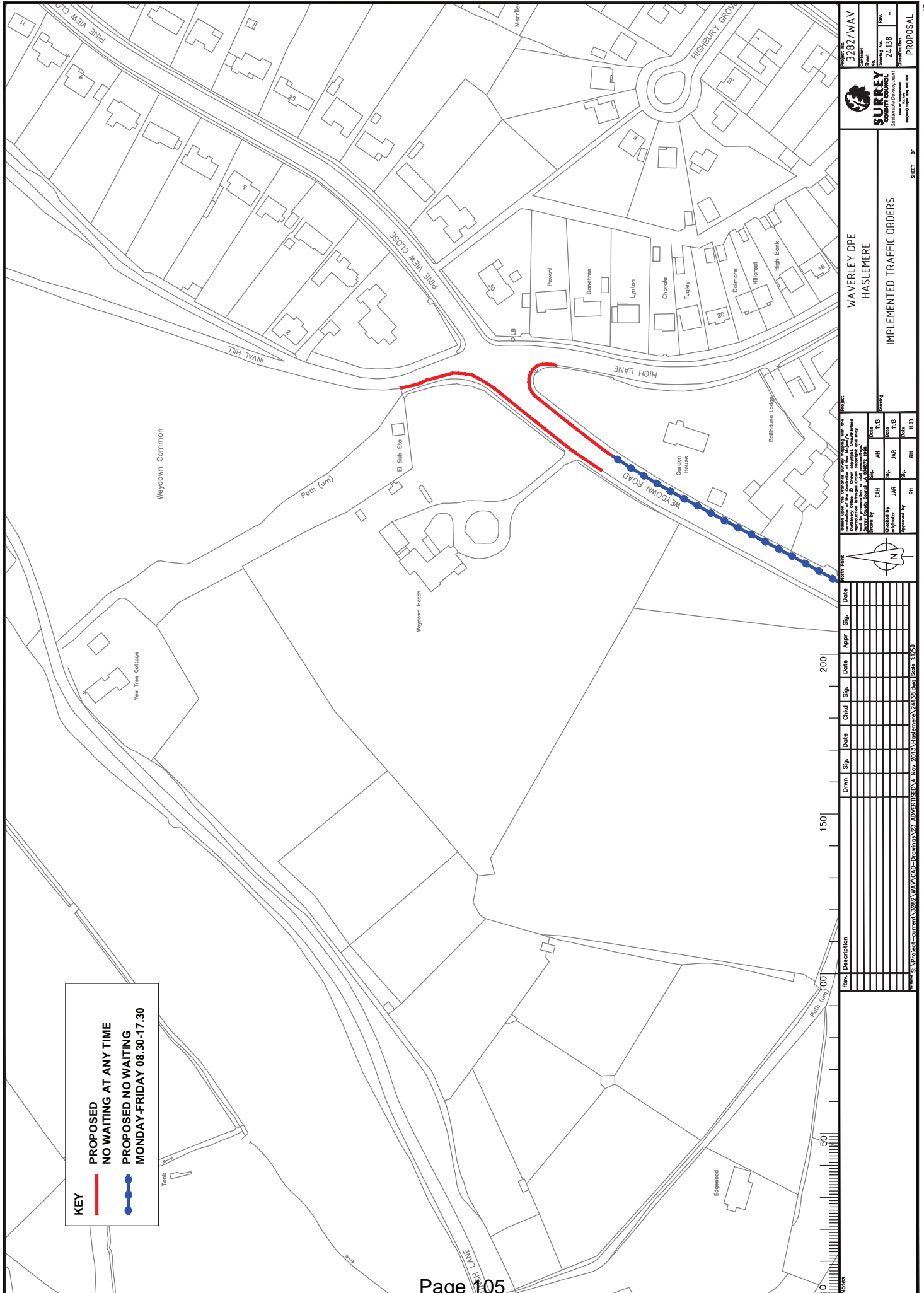
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SURREY
COUNTY COUNCIL
Sustainable Development

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Document No: 24138
Drawing No: 24138
Revision: 1
Date: 11/13
Author: JAR
Check: JAR
Approved: JAR
Date: 11/13
Scale: 1:1000
Sheet: 1 of 1
Project: Waverley DPE Haslemere
Implemented Traffic Orders

Rev.	Description	Drawn	Sig.	Date	Chk'd	Sig.	Date	Appr.	Sig.	Date
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2	ADVERTISED V28									
3	Nov 2013 Haslemere V24138.dwg									
4	11/150									

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE FOR WAVERLEY.



DATE: FRIDAY 13 DECEMBER 2013

LEAD OFFICER: JOHN HILDER
AREA HIGHWAY MANAGER (SOUTH WEST)

SUBJECT: UPDATE ON HIGHWAY IMPROVEMENT PROGRAMME 2013-14

DIVISION: ALL DIVISIONS IN WAVERLEY

SUMMARY OF ISSUE:

This report provides an update on the 2013/14 programme of minor highway works funded by this committee as well as Section 106 (developer funded) schemes.

RECOMMENDATIONS:**The Local Committee is asked to:**

- (i) Note progress.
- (ii) Agree to extend the 30mph speed limit on the A281 Horsham Road at Bramley by approximately 130 metres to the north of the village.

REASONS FOR RECOMMENDATIONS:

Bramley Parish Council had requested extending the 30mph limit through the village both north and south along the A281 (see the report presented to the 20 September 2013 meeting of the Committee at Item 12). Highways officers and the Police have agreed it would be appropriate to extend the limit to the north only, but by a considerably lesser distance than originally requested by the Parish Council.

1. INTRODUCTION AND ANALYSIS:

1.1 Budgets available to this committee in 2013/14 are as follows.

	£
Capital ITS (Improvement) Schemes	262,000
Capital Maintenance	262,000
Revenue Maintenance	<u>317,000</u>
Total	841,000

And in addition

Community Enhancement Fund**45,000**

- 1.2 At the meeting of 14 December 2013 the committee agreed that this funding should be allocated towards a programme of improvement schemes (Integrated Transport Schemes: ITS) as listed at **Annex 1** with an estimated value of **£695,000**.
- 1.3 As indicated at **Annex1**, the planned Longbridge crossing scheme in Farnham has been cancelled because development agreements associated with both East Street and the old police station are expected to provide greatly improved crossing facilities both at the junction with Union Road and immediately north of the bridge over the river Wey. Following discussion with the Chairman of the committee and local members, the Area Manager has directed the Longbridge allocation of £120,000 towards refurbishing the road table in Park Row, extending the Trinity Hill/Drovers Way traffic calming scheme, refurbishing footways in the town centre conservation area and re-surfacing (Local Structural Repair scheme: LSR) the Guildford Road Trading Estate service road.
- 1.4 The **Community Enhancement Fund** was allocated to individual county councillors for Waverley at £5,000 per councillor. At the beginning of December nearly £46,000 has been either spent or is committed.

The committee also made the following allocations towards revenue work:

General Revenue Works

Reserve funding for the Highways Localism (Lengthsman) scheme	£20,000
Implement Parking Review recommendations	£15,000
Jetter for 3 weeks	£15,000
Ad hoc signs, lines, bollards, etc. by local team	<u>£10,000</u>
Total	£60,000

- 1.5 The residue of £86,000 (841k – 695k – 60k) is held in reserve against potential increases in costs since estimates made before design has commenced are indicative at best. Any surplus could be directed to LSR (surfacing) work later in the year.
- 1.6 At its meeting on 5 July the committee considered Localism bids from Parish Councils and agreed that the **Lengthsman Scheme** allocation would be increased by up to £20,000 to a total maximum of £40,000.

- 1.7 By the beginning of December **Lengthsman** bids from Hambledon, Chiddingfold, Dunsfold, Haslemere and Farnham had been signed off by highways officers and a total of £30,430 transferred to these town and parish councils. Final detailed bids are expected from the remaining two parish organisations that expressed interest, Bramley and Western Villages, before Christmas.

2. OPTIONS:

- 2.1 As discussed with members.

3. CONSULTATIONS:

- 3.1 Appropriate consultation will be carried out for all schemes.

4. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 4.1 Works will be carried out by the County Council's term highways contractor, Kier, who won the term contract in a competitive tender process.

5. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 5.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

6. LOCALISM:

- 6.1 Works and schemes are designed to improve and make safer the facilities for local communities in the borough.
- 6.2 The Highways Localism initiative allows parish councils to undertake enhanced maintenance of the public highway.

7. 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

A well-managed highway network can contribute to reduction in crime and disorder.

<u>9. CONCLUSION AND RECOMMENDATIONS:</u>
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9.1 The report provides information to enable the Committee to maintain ongoing oversight of its programme of schemes and associated budgets.

<u>10. WHAT HAPPENS NEXT:</u>

10.1 Officers will continue to progress the programme of schemes agreed by the Committee.

Contact Officer:

John Hilder
Area Highways Manager (South West)
Tel 0300 200 1003
wah@surreycc.gov.uk

Consulted:

As described within the report.

Annexes:

Annex 1: Integrated Transport Scheme Programme for 2013/14

Sources/background papers:

Local Committee for Waverley 14 December 2012 Item 9: 'Local Committee Capital and Revenue Budgets & Recommended Allocations for 2013/14'.
Local Committee for Waverley 5 July 2013 Item 14: 'Localism in Highways: An update on devolved Highways delivery'.

