

MINUTES: of the meeting of Surrey County Council's Local Committee (Reigate and Banstead) held at 14:00 on Monday 24 July 2006 at Surrey County Council's East Area Office, Omnibus, Lesbourne Road, Reigate.

Members Present – Surrey County Council

Mrs Angela Fraser DL*	Mr Nick Harrison
Mr Michael Gosling	Mr Daniel Kee
Dr Lynne Hack	Mrs Frances King*
Mrs Kay Hammond*	Mrs Dorothy Ross-Tomlin
Mr Simon Harding*	

* part of meeting only

Members Present – Reigate and Banstead Borough Council

Cllr RM Bennett	Cllr R C Newstead
Cllr MHC Buttery	Cllr B A Stead
Cllr SA Kulka	Cllr R F C Wagner
Cllr R S Mantle	

PART ONE - IN PUBLIC

[All references to items refer to the agenda for the meeting]

Public Open Session

Before the formal Committee session began, the Chairman invited questions relating to items on the agenda from members of the public attending the meeting. Five people addressed the committee regarding the proposed waiting restrictions [Item 7]. Concerns were raised around environmental implications, parking permits, and consideration of shift working.

52/06 APOLOGIES FOR ABSENCE [Item 1]

Apologies were received from Cllr J M Miller and Cllr F J Moore (Cllr R S Mantle substituting).

Mrs Frances King, Mrs Angela Fraser, Mrs Kay Hammond, and Mr Simon Harding sent apologies as they would be arriving late.

53/06 MINUTES OF PREVIOUS MEETING – 20 MARCH 2006 [Item 2]

There was one amendment to paragraph 34/06. Cllr R M Bennett is President of the Tadworth Cricket Club, not Chairman as stated.

The minutes were agreed as accurate.

54/06 DECLARATIONS OF INTEREST [Item 3]

Cllr RM Bennett declared an interest in item 6, as Chairman of the Tadworth Cricket Club.

It was noted that many members live near some of the proposed waiting restrictions in item 7.

55/06 **PETITIONS [Item 4]**
No petitions were received.

56/06 **PUBLIC QUESTION TIME [Item 5]**
No public questions were received.

57/06 **MEMBERS' QUESTION TIME [Item 6]**
Five Member questions were received. The following responses were tabled at the meeting.

Cllr M Buttery, Member for Tadworth and Walton ward, asked the following question:

Pfizer Travel Plan

"Pfizer is in the process of reviewing the Company's commitments in its Travel Plan for Walton Oaks, with the County Council. Please will you provide a summary of when these discussions started, the various stages that have taken place already or need to take place and when they are likely to be concluded?"

The East Team Manager, Transportation Development Control, responded:

Pfizer Travel Plan

"This issue has and is being dealt with by Surrey County Council's Transportation Development Control Officers and their response is as follows:

Discussions have been taking place between Surrey County Council Transportation Development Control Officers and Pfizer since January 2004 in order to progress the Pfizer Company Travel Plan. Pfizer submitted a Draft Company Travel Plan 2nd Edition (CTP2) in April 2005, with a further version in August 2005, neither of which were acceptable to the County Council. A meeting in September 2005 between Surrey County Council, Reigate and Banstead Borough Council and Pfizer resulted in stalemate.

In December 2005 it was agreed by all parties (Surrey County Council, Pfizer and Reigate and Banstead Borough Council) that an independent consultant should be appointed to undertake a peer review of the Company Transport Plan and the Draft Company Travel Plan 2nd Edition in order to break the deadlock. The brief for the Independent Expert was agreed in February 2006 and Lynda Addison of Addison and Associates was appointed in April 2006.

There was a preliminary meeting between all parties on 16th May 2006, the first draft of the Report was circulated on 3rd July 2006 and a further meeting to discuss the issues arising from the Report was held on 7th July. All parties have submitted comments and the final version of the Report is due by the end of July. This Report is to remain confidential unless all parties agree to release it."

Cllr Buttery asked three supplementary questions regarding the level of service, impact on the local economy and the effect on Surrey County Council's reputation, which will be fed back to the Transportation Development Control service.

Cllr R M Bennett, Member for Tadworth and Walton ward, asked the following questions:

Tadworth – various actions

“At the last meeting I asked several questions. In their answers, Officers indicated that various actions would be carried out. To date absolutely nothing has happened. When might I and the residents of Tadworth see some of the promised action?”

The Local Transport Manager responded:

Tadworth – various actions

“A summary of the points raised by Councillor Bennett at the Local Committee meeting on 5th June 2006 are listed below with an update on progress:

Parking issues at the end of Lywood Close

At the Local Committee meeting on 5th June 2006 officers reported that as part of the Decriminalised Parking Enforcement review approved by the Local Committee at its meeting of 5th December 2005, the Northern Villages, which includes Tadworth, is to be reviewed in the current financial year.

This review work has been completed and the most appropriate solution is considered to be placing ‘at any time’ restrictions (double yellow lines) across the junction/access to Lywood Close. This proposal is contained in Annex 12 of the Proposed Waiting Restrictions report that has been submitted to today's Local Committee meeting for approval. Should these proposals be approved the subsequent legal process (including advertising the restrictions) would be undertaken in the current financial year.

Issues related to parkers blocking the emergency access to Tadworth cricket Club

At the meeting on 5th June 2006 the Local Committee agreed to implement an H-bar marking at this location. Officers have subsequently placed an order with Carillion for this work with to be undertaken and are currently awaiting confirmation of when this will be implemented. In order that financial resources may be optimised, the work will be carried out as part of a programme of access markings.

Drainage issues at the entrance to Tadworth Cricket Club

As outlined at the Local Committee meeting on 5th June 2006 officers were to investigate this issue and determine whether surface water from the highway was finding its way into the club's cesspit. Officers subsequently discussed the issues with the Secretary of the Cricket Club and the follow conclusions were reached.

- A reduction in the volume of surface water collecting in the vicinity of the access track may be achieved by cutting slots in the existing kerbs either side of club entrance. These will serve to intercept water flowing along the channel and allow it to soak away into adjoining soft ground before reaching the track leading to the clubhouse.
- It is recommended that the work identified above be complemented by surfacing works to the entrance track, domed to shed water from the area over which cars and pedestrians pass. This element would have to be funded by the Cricket Club.
- An existing bund on the east side of the club entrance already prevents water collecting on the track from reaching the cesspit.
- The cover to the cesspit is set at a higher level than an adjoining hollow. This ensures that water leaving the highway from east of the entrance is not channelled into the pit.
- At times of protracted heavy rain it is perfectly conceivable that the local water table will rise thus affecting the performance of the cesspit.
- The kerb slots will be cut by the Community Gang during a scheduled visit to the Tadworth area. Their next visit is programmed to commence 4th September 2006.

Issues relating to the drain on the bridge in Tadworth

Following the officers response at the Local Committee meeting on 5th June 2006 it was confirmed that the question related to a different gully to that referred to in the answer and the Local Transportation Service were to arrange a site meeting to investigate further. This has yet to be arranged and officers would welcome further discussions with Councillor Bennett to finalise arrangements and work together to resolve the issue.

Commissioning of Vehicle Activated Sign units at Dorking Road

This work is being undertaken by the Surrey Safety Camera Partnership who are waiting for the electricity company (EDF) to complete the connections to the vehicle Activated Sign (VAS) units. EDF have visited site and are programming the connections along with other VAS signs in the borough. Surrey County Council officers are actively chasing progress on this issue.

A217 - Safety Cameras

“Two Gatso cameras have been reinstalled along the A217 north of Reigate Hill. Both are surrounded by large and very unsightly crash barriers. May I be told what the cost of this work was and who authorised it? Was it known that the area close by is Metropolitan Green Belt and is such a structure considered appropriate in such a sensitive location? Finally, the camera close to Shelveys Way lasted less than two weeks before it was vandalised. Bearing in mind how many times cameras have been vandalised in the locality, why were not the taller cameras used (as in Croydon) so that vandals cannot reach the camera?”

The Safety Camera Partnership Team Manager responded:

A217 - Safety Cameras

“The implementation of safety camera’s in Reigate and Banstead (and across the County) are provided and managed by the Surrey Safety Camera Partnership. Officers from the Surrey Safety Camera Partnership have provided the following response:

Safety fencing has been provided by Surrey County Council on behalf of the Surrey Safety Camera Partnership at a number of safety camera sites across the county. Surrey County Council is the lead partner of the Surrey Safety Camera Partnership and has responsibility for the installation and maintenance of safety camera sites. Upon the creation of the Surrey Safety Camera Partnership in April 2005, all sites were reviewed by Police and County Council colleagues to see what improvements may be necessary to ensure that enforcement could be undertaken safely at each of the sites. At a number of sites on the A217 risk assessments showed that it was dangerous for technicians to attend to the cameras, as they would be required to stand unprotected in central reservations very close to high-speed traffic.