Complete 2012/13 Schemes	Estimated Cost**	Status	Construction	Comment
Marshall Road Cycle link	90,000	Detailed design complete, awaiting price. SCC legal instructed on dedication of land.	Feb/March	Potential PIC contribution £55,471
Longbridge Pedestrian Crossing	120,000	Cancel due to proposed S278 works on Union Rd/Longbridge for East St development & Police Station development	See Status column	Replace with Park Row refurbishment, extended Trinity Hill scheme and LSR (Guildford Trading Estate & town centre)
The Street Womersley – New footway	30,000	Cancelled due to complexity and estimated cost (£150,000)	See Status column	PC agree new VAS at Park Drive junction.
‘New’ Schemes for 2013/14				
B2127 Bookhurst Rd Cran/Ewh Shared use cycle footway	90,000	In design. Planned March 2014 start with costs spread over 2 years	See Status column	Waiting for detailed design. Discuss with landowners Nov/Dec. S106 contribution 75,000. PIC 25,420
B2127 The Street Ewhurst Ped Crossing – Feasibility only	5,000	Feasibility study complete		PC have agreed preferred option.
B2128 High St Cranleigh - De-clutter (Local Office lead)	20,000	Complete.		Complete subject to snagging.
C140 Dunsfold Rd Alfold - Ped Facilities - Feasibility	5,000	Feasibility study to be carried out		Feasibility Studies carried out later in the year. Priority given to design and build.
A283 Petworth Rd Chiddingfold- Ped facilities - Feasibility	5,000	Feasibility study to be carried out		As above
A284 Bramley Village Speed Limit Review	15,000	Review complete		See today’s agenda item
D5308 Lickfolds Rd Rowledge- Speed Limit Review	5,000	Review complete		Install December
A325 Wrecclesham Hill - Speed Management (Local Office Lead)	15,000	Design complete, work ordered		Underway, complete Dec/Jan
D5301 The Avenue Rowledge- Ped Facilities	20,000	Design complete		Complete, some snagging.
D5353 Drovers Way (Folly Hill Estate) Ped Refuge	15,000	Complete.		Extend scheme utilising funding from abandoned Longbridge crossing starts Jan.
D5421 Station Rd Godalming - Ped Crossing Facilities - Feasibility	5,000	Feasibility study to be carried out		Discuss proposals with TC Dec, combine with Vicarage Walk below.
D5403 Borough Rd Godalming - Ped Crossing Facilities Vicarage Walk	120,000	In design		Waiting for detailed design and cost. Install Feb/March.
Speed Limit reviews: A283 Culmer Hill/Petworth Rd, Sandhills Road/Brook Road, Combe Lane, Station Lane (Milford)	25,000	Review complete		See report on today’s agenda
A286 Western Villages Speed Limit Review Brook Village to Grayswood Village	15,000	Review complete		Reduced limit agreed Sept LC. Install Jan/Feb
B2131 Lower St (Fosters Bridge) Haslemere Flood Assessment – Feasibility only	10,000	Feasibility study underway.		Short term measures drainage upgrade measures ordered.
A287 Bell Road (Coomers Triangle) Haslemere - One Way/Junction Improvements – Feasibility only	10,000	Feasibility underway		Feasibility Studies carried out later in the year.
A287 Hindhead Rd (Critchmere Hill) - Junction Improvements – Feasibility only	10,000	Feasibility underway		Feasibility Studies carried out later in the year.

A333 Portsmouth Rd Hindhead - VAS (Local Office Lead)	5,000	Complete		Complete
Waverley Western Villages - Mobile VAS (Local Office lead)	5,000	Complete		VAS now in use by the Police.
C26 The Street Dockenfield - Pinch Point (Local Office Lead)	10,000	In design		Waiting for detailed design and cost
Borough Wide Ad-hoc Signs & Lines	10,000	Work being ordered - ongoing		Ongoing throughout the year
Critchmere Hill -Prohibit Left Turn onto A287 Hindhad Road, Shottermill	5,000	Advertise traffic order Dec.		Install Jan/Feb
B2131 Cranleigh - Street Lighting Upgrade (Street Lighting Lead - Jack Lee)	30,000	Complete		One column outstanding plus Xmas light adaptations.
Sub-total	£695,000			
Section 106 Funded Schemes				
A287 Frensham Rd (Bourne Crossroads) Farnham - Zebra Crossing Section 106	46,751	Design complete, awaiting pricing.		Install Jan/Feb. PIC £7,625 available
Kings Road Haslemere - Buildout S106	15,000	In design		Waiting for detailed design and cost

**** Estimated Costs: All highway schemes are unique with multiple variables. Estimates are based on similar completed schemes, and final prices following design could vary significantly**

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (WAVERLEY)****DATE: FRIDAY 13 DECEMBER 2013****LEAD OFFICER: JOHN HILDER
AREA TEAM MANAGER****SUBJECT: RESPONSE TO PETITION: A287 FRENTHAM
DIVISION: WAVERLEY WESTERN VILLAGES, FARNHAM SOUTH****SUMMARY OF ISSUE:**

Mr D Jones presented a petition at the 20 September 2013 meeting of the Committee signed by local residents and parents of children attending Edgeborough School requesting a reduction in the speed limit from 50mph to 40mph on the section of the A287 between a point just below Gong Hill Drive (The Bourne) and Fifield Lane (Millbridge). The Chairman explained that the Committee would consider a response to the matter at its next meeting (13 December 2013).

This section of the A287 Frentham Road spans two Surrey County Council divisions, Waverley Western Villages and Farnham South, and as such should have been considered by the two Task Groups which cover these areas during the recent round of scheme prioritisation meetings. Unfortunately it was not, so local members have not had the opportunity to request its inclusion in the 2014/15 programme under consideration at agenda Item 11. The Committee is asked to consider inclusion under at that agenda item, at an estimated scheme cost of £12,000.

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

- (i) Note the proposed response to the petition.
- (ii) Consider inclusion of the proposed scheme in the programme set out in Item 11 on this agenda.

Contact Officer:

John Hilder, Area Highways Manager: 03456 009 009.

Consulted:

N/A

Annexes:

None

Sources/background papers: Petition presented at meeting on 20 September 2013.

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE FOR WAVERLEY

DATE: FRIDAY 13 DECEMBER 2013

LEAD OFFICER: JOHN HILDER,
AREA HIGHWAY MANAGER (SOUTH WEST)

SUBJECT: HIGHWAYS BUDGETS FOR 2014/15

DIVISION: ALL DIVISIONS IN WAVERLEY

**SUMMARY OF ISSUE:**

During October and November Task Groups (TG) representing the four areas of Waverley centred around Cranleigh, Haslemere, Godalming and Farnham, met to prioritise highway improvement schemes (Integrated Transport Schemes: ITS schemes) for their respective areas. The Local Transport Plan (LTP) Task Group met on 26 November to consider these prioritised lists, and recommend a programme of ITS and other works for 2014/15 to this Committee.

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

- (i) Agree that the improvement (ITS) schemes described in this report form the Waverley LTP programme for 2014/15, with Maintenance Capital and Revenue funding reserved to implement the programme.
- (ii) Agree allocations to the Lengthsman scheme and other revenue and capital headings as described at 1.3 of this report.
- (iii) Authorise the Area Highway Manager (AHM) to progress the schemes included in the programme in consultation with local elected members and associated task groups.
- (iv) Subject to approval of recommendations (i) and (ii) authorise the AHM to consider and determine any objections submitted following the statutory advertisement of the traffic orders and notices associated with the programme of schemes, in consultation with the Chairman and/or Vice-Chairman of the Local Committee and relevant local councillors.
- (v) Delegate authority to the AHM in consultation with the Chairman and Vice-Chairman and locally affected Members to amend budgets throughout the year if required to ensure the budget is allocated in a timely manner.
- (vi) Agree that Community Enhancement Fund is devolved to each County Councillor based on an equal allocation of £5,000 per division

REASONS FOR RECOMMENDATIONS:

The committee is asked to agree 2014/15 allocations at this stage so that scheme design can start at the earliest opportunity, increasing confidence in delivery.

1. INTRODUCTION AND ANALYSIS:

- 1.1 The budgets available to this committee in 2014/15 are expected to be same as in 2013/14, which were as follows:

	£
Capital ITS (Improvement) Schemes	262,000
Capital Maintenance	262,000
Revenue Maintenance	<u>317,000</u>
Total	841,000
And in addition	
Community Enhancement Fund	45,000

- 1.2 During October and November the Task Groups representing the four areas of Waverley centred around Cranleigh, Haslemere, Godalming and Farnham, prioritised highway improvement schemes for their respective areas.

- 1.3 The Local Transportation Plan (LTP) Task Group met 26 November to consider feedback from the four local Groups, and determine an overall ITS priority list.

The LTP Task Group recommended the following:

Reserve funding for Lengthsman Scheme	£45,000
Implement Parking Review recommendations	£20,000
Jetter for 3 weeks	£15,000
Ad hoc signs, lines, bollards, etc. by local team	<u>£10,000</u>
Total	£90,000

With the balance of available funding, **£751,000** excluding Community Enhancement, directed towards the following programme of ITS schemes.