It is also increasingly good practice to protect roadside objects from traffic to protect the occupants of vehicles should their vehicle leave the road and strike the roadside object. Therefore for enforcement to be undertaken safely at these sites, resulting in fewer collisions, safety fencing was deemed to be required. There has also been instances of vehicles colliding with speed cameras we believe as an act of vandalism (e.g. Dorking Road).

The potential "unsightliness" of the safety fencing was not a consideration when determining their provision. Surrey County Council have a duty to ensure the safety of highway users and those working and travelling on the highway and allow safe provision of the safety camera sites and the enforcement that they provide.

It should also be noted that safety barriers have been provided at other locations along the A217 and as such is not an unusual occurrence on this road.

The Local Committee may also like to note that reports regarding the location and deployment of safety cameras in the borough were presented to the Local Committee at the meetings held on 7th March 2005 and 21st June 2004.

The cost of the safety fencing work was estimated to be:

Location	Design	Traffic Management	Construction
L6 - Brighton Road Kingswood	£2,375	£9,000	£8,690.86
L7 - Brighton Road, Copleigh Drive	£2,375	£9,000	£8,795.90
L18 - Burgh Wood	£2,375	£9,000	£11,015.82

However the final costs will only be known following submission of invoices from the contractor Carillion.

It is important to remember that all the costs of the Surrey Safety Camera Partnership are reclaimed from central government, and are ultimately met from the fines that the cameras generate. Therefore the cost of the provision of these works was at no cost to the taxpayer, and has no bearing on the budget for other highway works in the County Council (the fines from the cameras can only be used to reclaim the costs of camera related activity and not to raise revenue for other purposes. These costs are subject to external audit to ensure that this is the case).

The taller cameras used in the London area are operated by the London Safety Camera Partnership. These cameras are digital, and cost in the region of £50,000 each. A standard Gatso camera installation would cost in the region of £10,000. There are also implications to back office processes, software and training with a set of new equipment. There are approximately 400+ speed cameras in the London area, and 18 in the whole of Surrey. Consequently the London Safety Camera Partnership has much greater resources to be able to invest in these new safety cameras. Surrey County Council monitor all new equipment that is type approved by the Home Office and will look to invest in new technology when appropriate.”

The Local Transportation Manager confirmed that a report from the Surrey Safety Camera Partnership will be taken to the Local Committee in October.

Cllr S Kulka, Member for Meadvale and St Johns ward, asked the following questions:

St Johns Park, Redhill – speed limits

“I have been asked to investigate whether it is possible to reduce the speed limit around the St. Johns Park development in Redhill. Even though there are no speed limit signs, drivers using the perimeter road seem to think that the speed limit is 30mph.

The residents would prefer a limit of 15mph. Could I please have some guidance on how the limit is set and how to arrange for it to be changed?”

The Local Transport Manager responded:

St Johns Park, Redhill – speed limits

“The St John's Park Development in Redhill is a private development and as such is not under the control of Surrey County Council. It is up to any Management Company acting for the development to set a speed limit if they wish to do so.

One approach that Members may like to consider is to write to the developers bringing this issue to their attention. Officers understand the main Developer of the Estate was Barratts Southern Counties whose address is as follows:

Barratts Southern Counties,
Walnut Tree Close,
Guildford,
Surrey
GU1 4SW

However, it should be noted that the chosen speed limit would not be enforceable by the police as this is not public highway.”

Cllr Kulka stated that the development he was referring to was not developed by Barratts Southern Counties, but Linden Homes. The Local Transportation Manager confirmed that he would investigate further.

Hooley Lane development, Redhill – kerb stones

“The new development in Hooley Lane, Redhill has involved some highway modifications. The contractors have recently carried out a completely unannounced removal of the Victorian granite kerb stones and replaced them with contemporary concrete ones.

The new concrete section lies between sections of the existing granite. Local residents are quite concerned. Could I have an explanation of why they were replaced with concrete and what will happen to the granite kerbs?”

The Local Transport Manager responded:

Hooley Lane development, Redhill – kerb stones

“This is a new development that has yet to be adopted by Surrey County Council as Transport Authority. Officers have, however, raised this issue with colleagues in Surrey County Council’s Transportation Development Control to address this matter.”

Cllr Kulka stated that there are other examples of granite kerb stones and ornate lamp posts being removed, raising the question of where they are taken. The Local Transportation Manager will liaise further with Cllr Kulka over the issue.

58/06

HEALTHY LIVING IN REIGATE AND BANSTEAD [Item 8]

This report provided the Local Committee with an update on health services and the healthy living policies in Reigate and Banstead.

The following representatives from partner organisations addressed the committee:

- Livia Royle, Public Health Consultant, East Elmbridge and Mid Surrey Primary Care Trust
- Dr Graham Henderson, Director of Public Health and Janet Lambley, Health Improvement Manager, East Surrey Primary Care Trust.
- Alan Warren, Director of Service for Older People, East Surrey Primary Care Trust/Surrey County Council

They outlined the role of their organisation and the key successes and barriers that face services working to improve health and healthy living in the Borough.

The committee was interested to hear of plans to invest in services to support older people living at home and to run a 'celebrating old age' event early next year.

The Chairman informed the committee that the Health Scrutiny Committee will shortly be considering the issue of local care hospitals in the north of the Borough.

The committee discussed the issue of locality boundaries within the new Surrey-wide Primary Care Trust.

RESOLVED

That the Local Committee:

- (i) Notes the achievements and aims of individual organisations and partnerships around health services and healthy living.

59/06

PROPOSED WAITING RESTRICTIONS [Item 7]

The Local Transportation Manager introduced the report, for the committee to consider the implementation of additional waiting restrictions and disabled parking bays at sites in the northern villages to address safety issues and parking problems.

A supplementary paper was tabled at the meeting, which summarised additional comments to the proposed waiting restrictions.

The Local Transportation Manager confirmed that the committee was being asked to agree to advertise the changes, inviting objections to any proposals. A restriction can be reduced, but not increased from that agreed by the committee to advertise.

The Local Committee thanked Margaret Trevelyan and David Curl for their work in preparing the report.

RESOLVED

That:

- (i) Following the necessary legal procedure, amendments should be made to the following Traffic Regulation Orders:
 - The Surrey County Council (Various Roads in Reigate and Banstead) (Prohibition and Restriction of Waiting, Loading and Unloading and Free Street Parking Places) (No. 1) Order 2004;
 - The Surrey County Council (Various Roads in Reigate and Banstead) (Free Street Parking Places) (Disabled Persons) (No.1) Order 2004.A full list of the agreed amendments to the Traffic Regulation Orders is attached to these minutes as annex A.
- (ii) Delegated powers be given to the Local Transportation Manager, in consultation with the Chairman of the Local Committee and Local Members, to consider and resolve any objections following advertisement of the Traffic Regulation Orders.

60/06 LOCAL COMMITTEE FUNDING - PROPOSALS FOR EXPENDITURE [Item 9]

A supplementary paper was tabled at the meeting, which contained two additional proposals for funding.

The committee discussed the possibility of supporting the Surrey Air Ambulance appeal with a capital allocation, but agreed that funding should be used for local projects only.

RESOLVED

That the following proposals be approved from Local Committee funding:

1. Furzeffield Primary School – Playground Project	£1,500
2. Brambletye Junior School – Playground Development	£1,000
3. East Surrey 6-a-side Football Tournament	£850
4. Whitebushes summer programme	£1,150
5. Earlswood Infant and Nursery School – Eco Area	£1,000
6. Salfords Primary School – Outdoor Area	£3,000
7. St. Bartholomew’s church, Horley – CCTV equipment	£750
8. Citizens Advice Bureau – New equipment	£840

61/06 EXECUTIVE COMMITTEE FORWARD PLAN [Item 10]

RESOLVED

That the Local Committee:

- (i) Notes the forward plan of the County Council’s Executive Committee.

62/06 FORWARD PLAN [Item 11]

The Self Reliance report, planned for November will include an update on the Preston Regeneration Project.

A report will be added to the forward plan, providing an update on the new Primary Care Trust structure.

RESOLVED

That the Local Committee:

- (i) Notes the forward plan.

63/06 HORLEY GARDENS ESTATE RESIDENTS PARKING ZONE PROGRESS UPDATE

A paper was tabled updating the committee on the development of the residents parking zone in Horley.