ITS Schemes Allocations for 2014/15	Comment
<i>Cranleigh & Ewhurst</i>	
Cranleigh: Shared footway/cycle link Cranleigh to Ewhurst	£75k developer contribution in place. High cost scheme, with construction costs spread over 2013/14 and 2014/15.
Est. £60,000	£90,000 allocated from 2013/14 budget,

	allocate £60,000 from 2014/15 budget.
Cranleigh: New illuminated bollards for High Street islands. Est. £10,000	
Cranleigh: Feasibility only for unit paving on south side of High St, including forecourts. Est. £3,000	
Cranleigh: Pelican crossing in Horseshoe Lane near Edgefield Close	Sponsored and entirely funded by Cranleigh School.
Ewhurst: Ewhurst C of E School crossing refuge Est. £15,000	Implement feasibility 2013/14 study findings
Ewhurst: Measures to stop large vehicles using Shere Road. Est. £6,000	Similar requests received from Shere PC.
Ellens Green: Extend 40mph speed limit in Horsham Road north of village. Est. £6,000	
Waverley Eastern Villages	
Bramley: Extend 30mph speed limit on A281 Est. £10,000	See Highways update report (Item 9 on this agenda)
Chiddingfold: Pedestrian crossing at The Crown PH plus anti-skid on approaches. Est. £40,000	Implement feasibility 2013/14 study findings
Farnham North	
Farnham: Pedestrian phases at Farnborough Rd j/w Upper Hale Rd traffic signals. Est. £50,000	
Farnham Central	
Farnham: Parking bays at Stoke Hills roundabout. Est. £20,000	
Farnham: Restrict HGV use of Southern Way. Est. £5,000	
Farnham South	

Farnham: Environmental scheme at Bourne Crossroads. Est. £30,000	
Farnham: Shortheath Rd schools safety scheme, feasibility only. Est. £8,000	Feasibility study only.
Godalming North	
Godalming: Pedestrian phases at Holloway Hill/Flambard Way traffic signals. Est. £50,000	
Farncombe: Traffic signal control for Catteshall Rd j/w Meadow High value scheme, investigate available developer funding.	
Godalming South, Milford & Witley	
Godalming: Pedestrian safety at Tuesley Lane j/w Busbridge Lane. Est. £15,000	
Milford: New 30mph speed limit Cherry Tree roundabout to Rodborough School. Est. £20,000	
Witley: Improve surface of FP 150 linking to rail station. Est. £10,000	
Witley: A283 Footway flooding between Wheelers Lane and Rodborough School. Est. £10,000	
Haslemere	
Haslemere: Flooding at Fosters Bridge. Est. £10,000	Implement feasibility 2013/14 study findings
Haslemere: Gateways at main road approaches to town. Est. £25,000	
Haslemere: Safer crossing at Shepherds Hill j/w Courts Hill. Est. £15,000	
Haslemere: Replace railings at jewellers in High St.	

Est. £5,000	
Haslemere: Feasibility study for crossing at bottom of Shepherds Hill.	
Est. £5,000	
Haslemere/Weyhill: Feasibility study for cycle/pedestrian network.	
Est. £7,000	
<i>Waverley Western Villages</i>	
Western Villages: General revenue and capital drainage to relieve road flooding.	
Est. £60,000	
Churt: Vehicle Activated Sign in village.	
Est. £6,000	
Churt: Village entrance treatments (30 mph roundels, etc.)	
Est. £6,000	
Elstead: Feasibility for lay-by in Springfield.	
Est. £4,000	
Thursley: Feasibility to improve Homefield Rd junction.	
Est. £4,000	
Total: £515,000	

1.4 This leaves £236,000 (£751,000 – £515,000) unallocated, The task group felt any further decisions should be deferred to allow for potential costs of schemes in the 2013/14 programme which may overrun into 2014/15, the accuracy of the above estimates (which are indicative figures only) and clarification on any developer funding available to progress traffic signals at the Catteshall Lane/Meadow junction.

Planning Infrastructure Contribution (PIC) Funding

1.5 PIC funding will be used wherever possible to support the agreed ITS programme for 2014/15.

Community Enhancement Fund

1.6 In order to allow County Councillors the flexibility to promote projects in their division it is recommended that the Local Committee delegate funding and decision making to each County Councillor on the basis of a £5,000 per

member allocation. Two or more members may pool their funding across divisional boundaries.

Lengthsman Scheme

1.7 The Lengthsman scheme (Highways Localism) started in April 2013 and take- up in Waverley has been high. Hambledon, Chiddingfold, Dunsfold, Western villages, Bramley, Haslemere and Farnham have all bid for funding and the 2013/14 allocation of £40,000 is expected to be fully spent.

1.8 Repeat bids for 2014/15 from these councils can be expected. At the beginning of December bids for 2014/15 had already been received from Dunsfold (£8,000), Chiddingfold (£6,000), and from First Wessex Housing Association to fund the highways responsibilities contained within a joint caretaking project at the Sandy Hill and Chantry estates in Farnham (a first-time bid of approximately £7,000). The Committee will be asked to make a decision on the deployment of these budgets at its March 2014 meeting.

1.9 The Area Manager suggests that £45,000 is allocated towards the Lengthsman scheme in 2014/15, which is likely to be below the level of demand, and the committee may wish to consider increasing this figure. In some Surrey districts and boroughs local committees allocate Lengthsman funding to each county division in the same way as for Community Enhancement.

2. OPTIONS:

2.1 As discussed with members.

3. CONSULTATIONS:

3.1 Appropriate consultation will be carried out for all schemes.

4. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

4.1 Works will be carried out by the County Council's term highways contractor, Kier, who won the term contract in a competitive tender process.

5. EQUALITIES AND DIVERSITY IMPLICATIONS:

5.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

6. LOCALISM:

6.1 Works and schemes are designed to improve and make safer the facilities for local communities in the borough.

6.2 The Highways Localism initiative allows parish councils to undertake enhanced maintenance of the public highway.

7. 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

A well-managed highway network can contribute to reduction in crime and disorder.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 As set out in the body of the report..

10. WHAT HAPPENS NEXT:

10.1 Officers will continue to progress the programme of schemes agreed by the Committee.

Contact Officer:

John Hilder
Area Highways Manager (South West)
Tel 0300 200 1003
wah@surreycc.gov.uk

Consulted:

As described within the report.

Annexes:

None

Sources/background papers:

None

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (WAVERLEY)

DATE: FRIDAY 13 DECEMBER 2013

LEAD OFFICER: JOHN HILDER
AREA TEAM MANAGER

SUBJECT: WITLEY AREA: SPEED LIMIT ASSESSMENTS

DIVISION: GODALMING SOUTH, MILFORD AND WITLEY
WAVERLEY EASTERN VILLAGES
WAVERLEY WESTERN VILLAGES**SUMMARY OF ISSUE:**

A speed limit assessment has recently been undertaken for:

- **A283 Petworth Road (between the existing 40/30mph speed limit terminals just south of the property known as 'Chichester Hall' to the existing 40/50mph speed limit terminals just north of the property known as 'Witley Court')**
- **C31 Brook Road, Wormley (its whole length between the A283 Petworth Road and the A286 Haslemere Road)**
- **C31 Combe Lane, Wormley (between A283 Petworth Road and a point just south of Coopers Place).**
- **C32 Station Lane, Milford (its whole length)**

RECOMMENDATIONS:

The Local Committee (Waverley) is asked to agree:

- (i) **A283 Petworth Road**, Witley between Chichester Hall and Witley Court. Retain the existing 40mph speed limit. For other options see 3.2 below.
- (ii) **C31 Brook Road** Wormley, entire length between the A283 Petworth Road and the A286 Haslemere Road. Retain the existing 60mph speed limit. For other options see 3.3 below.
- (iii) **C31 Combe Lane**, Wormley, between the A283 Petworth Road and a point just south of Coopers Place. Retain the existing 60mph speed limit. For other options see 3.4 below.
- (iv) **C32 Station Lane**, Milford, entire length. Reduce the speed limit from

60mph to 40mph. For other options see 3.5 below.

- (v) That where recommendations are to change the speed limit to give authority to advertise a notice in accordance with the Traffic Regulation Act 1984 the effects of which will be to implement the proposed speed limit changes and revoke any existing traffic orders necessary to implement the changes subject to no objections being maintained the Order be made.
- (vi) That authorisation is given to the Area Team Manager in consultation with the Chairman of the Local Committee and Local Member resolve any objections received in connection with the proposals.
- (vii) Where recommendations are that the speed limit should remain, that no further action is necessary.

REASONS FOR RECOMMENDATIONS:

Recommendations have been made based upon existing policy, in consultation with Surrey Police.

1. INTRODUCTION AND BACKGROUND:

1.1 The roads contained with this assessment comprise of a residential road, two local distributor roads, and a primary road within Surrey's highway network.

1.2 Petworth Road provides a direct link between Petworth and Milford. The section of road under assessment was between the existing 30/40 terminals at the southern approach into Witley village and the existing 40/50 terminals near 'Witley Court'.

1.3 Brook Road, is a relatively narrow road with numerous bends and is fronted by a mixture of houses, fields and woodland.

1.4 Combe Lane, is a rural road that has Witley rail station just off it. It is mainly fronted by houses, but with some open land.

1.5 Station Lane, is divided into both rural and urban classification due to part of the road having a system of street lighting. Approximately halfway along the road is a level crossing adjacent to Milford rail station.

1.6 Surrey's policy for determining speed limits was updated in November 2010. This is a 4 step approach consisting of:

Step 1 – Determining the length of road or roads to be assessed; giving consideration to start and end points, and road features.

Step 2 – Determining the preferred speed limit. Each road is considered under its respective location category: urban or rural. The road is then assessed against a number of pre-determined factors and definitions – a formulaic hierarchy – to determine the preferred speed limit.

Step 3 – Comparison of the preferred limit to existing speeds. This determines whether drivers are likely to comply with the 'preferred limit'. Where existing speeds are at, close to, or below, the preferred limit then changes would be considered appropriate. Where existing speeds are significantly above the 'preferred limit' then either an appropriate higher limit

is recommended, the existing limit retained, or speed management measures are introduced to achieve speeds closer to the preferred limit. It is essential therefore, that Step 3 of this process is conducted in close discussion with the Police so that collective agreement can be reached on the implications of the 'preferred limit'.