[Meeting Ended: 17:30]

Chairman

AGREED AMENDMENTS TO WAITING RESTRICTIONS [Item 7]

Following the necessary legal procedure, the following amendments should be made to the Traffic Regulation Orders:

BURGH HEATH

A217 Brighton Road

- No waiting at any time around the turning radii of the junction with Oatlands Road for a distance of approximately 30 metres. **(Annex 1 of the report)**
- No waiting at any time around the turning radii of the junction with Canons Lane for a distance of approximately 40 metres. **(Annex 1 of the report)**

Ballards Green

- No waiting at any time around the north-western boundary of the Electricity Sub-Station a distance of approximately 20 metres. **(Annex 1 of the report)**

A240 Reigate Road

- No waiting at any time around the turning radii of the junction with The Green for a distance of approximately 20 metres. **(Annex 1 of the report)**
- No waiting at any time around the turning radii of the junction of the A240 Reigate Road and Waterer Gardens for a distance of approximately 65 metres **(Annex 2 of the report)**

KINGSWOOD

Beechen Lane

- No waiting at any time around the turning radii of the junction of the A217 Brighton Road and Beechen Lane, for a distance of approximately 30 metres. **(Annex 3 of the report)**
- No waiting at any time around the turning radius on the eastern side of the northern section of Beechen Lane for a distance of approximately 30 metres. **(Annex 3 of the report)**

Waterhouse Lane

- No waiting from 8am – 6pm Monday to Friday on both sides from the junction with Mill Lane north-westwards to the junction with the A217 Brighton Road. **(Annex 4 of the report)**

Ballantyne Drive

- No waiting from 10am – 4pm Monday to Friday, on both sides. **(Annex 4 of the report)**

CHIPSTEAD

Lackford Road

- No waiting at any time around the turning radii of the junction with Outwood Lane for a distance of approximately 30 metres. **(Annex 5 of the report)**
- No waiting 10am – 11am on the north-west side of Lackford Road. **(Annex 5 of the report)**
- No waiting 11am – 12noon on the south-east side of Lackford Road. **(Annex 5 of the report)**

Station Approach

- No waiting at any time around the turning radii of the junction with Lackford Road for a distance of approximately 25 metres. **(Annex 6 of the report)**
- No waiting at any time on the north-east side around the turning radius of the entrance to the Station forecourt for a distance of approximately 15 metres. **(Annex 6 of the report)**

Stagbury Avenue

The following amendments were agreed, but will not be implemented immediately, instead awaiting the effects of changes in parking. If a problem exists the restrictions will be implemented.

There is an eighteen month period after the advertising of a Traffic Regulation Order (TRO) when the TRO can be made. The remainder of the amendments to the TRO could still be implemented immediately. In this case if after eighteen months parking was still not an issue in Stagbury Avenue, then the TRO would lapse and hence restrictions need not be implemented.

There would however, be an additional cost involved as an additional 'Have made' notice would have to be advertised.

- No waiting at any time around the turning radii of the junction with Outwood Lane for a distance of approximately 30 metres. **(Annex 7 of the report)**
- No waiting at any time around the island situated where the north-west – south-east part of Stagbury Avenue meets the north-east – south-west section. **(Annex 7 of the report)**
- No waiting at any time around the northern turning head of Stagbury Avenue. **(Annex 7 of the report)**
- No waiting at any time around the turning radii and kerb buildout at the junction with Hazelwood Lane, a distance of approximately 30 metres. **(Annex 7 of the report)**
- No waiting 10am – 11am Monday to Friday on the south-west and north west sides of Stagbury Avenue. **(Annex 7 of the report)**
- No waiting 11am – 12noon Monday to Friday on the north-east and south east sides of Stagbury Avenue. **(Annex 7 of the report)**

Chipstead Way

- No Waiting at any time around the turning radii of the junction with The Readens, for a distance of approximately 30 metres. **(Annex 8 of the report)**

Hempshaw Avenue

- No Waiting at any time around the turning radii of both junctions with Prestbury Crescent for a distance of approximately 30 metres. **(Annex 9 of the report)**
- No Waiting at any time around the turning radii of the junction with Manor Way for a distance of approximately 30 metres. **(Annex 9 of the report)**
- No Waiting at any time around the turning radii of the junction with Rectory Lane for a distance of approximately 30 metres. **(Annex 9 of the report)**

The following additional amendments were proposed by Mrs Angela Fraser, seconded by Cllr R S Mantle, and agreed:

- No waiting at any time around the turning radius of the NE corner of the junction of Manor Way and Chipstead Way for a distance of approximately 30 metres.
- No waiting at any time around the turning radii of the junction of Pine Walk and Rectory Lane for a distance of approximately 30 metres.