Step 4 – Monitoring of a change in speed limit. Monitoring of any introduced speed limit to ensure level of compliance is satisfactory. A review of this information will then take place including the possibility of introducing speed management measures to ensure compliance.

- 1.7 Speeding is essentially anti-social behaviour and a Police enforcement issue, as driving in excess of the posted speed limit is a criminal offence. The Police, as the sole highway enforcement agency, have the necessary powers to deal with offenders.

2. ANALYSIS:

- 2.1 Speed data for these locations has been assessed.

- 2.2 The results are shown in the following table:

Road	Average daily flow	Average 85%ile speed (mph)	Average mean speed (mph)
A283 Petworth Road	N/A	42.9	38.9
Brook Road	346	37.0	31.7
Combe Lane	1161	39.5	32.8
Station Lane	1660	44.5	38.8

- 2.3 There have been a number of personal injury collisions on the section of roads under assessment. Below is a table indicating the collisions between January 2009 and end of November 2012:

Location	Collisions	Nature	Collisions involving exceeding the speed limit
A283 Petworth Road	9	8 slight 1 serious	0
Brook Road	2	2 slight	0
Combe Lane	5	4 slight 1 serious	0
Station Lane	10	10 slight	1

- 2.4 Under Step 2 of the speed management policy, the table below indicates the 'preferred limits' following assessment.

Road	Current limit	Committee requested limit	'Preferred limit'
A283 Petworth Road	40mph	30 mph	40 mph
Brook Road	National (60mph)	30 mph	40 mph
Combe Lane	National (60mph)	30 mph	40 mph
Station Lane	National (60mph)	30 mph	30 mph (urban) 50 mph (rural)

- 2.5 As a general point, mean speeds are now being used as the basis for determining local speed limits, whereas in the past, 85th percentile speeds were used. These are underpinned by extensive research demonstrating the well-proven relationship between speed and collision frequency and severity. Mean speeds also reflect that the majority of drivers perceive that speed to

ITEM 12

be appropriate for the said road. It is therefore the aim that the local speed limit is aligned so that the original mean speed driven on the road is at or below the new posted speed limit.

2.6 Under Step 3 of the speed management policy, the table below indicates the mean speeds against the preferred limits.

Road	Mean speed	'Preferred limit'
A283 Petworth Road	38.9 mph	40 mph
Brook Road	31.7 mph	40 mph
Combe Lane	32.8 mph	40 mph
Station Lane	38.8 mph	30 mph (urban) 50 mph (rural)

2.7 Note that the A283 Petworth Road and Station Lane have identical mean speeds but the policy suggests three different speed limits. This is because Petworth Road is classified as an urban (by value of street lighting) Strategic Route (a county distributor road), while Station Lane is classified as a Local Distributor (local traffic movement rather than longer distance) with urban (with street lighting) and rural (without street lighting) sections.

2.8 The Area Manager recommends that the speed limit in Station Lane is reduced to 40mph throughout.

2.9 The 50mph suggested by the policy for the unlit section is due to the relatively low accident rate – a higher accident rate would trigger a 40mph speed limit under the policy. Residents have provided evidence of accidents at bends some of which will not have been reported to the police and are therefore not reflected in their statistics. So 40mph is considered appropriate for the rural, unlit section.

2.10 The speed limit on the lit section could be reduced to 30mph. However regulations require that 30 repeater signs, reminding drivers of the speed limit, are not permitted on roads with street lighting. The Area Manager recommends that a speed limit of 40mph is also introduced on the lit section, with 40mph repeater signs at intervals along the entire length of Station Lane.

3. OPTIONS:

3.1 For each road the following options are available to the committee:-

3.2 **A283 Petworth Road between Chichester Hall and Witley Court.**

3.2.1 Agree with the officer recommendation to retain the existing 40mph limit.

- 3.2.2 Introduce a 30mph limit, in which case the decision would be referred to the Cabinet Member for Transport, see 3.6 below.

3.3 Brook Road, entire length between the A283 Petworth Road and the A286 Haslemere Road

- 3.3.1 Agree with the officer recommendation to retain the existing 60mph limit.
- 3.3.2 Introduce a 40mph limit, the 'Preferred Limit' according to policy. The same 40 mph limit should be introduced in the D151 Church Lane between the junction with Brook Road and the A286 Haslemere Road.
- 3.3.3 Introduce a 40mph limit between the A283 Petworth Road and Church Lane, the 'Preferred Limit' according to policy. Introduce a 30mph limit between the junction with Church Lane and the junction with the A286 Haslemere Road. Introduce a 30mph limit in the D151 Church Lane between the junction with Brook Road and the A286 Haslemere Road.
- 3.3.4 Introduce a 30mph limit. The same 30 mph limit should be introduced in Church Lane between the junction with Brook Road and the A286 Haslemere Road. The decision would be referred to the Cabinet Member for Transport, see 3.6 below.

3.4 Combe Lane between the A283 Petworth Road and a point just south of Coopers Place

- 3.4.1 Agree with the officer recommendation to retain the existing 60mph limit.
- 3.4.2 Introduce a 40mph limit, the 'Preferred Limit' according to policy. The same 40mph limit should be introduced in New Road, which is currently 60mph.
- 3.4.3 Introduce a 30mph limit, with New Road also reduced to 30mph. The decision would be referred to the Cabinet Member for Transport, see 3.6 below.

3.5 Station Lane, entire length

- 3.5.1 Agree with the officer recommendation to retain introduce a 40mph speed limit.
- 3.5.2 Introduce a 30mph limit, in which case the decision would be referred to the Cabinet Member for Transport, see 3.6 below.

Referral to the Cabinet Member for Transport

- 3.6 A local committee may decide, exceptionally, to implement a lower speed limit than recommended which does not reduce speeds to a level approaching the new limit, although a new limit should always reduce average speeds. Where the police object to the proposed speed limit (which would be the case here where the speed limit is reduced to 30mph) and the

local officer recommends against proceeding with the reduction without additional measures the decision should be endorsed by the Cabinet Member for Transport, having taken advice from highways officers and the police.

3.7 Note that if the Local Committee or Cabinet member considers that a proposed lower speed limit would not reduce average speeds sufficiently then the speed limit policy document advises either:-

- Retain the existing higher speed limit in order to manage speeds at a realistic level or:
- Implement other speed management measures to achieve speeds closer to the preferred limit, and then introduce the lower limit.

3.8 Speeds, the casualty record and safety concerns would have to be reviewed after 12 months and in the event of the new speed limit being ineffective, the policy recommends that remedial action be considered. This review may be needed earlier if there are extenuating circumstances that warrant prompt action.

4. CONSULTATIONS:

4.1 Consultation has been carried out with Surrey Police, including a site visit to all locations. Their comments about the individual schemes can be found with Section 9.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 The cost of changing any speed limit includes legal advertisement costs associated with the statutory process, together with the costs of design and implementation. It is also possible that some electrical works, and re-lining would be required.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 The Highway Service is mindful of its needs within this area and attempts to treat all users of the public highway with equality and understanding.

7. LOCALISM:

7.1 Local communities would be affected by having to comply with the speed limit agreed upon by the local committee.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report

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

9. CONCLUSION AND RECOMMENDATIONS:

9.1 This report details how the speed limit assessment was conducted. It is recommended that the speed limit should be as below:

A283 Petworth Road (between the existing 40/30mph speed limit terminals just south of the property known as 'Chichester Hall' to the existing 40/50mph speed limit terminals just north of the property known as 'Witley Court'). It is **recommended to maintain existing 40mph**. Surrey Police agree to the proposal and would object to a reduction to 30mph.

C31 Brook Road, Wormley (its whole length between the A283 Petworth Road and the A286 Haslemere Road) – As the recorded speeds are already significantly below the preferred limit of 40mph an introduction of a 40mph limit would have little effect on drivers speeds as well as providing no value for money. A reduction in speed would require additional posts and signs that can change the street scene by providing clutter as well as creating an on-going maintenance cost. Surrey Police do not feel that a reduction in speed limit will change driver behaviour. It is **recommended to maintain the existing National speed limit**.

C31 Combe Lane, Wormley (between A283 Petworth Road and a point just south of Coopers Place) – As the recorded speeds are already significantly below the preferred limit of 40mph an introduction of a 40mph limit would have little effect on drivers speeds as well as providing no value for money. A reduction in speed would require additional posts and signs that can change the street scene by providing clutter as well as creating an on-going maintenance cost. Surrey Police do not feel that a reduction in speed limit will change driver behaviour. It is **recommended to maintain the existing National speed limit**.

C32 Station Lane, Milford (its whole length) – due to the high speeds in the street lit (urban) section compliance with a reduction to 30mph would be unlikely, therefore a 40mph speed limit would be suggested. Taken into consideration the geometry of the road as well as the accident history within the non street lit (rural) section, a consistent speed limit along the whole length of Station Lane is deemed appropriate. Surrey Police support a reduction to 40mph, however would object to a 30mph limit. It is **recommended to reduce the speed limit to 40mph**.

10. WHAT HAPPENS NEXT:

10.1 The proposal to make a Traffic Regulation Order is advertised in the local press, and following the making of the Traffic Regulation Order, the contractor is instructed to install the necessary signing.

Contact Officer:

Adrian Selby, Senior Engineer - 03456 009 009.