TADWORTH

Tadworth Street

North side

- No Waiting at any time from the junction with the A217 Brighton Road westwards to the entrance to the Children's Trust. **(Annex 10 of the report)**

South side

- No Waiting at any time from the junction with the A217 Brighton Road south-westwards to the junction with Heathlands and around the turning radius into Heathlands for a distance of 15 metres. **(Annex 10 of the report)**
- No Waiting at any time from a point 15 metres southwest of the junction with Heathlands north-eastwards and around the turning radius into Heathlands for a distance of 15 metres. **(Annex 10 of the report)**
- No Waiting at any time around the turning radii of the junction with Tower Road for a distance of 35 metres **(Annex 10 of the report)**
- No Waiting 8am – 6:30pm Monday to Friday from a point 15 metres south west of the junction with Heathlands, southeast-wards to the junction with Watts Mead. **(Annex 10 of the report)**

The following additional amendments were proposed by Cllr R M Bennett, seconded by Cllr M Buttery, and agreed:

- No Waiting 8:15 – 9:15am, Monday to Friday, on the western side of Heathcote, from the junction with Tadworth Street to a point 15 metres south of the Tadworth Primary School entrance.
- No Waiting 2:45 – 4:30pm, Monday to Friday, on the western side of Heathcote, from the junction with Tadworth Street to a point 15 metres south of the Tadworth Primary School entrance.
- No waiting at any time, on the western side of Heathcote from a point opposite Russells for a distance of 30 metres either side.

Tadworth Street – south-east side

- No Waiting at any time around the turning radii of Tower Road for a distance of approximately 30 metres. **(Annex 14 of the report)**

The following additional amendment was proposed by Cllr R M Bennett, seconded by Cllr M Buttery, and agreed:

- Tadworth Street – north-west side - Extend the existing No Waiting at any time from the traffic signals to the junction with Heathside.

Station Approach – north-east side

- Change the Monday to Friday 8am – 9:30am restriction to no waiting at any time restriction, from a point 2 metres north-west of the projection of the north-western flank wall of 1–3 Killasser Court, north-westwards for a distance of approximately 90 metres. **(Annex 11 of the report)**
- An extension to the no waiting at any time from a point 31 metres south of the projection of the southern flank wall of 26 Station Approach, for a distance of 6 metres. **(Annex 12 of the report)**

Station Approach – west side

- No waiting at any time for a distance of approximately 6 metres across the access to the Vicarage and Church Hall. **(Annex 12 of the report)**

The Avenue - east side

- Change the no waiting at any time restriction to a Monday to Saturday 8am – 6:30pm, on the east side from a point 15 metres north of the junction with Station Approach, northwards for a distance of approximately 20 metres. **(Annex 12 of the report)**
- Change the no waiting Monday to Friday 8am – 9:30am restriction to a 2 hour waiting limit, from a point 35 metres north of the junction with Station Approach northwards for a distance of approximately 65 metres. **(Annex 12 of the report)**

The Avenue – north side

- No waiting at any time around the turning radii of the junction with Petersmead Close for a distance of approximately 20 metres. **(Annex 13 of the report)**
- No waiting at any time around the turning radii of the junction with Spindlewoods for a distance of approximately 20 metres. **(Annex 13 of the report)**

The Avenue – south side

- No waiting at any time for a distance of 10 metres on either side of the access to Banstead Heath. **(Annex 13 of the report)**

Cross Road – southeast side

- Change the no waiting Monday to Friday 8am – 9:30am restriction, from the northern boundary of 26/28 Cross Road southwards to a point 5 metres north of the railway boundary, to a parking bay with a 2 hour waiting limit. **(Annex 12 of the report)**
- No waiting at any time from the northern boundary of 26/28 Cross Road north-eastwards for a distance of approximately 18 metres. **(Annex 12 of the report)**
- Change the no waiting Monday to Friday 8am – 9:30am restrictions, from a point approximately 5 metres southwest of the northern boundary of 38 Cross Road south westwards for a distance of approximately 45 metres, to a parking bay with a 2 hour waiting limit. **(Annex 12 of the report)**

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- No waiting at any time from a point approximately 5 metres southwest of the northern boundary of 38 Cross Road north-eastwards for a distance of approximately 45 metres. **(Annex 12 of the report)**

Cross Road junction with Ashurst Road

- No waiting at any time around the turning radii for a distance of approximately 30 metres. **(Annex 12 of the report)**

High Street – south side

- No waiting at any time from the eastern boundary of 1 High Street eastwards for a distance of 30 metres. **(Annex 14 of the report)**
- No waiting at any time around the turning radii of the junction with Tower Road for a distance of approximately 30 metres. **(Annex 14 of the report)**

Tadorne Road – east side

- No waiting at any time around the turning radii of the junction with Harendon for a distance of 30 metres. **(Annex 15 of the report)**

The following additional amendment was recommended in the supplementary paper, and agreed:

- No Waiting at any time around the turning radii of the junction of Cross Road and Tadorne Road for a distance of approximately 30 metres.