Consulted:

Surrey Police

Annexes:

Annexe 1 – Maps showing extent of assessed speed limit areas

Sources/background papers: None

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (WAVERLEY)**

DATE: 13 DECEMBER 2013
LEAD OFFICER: KEVIN ORLEDGE
STREET WORKS MANAGER



SUBJECT: SOUTH EAST PERMIT SCHEME FOR WORK ON THE
HIGHWAY

DIVISION: ALL DIVISIONS IN WAVERLEY

SUMMARY OF ISSUE:

The method by which Surrey County Council manages the highway network with respect to both street works and works for road purposes has changed. On 11 November 2013 Surrey County Council became a permit authority having previously been a noticing authority.

Works promoters are now required to request permission before they can undertake works on the highway, whereas beforehand they only had to inform of their intent to carry out works.

The permit scheme has been introduced into Surrey with the objective of creating a better managed highway network in terms of safety, disruption and asset protection.

This report provides an overview of the South East Permit Scheme (SEPS) and the implications to both works promoters and the highway authority and provides information gained within the first month of operation.

RECOMMENDATIONS:

The Local Committee (Waverley) is asked to note the contents of the report.

REASONS FOR RECOMMENDATIONS:

The report is for information only.

1 SEPS Review

- 1.1 Under respective enabling acts, utility companies have statutory rights and obligations. These include a duty to provide a service or supply to customers and rights to place, inspect, maintain, adjust, repair, alter, renew, relocate and remove apparatus. Targets are set by industry regulators in relation to reconnection times in the case of failure and in respect of apparatus maintenance and replacement.

Activities are controlled by two prime pieces of legislation, the New Roads and Streetworks Act 1991 (NRSWA) and the Traffic Management Act 2004 (TMA).

The Street Authority has, as far as is reasonably practicable, under section 59 of NRSWA, a duty to coordinate these works in order to facilitate the expeditious movement of traffic on the highway.

- 1.2 Since the introduction of NRSWA, works promoters have advised the authority of their intention to undertake works by the system of noticing. Under noticing works were able to be undertaken unless specifically challenged by the authority.

The TMA 2004 (enacted 2008) introduced the option to implement a permit scheme to replace noticing. Under permitting a works promoter is required to apply for permission to undertake works on the highway and cannot carry out those works until that permission is granted. A fee is paid by the works promoter for each granted permit. It is a criminal offence to undertake registerable works on the highway without a valid permit.

A permit not assessed in the timescale defined by the Department for Transport (DfT) will be classified deemed and granted by default. It is the target of SEPS to assess all permit applications, hence having a 0% deemed rate. It is also a target to review all applications within 40% of the DfT timescale limit to assist with works promoter planning.

No charge can be claimed for deemed permits.

- 1.3 In addition to granting the permit application, the authority may attach conditions to the activity contained therein. Under statute conditions must be pertinent to the reduction of congestion and disruption, recognise the needs of other users of the highway and the integrity of the highway itself.
- 1.4 The South East Permit Scheme was implemented by both originating member authorities, Surrey and East Sussex, on 11 November 2013. The scheme is classed as a common scheme (as opposed to single or joint), meaning it is open for other authorities to join. Bracknell Forest is due to join SEPS in late 2014.
- 1.5 With robust guidance issued by the DfT, SEPS is targeted towards the traffic sensitive network, Permit fees are structured accordingly.

The scheme also considers positive stop traffic management and the implications of this on the travelling public. Potential model conditions applied to granted permits reflect this.

- 1.6 Maximum fees for permits are set by the DfT. Fees applied by individual authorities are calculated using a DfT supplied matrix calculator with input data that includes the amount of works, type of works, type of road, and staffing levels. Fees for SCC SEPS are shown in Appendix 2.

In line with industry practice, fees are not charged for an initial period whilst familiarity is gained by both promoters and the authority. In the specific case of SEPS, this initial period is one month from scheme introduction.

Works for road purposes (works undertaken on behalf of the authority) are treated the same as street works in all respects with the exception that they are exempt from permit fees and charges.

Income generated from permit fees has to be used to cover the costs of running the scheme. The scheme cannot be profit making. Any excess income will require to be balanced by a reduction in permit fees in subsequent years.

- 1.7 Standard permit conditions are applied in all cases. Model conditions are applied where assessed beneficial. Further specific conditions could be applied on a case by case basis should a need arise. SEPS conditions are contained in Appendices 4 and 5.

Non-compliance with a permit condition is a criminal offence which may be prosecuted via the Magistrates Court. Liability for the offence can be discharged by payment of a Fixed Penalty Notice (FPN). Charges for FPNs are DfT set at £120 per offence with a reduction to £80 if paid in the first 29 days.

Whilst FPNs are not issued for works for road purposes, data is collated and reported for parity purposes.

- 1.8 To enable effective operation of SEPS, Street Works resource has been increased. The Surrey County Council Street Works department currently has an agreed 32 FTE staffing level. (Four of these are at present for a 12 month fixed term: Appendix 3 refers.

Nine office-based Network Coordinators and two assistant Network Coordinators are employed to review all permit applications and grant or refuse as appropriate.

Nine mobile Street Works Officers carry out site inspections on the quality of works undertaken and also inspect against the permit conditions applied.

- 1.9 With parity being essential between activities by utility companies and activities by the County Council, all works by for example, Tarmac, Skanska and Kier now require to be permitted.

2.0 Initial Operating period

- 2.1 At the time of writing, 1 ½ weeks into scheme operation, it is necessary to view available data with some care.

Figures from the second week of operation show that 1,737 Permits were granted and 193 Permit applications were refused for reasons such as incorrect information on the application, incorrect or additional conditions required. 127 variations to permits were granted and 24 authority imposed

variations were enforced. A total of 2081 permit activities were process by the Street Works department during the week.

11 Permits (0.006%) were not been processed and granted as deemed permits.

Potential income from permit fees annualised from the above limited data, whilst being lower, is broadly in line with overall expectations.

At the time of writing, data quantities for potential FPNs for breach of permit conditions are not available.

Contact Officer:

Kevin Orledge, Street Works Manager
03456 009009

Annexes: Appendices 1-5 attached

Sources/background papers:

None

Appendix 1 Definitions of Terms

Street Works

“Street works” means works of any of the following kinds (other than works for road purposes) executed in a street in pursuance of a statutory right or a street works licence:-

Placing apparatus, inspecting, maintaining, adjusting, repairing, altering or renewing apparatus, changing the position of apparatus or removing it.

Works required for or incidental to any such works such as, breaking up or opening the street, or any sewer, drain or tunnel under it, or tunnelling or boring under the street).

Works for Road Purposes

These are works usually carried out by highway authorities to improve, repair, maintain or replace highways, which under highways law includes the footway or pavement. This will include works to replace or maintain street lighting, even if carried out on behalf of the council by an electricity distribution company.

NRSWA defines “works for road purposes” (WRP) as any of the following descriptions executed in relation to a highway—

- Works for the maintenance of the highway,
- Any works under powers conferred by Part V of the HA1980 (Highway improvement works).
- Erection, maintenance, alteration or removal of traffic signs on or near the highway.
- Construction of a crossing for vehicles across a footway or grass verge or the strengthening or adaptation of a footway for use as a crossing for vehicles.

Works Promoter

A Works Promoter is any organisation carrying out works in the highway, regardless of whether they are working directly for, or on behalf of, a highway authority or an undertaker

Street Authority

In this Part “the street authority” in relation to a street means, subject to the following provisions—

- (a) if the street is a maintainable highway, the highway authority, and
- (b) if the street is not a maintainable highway, the street managers.

Traffic Sensitive

Under section 64 of NRSWA streets may be designated by the Street Authority as traffic sensitive. A traffic sensitive street is defined as one on which any work will create unacceptable delays and disruption to highway users at specified times.

One or more of the following criteria should apply before a street authority may designate a street as traffic-sensitive:

- (a) The street is one on which, at any time, the street authority estimates traffic flow to be greater than 500 vehicles per hour, per lane of carriageway, excluding bus or cycle lanes.
- (b) The street is a single carriageway two-way road, the carriageway of which, is less than 6.5 metres wide, having a total traffic flow in both directions of not less than 600 vehicles per hour.
- (c) The street falls within a congestion charges area.
- (d) Traffic flow contains more than 25% heavy commercial vehicles.
- (e) The street carries more than eight buses an hour.
- (f) The street is designated for pre-salting, by the street authority as part of its programme of winter maintenance.
- (g) The street is within 100 metres of a critical signalised junction, gyratory or roundabout system.
- (h) The street, or that part of a street that, has a pedestrian flow rate in both directions at any time, of at least 1,300 persons per hour, per metre width of footway.
- (i) The street is on a tourist route or within an area where international, national, or significant major local events take place.

Traffic Management

Traffic control that involves directing vehicular and pedestrian traffic around a construction zone, accident or other road disruption. This can be in the form of :-

Give and Take, Priority Working, Stop and Go Boards, Temporary Traffic Signals, Stop Works Sign (2 minutes maximum)

Registerable works

Street Works or Works for Road purposes that involve

- (a) Involve the breaking up or resurfacing any street, (see below for pole testing and coring involving excavation).
- (b) Involve opening the carriageway or cycleway of traffic-sensitive streets at traffic-sensitive times.
- (c) Require any form of temporary traffic control as defined in the Code of Practice for Safety at Street Works and Road Works.
- (d) Reduce the lanes available on a carriageway of three or more lanes.
- (e) Require a temporary traffic regulation order or notice, or the suspension of pedestrian facilities.
- (f) Require a reduction in the width of the existing carriageway of a traffic-sensitive street at a traffic-sensitive time

Enabling Acts

Enabling Act legislation is:

- Gas Act 1986 as amended by the Gas Act 1995 (schedule 3)
- Electricity Act 1989 (schedule 4)
- Water Resources Act 1991 (section 159)
- Telecommunications Act 1984 as amended by schedule 3 of the Communications Act 2003

Major works:

Identified in an undertaker's annual operating programme, which are normally planned or known about at least six months in advance of the proposed start date, or

Works that require a temporary traffic order (not a temporary traffic notice) under the Road Traffic Regulation Act 1984 for any works other than immediate works.

Works with a planned duration of 11 days or more, other than immediate works.

Standard works

Standard works are works, other than immediate or major works, with a planned duration of between four and ten days inclusive.

Minor works

Minor works are works, other than immediate or major works, with a planned duration of three days or less.

Immediate works

Immediate works are either:

Emergency works required to end, or prevent, circumstances, either existing or imminent, that might cause damage to people or property.

Urgent works as defined in the Regulations as street works:

- (a) (not being emergency works) whose execution is required (or which the person responsible for the works believes, on reasonable grounds, to be required):
 - (i) to prevent, or put an end to, an unplanned interruption of any supply or service provided by the undertaker
 - (ii) to avoid substantial loss to the undertaker in relation to an existing service or
 - (iii) to reconnect supplies or services where the undertaker would be under a civil or criminal liability, if the reconnection is delayed until after the appropriate notice period; and
- (b) includes works that cannot reasonably be severed from such works.

Ends

Appendix 2

Charges for Permits for Surrey County Council
Under the
South East Permit Scheme

	Main roads	Minor roads
	All 0, 1, 2 streets and Traffic Sensitive (at any time) 3 & 4 streets	3 and 4 / Non Traffic Sensitive streets
Provisional Advance Authorisation	£83	£66
Major Activity [over 10 days] and all major works requiring a traffic regulation order.	£216	£141
Major Activity [4 – 10 days]	£127	£ 0
Major Activity [up to 3 days]	£58	£ 0
Standard activity	£127	£ 0
Minor Activity	£58	£ 0
Immediate activity	£52	£ 0
Permit Variation	£45	£35

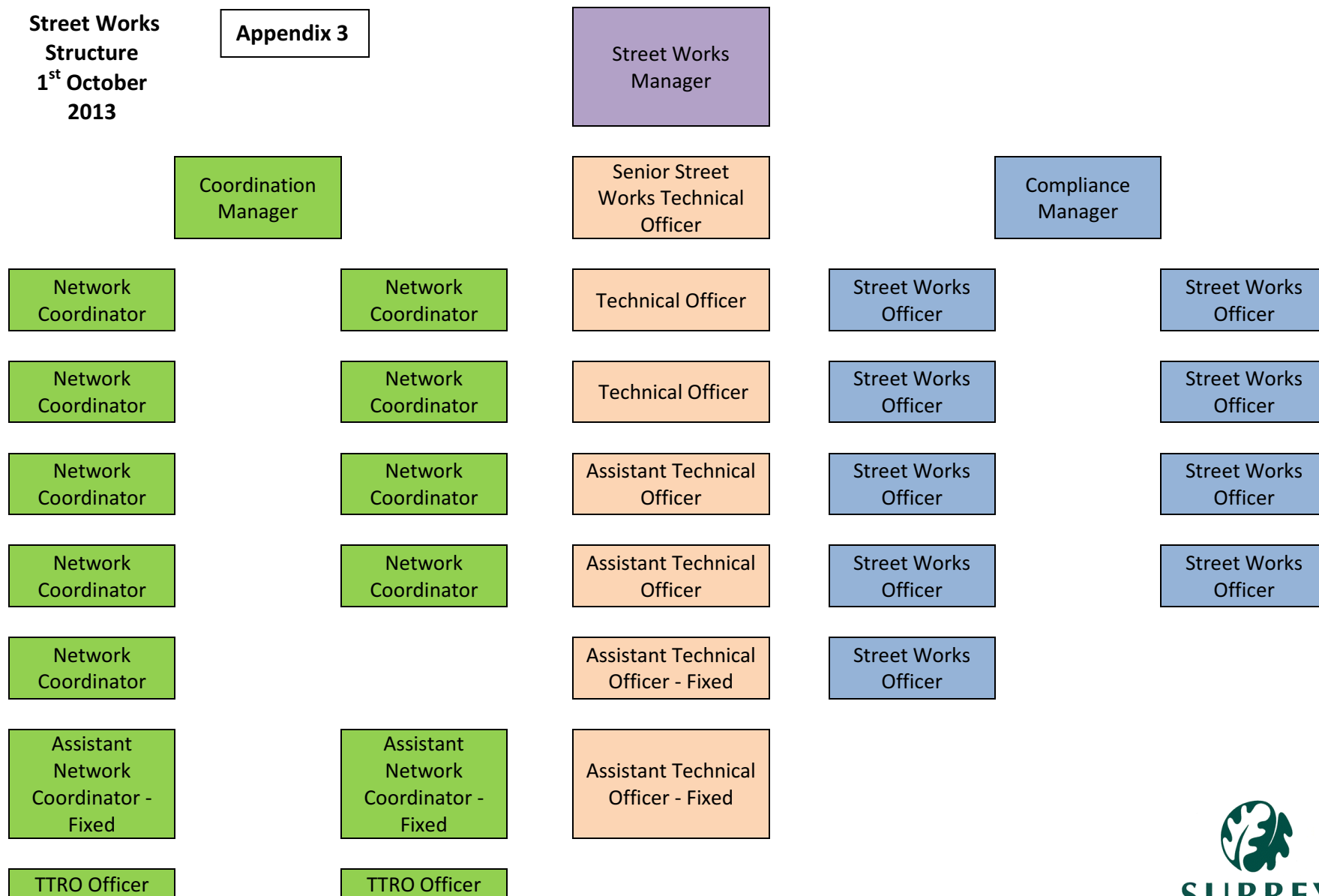
No fee will be charged if;

- the promoter is carrying out Works for Road Purposes (WFRP) as or on behalf of the highway authority
- if the permit is deemed
or
- if a permit variation is initiated by the permit authority

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**Street Works
Structure
1st October
2013**

Appendix 3



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South East Permit Scheme for Road Works and Street Works

Standard Conditions

Introduction

Section 4 of The South East Permit Scheme (SEPS) relates to the Issue of a Permit and inclusion of Conditions and makes provision for the attachment of Conditions to Permits.

Published in January 2013; *“ADDITIONAL ADVICE NOTE – for developing and operating future permit Schemes (Traffic Management Act 2004, Part 3 – permit schemes)”* ; Paragraph 28 states: *“...Use of standardised permit conditions will assist both authorities and utilities in streamlining the process of applying for permits through promoting a consistent approach, as well as being designed to assist those actually digging the hole in the ground.”*

Standard Conditions (SC) in The South East Permit Scheme are set out with the specific objectives of reducing congestion and disruption, recognising the needs of other users of the highway and the integrity of the highway itself.

Standard Conditions will be available on each respective authority's web site. These will be applicable to all Permit Authorities within SEPS. Standard Conditions must be referred to by quoting the relevant SEPS designation i.e. *“SEPS SC1.0”* in the permit condition text field.

This document will be an evolving document and Standard Conditions – following stakeholder consultation - may be added, deleted or modified from time to time. Communication for this will be via the authorities' HAUC meetings.

Version	Description	Date
1.0	Initial Release	19 September 2013
1.1	Minor amendments post consultation	30 September 2013
1.2	Minor amendments post further consultation	11 October 2013
1.3	Removal of several standard conditions (to model conditions)	31 October 2013
1.4	Reformat of SC Numbering and page 1 text edited for clarification following SEJUG meeting.	7 November 2013

South East Permit Scheme

Conditions to be applied in SEPS

No.	Circumstances when applied	Condition	EToN Condition Type
SEPS SC1.0	Immediate activity on a street designated in the ASD as particularly susceptible to disruption* *List also to be circulated and updated via local HAUC	An activity promoter who has commenced an Immediate activity must telephone the Permit Authority to inform them within 2 hours of the start of the work.	11- Consultation and Publicity
SEPS SC2.0	All Activities	<p>Activities hereby permitted shall not be carried out until a site information board has been erected on the site in a prominent place so that it may be read easily by the public, clearly displaying who is undertaking the works and including the Permit reference number. This must be maintained on site throughout the activity.</p> <p>For Immediate Activities the display of the above information board is required within 4 hours of the granting of a Permit or by 10.00 on the next working day (whichever is the sooner) after the works have started on site.</p>	11-Consulation and Publicity
SEPS SC3.0	Activities on 0, 1 and 2 roads and traffic sensitive 3 and 4 roads	Where no works activity takes place for 24 hrs on a day when works are permitted the promoter must contact the Permit Authority via EToN within 2 hours of the start of the next working day to explain the reason.	10-Work Methodology