Shelvers Way – north side

- No waiting at any time around the turning radii of the junction with Vernon Walk for a distance of approximately 30 metres. **(Annex 16 of the report)**
- No waiting at any time from the western kerbline of the Shelvers Hill Service Road westwards for a distance of approximately 10 metres. **(Annex 17 of the report)**

Shelvers Way – south side

- Change the 8am – 6pm Monday to Saturday restriction to no waiting at any time, from a point 15 metres east of the junction with Tadorne Road westwards around the turning radius into Tadorne Road and south-eastwards to the south-eastern boundary of 110 Tadorne Road. **(Annex 17 of the report)**
- Change the 8am – 6pm Monday to Saturday restriction to no waiting at any time, from a point opposite the south-eastern boundary of 112 Tadorne Road around the turning radii into Shelvers Way and then westwards to the junction with Ashurst Road. **(Annex 17 of the report)**

The following additional amendment was proposed by Cllr R M Bennett, seconded by Cllr B A Stead, and agreed:

- No Waiting at any time on both sides of Shelvers Way from the junction with the A217 to the eastern boundaries of number 2 / Stanton Lodge, Shelvers Way.

The following additional amendment was proposed by Mrs Angela Fraser, seconded by Cllr R M Bennett, and agreed:

- No Waiting at any time around the turning radii of the junction of Shelvers Way and Copley Way for a distance of approximately 30 metres.

The following additional amendment was proposed by Cllr R M Bennett, seconded by Cllr M Buttery, and agreed:

- No Waiting at any time around the turning radii of the junction of Shelve's Hill and Shelve's Way for a distance of approximately 40.

Ashurst Road – east side

- No waiting at any time from the junction with Shelve's Way southwards for a distance of approximately 20 metres. **(Annex 17 of the report)**

Ashurst Road – west side

- Change the 8am – 6pm Monday to Saturday restriction to a parking bay with unlimited waiting, from a point opposite the northern flank wall of 3 Shelve's Hill southwards for a distance of approximately 55 metres. **(Annex 17 of the report)**

Shelve's Hill – east side

- No waiting at any time all around the island outside the Garage. **(Annex 17 of the report)**
- No waiting at any time from the northern garage entrance southwards to the southern garage entrance. **(Annex 17 of the report)**
- No waiting at any time from the northern boundary of 3 Shelve's Hill northwards for a distance of approximately 6 metres. **(Annex 17 of the report)**

Preston Lane – southeast side

- No waiting at any time from the junction with Shelve's Hill north-eastwards for a distance of 15 metres. **(Annex 17 of the report)**

Troy Close – south side

- No waiting at any time from the entrance of 1 eastwards and then southwards to the northern boundary of the Works. **(Annex 18 of the report)**

Troy Close – north side

- No waiting at any time from a point adjacent to the boundary between 2 and 4 Lordsgrove Close eastwards to the junction of Waterfield. **(Annex 18 of the report)**

Troy Close – east side

- No waiting at any time from a point opposite the northern boundary of the Works northwards to the junction with Waterfield. **(Annex 18 of the report)**

Preston Lane – north side

- No waiting at any time around the turning radii of the junction with Homefield Gardens for a distance of approximately 20 metres. **(Annex 19 of the report)**
- No waiting at any time around the turning radii of Longfield Crescent for a distance of approximately 20 metres. **(Annex 19 of the report)**

Homefield Gardens

- No waiting at any time around the turning radii of the junctions with Longfield Crescent and Broadfield Close for a distance of approximately 20 metres. **(Annex 19 of the report)**

WALTON ON THE HILL

Walton Street – southern side

- No waiting at any time from the junction with Breech Lane north-eastwards to the western property boundary of 55 Walton Street. **(Annex 20 of the report)**
- No waiting at any time at the junctions of Duffield Road and Sandlands Road around the turning radii for a distance of approximately 30 metres. **(Annex 20 of the report)**
- A parking bay with a 2 hour limit from the western property boundary of 55 Walton Street eastwards, to the western property boundary of Christchurch United Reformed Church. **(Annex 20 of the report)**

The following additional amendment was recommended in the supplementary paper, and agreed:

- Extend the No Waiting at any time restriction along the north side of Walton Street from the existing restriction terminating at the western boundary of the Fox and Hounds car park.