No.	Circumstances when applied	Condition	ETon Condition Type
SEPS SC4.0	All activities - except Immediate works	The start and finish time for any activity to be undertaken outside of 8:00am to 6:00pm or if the activity requires weekend, Public Holiday or night working, must be stated on the Permit having first, in a demonstrable manner, consulted local Environmental Health, except where it is clearly evident that such consultation is not required, or where works are restricted to low noise activities.	12 - Environmental
SEPS SC5.0	Activities where a Temporary Traffic Regulation Order is required	<p>The activities hereby permitted shall not commence until any necessary Temporary Traffic Regulation Order (under the Road Traffic Regulation Act 1984) is in force covering the duration of the works.</p> <p>For Immediate Activities an emergency TTRO must be applied for within 4 hours of the granting of a Permit or by 10.00 on the next working day (whichever is the sooner) after the works have started on site.</p>	1-Date Constraint
SEPS SC6.0	Activities requiring the use of temporary portable traffic signals.	<p>Activity Promoters must not start their activity, or the relevant part of the activity, until permission (having been applied for using the authorities' current application process) has been given for the use of temporary traffic signals.</p> <p>For Immediate Activities an application must be submitted within 4 hours of the granting of a Permit or by 10.00 on the next working day (whichever is the sooner) after the works have started on site.</p>	9-Traffic Management Changes
SEPS SC7.0	Activities requiring the use of temporary / portable traffic signals	For activities hereby permitted using Temporary / portable traffic signals, the supplier / hirer must provide and display on the equipment on the site, the call-out number for the maintenance of the lights.	9-Traffic Management Changes

Ends

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South East Permit Scheme for Road Works and Street Works

Model Conditions Document

Introduction

Section 4 of The South East Permit Scheme (SEPS) relates to the Issue of a Permit and inclusion of Conditions and makes provision for the attachment of Conditions to Permits. **This document should be used in conjunction with the SEPS Standard Conditions document.**

Model Conditions (MC) in The South East Permit Scheme are set out with the specific objectives of reducing congestion and disruption, recognising the needs of other users of the highway and the integrity of the highway itself. Several SEPS Model Conditions deliberately replicate Model Conditions promoted by HAUC (UK) in the document *Permit Advice Note 2013/01, Guidance Note for the use of National Model Condition Text in Permits Schemes*, where the National Condition is considered appropriate for SEPS usage.

Model Conditions will be available on each respective authority's web site. These will be applicable to all Permit Authorities within SEPS. Model Conditions must be referred to by quoting the relevant SEPS designation i.e. "SEPS MC10" with appropriate 'short text' added for clarity.

Model Conditions listed minimise the need for un-necessary, lengthy EToN exchanges. Works promoters may wish to add reference to the Model Conditions which they feel apply to each works at Permit Application submission, to reduce the likelihood of application rejection. Where an Authority requires further conditions to be specified before granting a permit, they will reject the application and specify which conditions apply. (Which would normally be model condition/s, but may in some circumstances be a condition bespoke to that specific activity)

This document will be an evolving document and Model Conditions – following stakeholder consultation - may be added, deleted or modified from time to time. Communication for this will be via the authorities' HAUC meetings.

Version	Description	Date
1.0	First (non DRAFT) Version	31 st October 2013
1.1	Amendments to page 1 text, for clarification on use.	8 th November 2013

South East Permit Scheme

Conditions to be applied in SEPS

No.	Model Condition Text	Guidance for use of model condition text	Suggested short text	EToN Condition Type
SEPS MC10 (Ref NMC4)	<i>The activities hereby permitted shall only take place between [start time] and [end time] on weekdays and [start time] and [end time] on Saturdays and [start time] and [end time] on Sundays or Bank Holidays.</i>	This condition should only be attached to permits where it is necessary to limit the times of day that works are undertaken because the highway needs to be clear outside of these times. For instance the permit may be valid for 3 days but the site can only be occupied between the hours specified on the days specified. Environmental concerns must be taken in consideration when using this condition It should be noted that it may be possible to have more than 1 start and stop time i.e. if you are only permitted to work outside T/S times, in which case the text can be suitably amended	MC10 activities to take place 08.00-17.00 weekdays, 09.00-12.00 Sat	Time Constraints
SEPS MC20	<i>Activities hereby permitted shall take place on consecutive days</i>	In locations where it is considered advantageous to expedite Activities	MC20 Consecutive Days	Time Constraints
SEPS MC30	<i>Activities hereby permitted shall start after 09:30 on the first day of works</i>	Activities using Portable Traffic Signals on Traffic Sensitive Streets where it is considered advantageous to avoid morning rush hour on the first day of works	MC30 09:30 day one start	Time Constraints

No.	Model Condition Text	Guidance for use of model condition text	Suggested short text	EToN Condition Type
SEPS MC40 (Ref NMC5)	<i>It is a condition of this Permit that surplus material excavated as a consequence of the activities must be removed from the public highway within [x hours] (e.g. 24) of being excavated.</i>	This condition should be attached to permits where it is necessary to limit the area taken up by unused plant/materials. The condition should only be used where the storage of the materials and/or plant may cause problems on site such as congestion. Authorities must ensure that timeframes are reasonable to ensure that this condition can be met - where x = 1 this may be deemed as unreasonable and impractical	MC40 surplus material to be removed by 18.00 each day	Material Plant and Storage
SEPS MC50 (Ref MNC6)	<i>For the activities hereby permitted all material and plant not required for [insert period] shall not be stored on site from (insert date) and until (insert date)</i>	This condition should be attached to permits where it is necessary to limit the length of time materials or plant can be stored on site before they are actually required. The condition should only be used where the storage of plant and/or materials may cause problems such as congestion	MC50 Material will only be stored on site X hrs prior to use	Material Plant and Storage
SEPS MC60 (Ref NMC7)	<i>It is a condition of this permit that advance agreement is given by the Permit Authority for the Works Promoter to place or store materials, plant and/or equipment outside of the defined working space.</i>	This condition should be attached to permits where it is necessary to limit the defined area that materials or plant can be stored on site before they are actually required. The condition should only be used where the storage of plant and/or materials may cause problems such as congestion	MC60 Material will only be stored on site within [defined working space]	Material Plant and Storage
SEPS MC70 (Ref MNC8)	<i>The activities hereby permitted shall occur only within the area [insert description of area or provide traffic management plan reference] including the relevant and required signing, lighting and guarding".</i>	This condition should be attached to permits where works are restricted to an agreed area as described in the brackets or specified in the Traffic Management Plan, this may also be used where the work and traffic management is restricted to the footway only. The Traffic Management Plan reference should be included for clarity	NMC8 Works restricted to area agreed in TM plan 12345	Road Occupation Dimensions

No.	Model Condition Text	Guidance for use of model condition text	Suggested short text	EToN Condition Type
SEPS MC80 (Ref NMC9)	<i>For the activities hereby permitted [X]m must be maintained for pedestrians and/or [Y]m must be maintained for vehicles.</i>	This condition should be attached to permits where the works area decreases the road space normally available to pedestrian and/or vehicular traffic during specified times	MC80 - 1.2m maintained for peds & 3.5m maintained for vehicles 09:30-15:00, other times site must be clear'	Traffic Space Dimensions
SEPS MC90 (Ref NMC10)	<i>It is a condition of this permit that the activities hereby permitted may only occur when a minimum road space of x metres is available to all pedestrian traffic at all times.</i>	This condition should be attached to permits where works areas leave less than xm footway for pedestrians. The minimum xm safe road space can be obtained by placing a safe temporary walkway in the carriageway	MC90 – x.x m available for peds at all times	Traffic Space Dimensions
SEPS MC100 (Ref NMC11)	<i>The activities hereby permitted shall only take place when [insert road name] or [insert description of the relevant section of the road] is closed to traffic</i>	If a road is closed in its entirety the text could read 'full closure'. If the road is only part closed the text could read 'closure from (point a) to (point b)'. If residential or commercial access is being maintained the text should read 'access maintained'	MC100 – road closed from jct High Road to o/s 291, access maintained'	Road Closure
SEPS MC110 (Ref NMC14)	<i>The works comprised in [specified part B] of the activities hereby permitted shall not be commenced before the works comprised in [specified part A] are completed.</i>	N/A	MC110 part 2 of these works cannot start until part 1 is completed	Traffic management Changes
SEPS MC120 (Ref NMC15)	<i>The works comprised in [specified part A/B] of the activities hereby permitted shall be subject to and shall occur only when the following traffic management measures are in place [or as attached in schedule..]</i>	N/A	MC120 part 2 of works cannot start until the Eastbound Lane is open to traffic, as agreed in TM plan 12345.	Traffic management Changes

No.	Model Condition Text	Guidance for use of model condition text	Suggested short text	EToN Condition Type
SEPS MC130	<i>For an activity hereby permitted the works promoter will be responsible for maintaining diversion route signage, visible at all time to traffic being directed during periods in which the diversion is active. During non operational periods of the diversion, signs should be covered, laid flat, removed as appropriate.</i>	When a road closure with diversion route is in operation and it is considered advantageous for signage to be removed from use when not required.	MC130 Divert Signs	Traffic Management Changes
SEPS MC140	<i>For activities hereby permitted, suitably competent operatives (as necessary) must be in attendance to override signals / provide a manual alternative during the periods identified via the NSG as being traffic sensitive, to maximise the expeditious movement of traffic in all directions.</i>	Activities requiring the use of temporary / portable traffic signals on or near to 0, 1 and 2 roads and traffic sensitive 3 and 4 roads where failure of the temporary portable signals to successfully control traffic flows would have a significant impact on the wider road network.	MC140 PTS manual operation	Traffic Management Changes
SEPS MC150	<i>Activities hereby permitted using Temporary / portable traffic signals must have the signals removed from use within two hours of completion of works irrespective of day of completion.</i>	Activities requiring the use of temporary / portable traffic signals on or near 0, 1 and 2 roads and traffic sensitive 3 and 4 roads where traffic flows would be unnecessarily impacted.	MC150 PTS removal from use	Traffic Management Changes

No.	Model Condition Text	Guidance for use of model condition text	Suggested short text	EToN Condition Type
SEPS MC160 (Ref NMC16)	<i>For the activities hereby permitted on this site, as agreed, the works methodology employed will be [Hand Dig/Directional Drilling/Moling/Other Delete as Appropriate]] throughout the duration of the works activity.</i>	The methodology to be used should be agreed in advance with the works promoter as this may not be suitable for the works that need to be undertaken. It should be noted that the works methodology list given above is not a definitive list and where other methodology is agreed this can be provided within the condition. It should also be noted that more than one methodology may be listed	MC160 works methodology will be hand dig	Work Methodology
SEPS MC170	<i>For the activities hereby permitted, the works promoter must complete a permanent reinstatement within the permit prescribed duration</i>	When it is required for works to have a first time permanent reinstatement.	MC170 Perm Reinstatement	Work Methodology
SEPS MC180	<i>Activities hereby permitted shall not commence until specialist materials and suitably qualified operative (as agreed by the authority) are available for a permanent reinstatement.</i>	Areas of high amenity and specialist paving or surfacing materials	MC180 Special Material	Work Methodology
SEPS MC190	<i>For activities hereby permitted an operative on site must be able to demonstrate sufficient knowledge of pertinent content (format irrelevant) of the Permit, including the Conditions, when requested by Permit Authority Representatives.</i>	Where deemed appropriate, or when specific works promoter's performance in adhering to permit content/conditions is unsatisfactory.	MC190 Permit knowledge	Work Methodology

No.	Model Condition Text	Guidance for use of model condition text	Suggested short text	EToN Condition Type
SEPS MC200 (Ref NMC18)	<i>For the activities hereby permitted, the following working methodology [insert methodology] shall only take place between [start time] and [end time] on weekdays and/or [start time] and [end time] on Saturdays and/or [start time] and [end time] on Sundays or Bank Holidays and must not continue beyond these times.</i>	This condition should only be attached to permits where it is necessary to limit the time of day during which certain activities can take place. As an example, the works may be permitted to take place until 10pm however the element that involves slot cutting can only take place before 6pm	MC200 [breaking out] 19.00-23.00 weekdays, 09.00-12.00 Sat	Environmental
SEPS MC210	<i>Activities shall not commence until "Business Open as Usual" signs are positioned at locations agreed with the Authority and remain in situ for the duration of the works.</i>	Activities where it is considered likely that local business may be adversely affected by works.	MC210 business open sign	Consultation and Publicity
SEPS MC220	<i>For activities hereby permitted, when it is reasonably known that a permit is no longer required the works promoter must inform the Permit Authority, via EToN comment, at the latest on the day before the Permit start date, or, in the case of Permits on minor roads, no later than the day before the end of the starting window.</i>	Activities where the Works Promoter and / or the Authority has utilised live public information delivery such as VMS, social media etc. Or has undertaken a significant communication exercise for the activities.	MC220 permit no longer required	Consultation and Publicity
SEPS MC230	<i>For activities hereby permitted, when it is reasonably known the activity cannot begin on the Permit start date, however works will still be undertaken, the promoter must inform the Permit Authority, via EToN comment, at the latest on the day before the Permit start date.</i>	Activities where the Works Promoter and / or the Authority has utilised live public information delivery such as VMS, social media etc. Or has undertaken a significant communication exercise for the activities.	MC230 start delay	Consultation and Publicity

No.	Model Condition Text	Guidance for use of model condition text	Suggested short text	EToN Condition Type
SEPS MC240	<p><i>For activities hereby permitted, information signage conforming to schedule 12 Part 1 of the TSRGD 2002**, including works promoter and contact number, reason for works and estimated completion date, must be positioned adjacent to temporary traffic signals visible to traffic or at either end of the highway affected by a TTRN by xx:xx (time) on xx/xx (date)</i></p> <p><i>Signs must be maintained and remain in place visible to traffic approaching each traffic signal head or at either end of the highway affected by a TTRO for the duration of the works.</i></p>	<p>Immediate Activity greater than one working day duration with temporary / portable traffic signals and / or TTRN 0, 1 and 2 roads and traffic sensitive 3 and 4 roads where it is considered advantageous to give public information on activity reason and duration.</p>	MC240 Enhanced information Signage placed 10:00 on 11/11	Consultation and Publicity
SEPS MC250	<p><i>For activities hereby permitted, should a site be unoccupied for a period in excess of 4 hours during working times, signage must be provided on site for public information purposes explaining the reason for non occupation.</i></p> <p><i>Signs must be visible to traffic approaching each traffic signal head or at either end of the highway affected by a TTRO for the duration of the non occupancy.</i></p>	<p>Activities where a Temporary Traffic Regulation Order is required or requiring the use of temporary / portable traffic signals on 0, 1 and 2 roads and traffic sensitive 3 and 4 roads where it is considered advantageous to give public information on the reason for non occupation of the site.</p>	MC250 unoccupied site signage	Consultation and Publicity

No.	Model Condition Text	Guidance for use of model condition text	Suggested short text	EToN Condition Type
SEPS MC260	<i>For activities hereby permitted, advanced information signage conforming to schedule 12 Part 1 of the TSRGD 2002**, including works promoter and contact number, reason for works and completion date must be positioned on site, on approaches to where signal heads will be located visible to traffic, or at either end of the highway affected by a TTRO at least xx working days prior to the start date of works.</i> <i>Signs must be maintained and remain in place visible to traffic approaching each traffic signal head for the duration of the works.</i>	Activities (excluding immediate activities) with temporary / portable traffic signals or requiring a TTRO on 0, 1 and 2 roads and traffic sensitive 3 and 4 roads where it is considered advantageous to give advanced/continuing public information on works.	MC260 Advance Information Signage placed dd/mm	Consultation and Publicity
SEPS MC270	<i>The activities hereby permitted shall not commence unless the Works Promoter has provided written notice to all individual properties and businesses (on xx Roads) setting out where , the works will take place; the nature of the works; the intended start date and duration of the works and contact details of a representative of the works promoter.</i>	Major Works with temporary / portable traffic signals and / or Temporary Traffic Regulation Order where it is considered advantageous to give advanced warning of works.	MC270 Written notice has been provided to 1-79 High Street.	Consultation and Publicity

**TSRGD - Traffic Signs Regulations and General Directions 2002

Ends

ITEM 14

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (WAVERLEY)

DATE: 13 DECEMBER 2013

LEAD OFFICER: DAVID NORTH
COMMUNITY PARTNERSHIP & COMMITTEE OFFICER

SUBJECT: LOCAL COMMITTEE FORWARD PROGRAMME

DIVISION: ALL DIVISIONS IN WAVERLEY

**SUMMARY OF ISSUE:**

The report sets out the Forward Programme of reports for the Local Committee for the remainder of the 2013/14 municipal year and, as far as these are known at this stage, the year 2014/15..

RECOMMENDATIONS:

The Local Committee (Waverley) is asked to agree the Forward Programme, as outlined in **Annex 1**, indicating any further preferences for inclusion.

REASONS FOR RECOMMENDATIONS:

Members are asked to comment on the Forward Programme so that officers can publicise the meetings and prepare the necessary reports.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Forward Programme of the Local Committee is revised at each Committee meeting. Members are requested to propose any additional items for inclusion in the programme.
- 1.2 Local Committee meetings in the municipal year 2014-2015 will take place on the following dates, all starting at 1.30pm. Venues will be notified in due course.

20 June 2014
26 September 2014
12 December 2014
20 March 2015
- 1.3 Members are reminded that the date of the next meeting of the Committee has been amended and will now take place on 21 March 2014.

2. ANALYSIS:

- 2.1 Officers are required to investigate and consult with the appropriate services,

partners or other agencies on the purpose, content and timing of future reports. As these negotiations are concluded then items are added to the programme. Changing circumstances and requests throughout the year mean that the programme must retain some flexibility.

3. OPTIONS:

3.1 It is prudent and practical for the Local Committee to produce and maintain a business forward plan.

4. CONSULTATIONS:

4.1 Local Committee members are consulted.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 None

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 None

7. LOCALISM:

7.1 The Local Committee seeks to ensure that local perspectives are captured in its activities.

8. OTHER IMPLICATIONS:

8.1 None

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The Committee is asked to agree the Forward Programme

10. WHAT HAPPENS NEXT:

10.1 Officers will progress any member request and schedule reports for future meetings

Contact Officer:

David North (Community Partnership and Committee Officer)
d.north@surreycc.gov.uk / 01483 517530

Consulted:

Local Committee members and relevant officers

Annexes:

Annex 1: Forward Programme 2013-14

Sources/background papers:

None

ANNEX

LOCAL COMMITTEE (WAVERLEY)

FORWARD PROGRAMME 2013-14

21 March 2014 (Haslemere Hall) (Note changed date)

Highways update
Highways Localism schemes
Local Committee budgets
Youth Task Group update
Project Horizon update: Year 2 schedule
Management of HGVs in Farnham
Dementia Friendly Surrey

20 June 2014 (Venue t.b.a.)

Highways update
Local Transport Strategy
Progress of work in priority neighbourhoods
Public Health
Update on Superfast Broadband

26 September 2014 (Venue t.b.a.)

Highways update
Annual report on services for young people
Annual report on Safer Waverley partnership

12 December 2014 (Venue t.b.a.)

Highways update
5 year highways infrastructure programme
Highway improvement programme for 2015-2016

20 March 2015 (Venue t.b.a.)

To be scheduled:

Adult Social Care
Children's Services/Children's Centres/Family Support Service
Military Covenant

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