Walton Street – island at western end

- No waiting 8am – 6:30pm Monday to Friday. **(Annex 20 of the report)**

Deans Lane –southwest side

- No waiting at any time from a point approximately 80 metres southeast of the junction with Walton Street north-westwards and around the turning radius into Walton Street for a distance of 15 metres. **(Annex 21 of the report)**
- No waiting at any time from a point 10 metres north of the boundary between Newlands and The Rise south-eastwards and then south-westwards to the eastern property boundary of 2 Meadow Walk. **(Annex 21 of the report)**

Deans Lane – northeast side

- No waiting at any time from a point 15 metres southeast of the junction with Walton Street north-westwards and around the turning radius into Walton Street for a distance of 15 metres. **(Annex 21 of the report)**
- No waiting at any time from a point 10 metres north of a point opposite the boundary between Newlands and The Rise south eastwards and then south westwards to the northern property boundary of The Priors. **(Annex 21 of the report)**

The following additional amendment was proposed by Cllr R M Bennett, seconded by Cllr M Buttery, and agreed:

Walton Street – north side

- 2 hour waiting limit restriction from number 6 Walton Street southwestwards to the western boundary of number No. 20 Walton Street.

Meadow Walk

- No waiting at any time at the junction of Duffield Road around the turning radii for a distance of approximately 15 metres. **(Annex 21 of the report)**
- No waiting at any time for 15 metres on either side of the entrance to Meadow House. **(Annex 21 of the report)**

Chequers Lane

- No waiting at any time around the turning radii of Queen's Close for a distance of approximately 30 metres. **(Annex 22 of the report)**

The following additional amendment was proposed by Cllr R M Bennett, seconded by Cllr M Buttery, and agreed:

- Extend the No Waiting at any time restriction along the western side of Chequers Lane from the junction with Queens Close to the southern boundary of Grove Cottage.

Breech Lane – east side

- No waiting at any time from the entrance to St Peter's Church northwards to the junction with Walton Street. **(Annex 22 of the report)**

Breech Lane – west side

- No waiting at any time around the turning radius at the junction with Chequers Lane for a distance of approximately 30 metres. **(Annex 22 of the report)**

NORTH EASTERN AREA

Tattenham Crescent

- Extension of the no waiting at any time restriction on the southern side of Tattenham Crescent from Royal Drive to the Borough boundary. **(Annex 23 of the report)**
- No waiting at any time restriction adjacent to the dropped crossing opposite 25 Tattenham Crescent. **(Annex 23 of the report)**
- No waiting at any time on the bend adjacent to 73/75 Tattenham Crescent, for a distance of approximately 30 metres. **(Annex 24 of the report)**

Tattenham Crescent – north side

- Parking bay approximately 35 metres long with a 2 hour waiting limit on the northern side. **(Annex 23 of the report)**

Royal Drive

- Extension to the 8:30am – 10:30am restriction on the eastern side, south and south-eastwards for approximately 100 metres. **(Annex 23 of the report)**

Great Tattenhams

- Reduction of the no waiting at any time restriction on the south-eastern side for approximately 12 metres. **(Annex 24 of the report)**

Downland Way

- Extension of the no waiting at any time restriction on the northern side to the junction with Downland Close. **(Annex 24 of the report)**

St Leonard's Road

- No waiting at any time around the junctions with Chetwode Road and Chapel Way for approximately 15 metres. **(Annex 25 of the report)**

Fir Tree Road/Brighton Road/Bolters Lane

- No waiting at any time for 75 metres around all junctions. **(Annex 26 of the report)**

Merland Rise

- No waiting at any time on the western side opposite the Merland Rise Primary School's rear access for a distance of approximately 50 metres. **(Annex 27 of the report)**

Fir Tree Close

- No waiting at any time at the junction with Fir Tree Road for approximately 20 metres. **(Annex 28 of the report)**

Ruden Way

- No waiting at any time on the north-western side from the junction with Reigate Road to the works entrance, and on the south-eastern side from the junction with Reigate Road south-westwards for a distance of approximately 60 metres. **(Annex 28 of the report)**

The following additional amendment was proposed by Cllr B A Stead, seconded by Mr Nick Harrison, and agreed:

- No Waiting at any time along the south western side of Reigate Road from the junction with Ruden Way south eastwards around the turning radii into Fir Tree Road then south-westwards to the North Eastern boundary of 201 Fir Tree Road.

Warren Road – south side

- No waiting at any time from the junction boundary between 11 and 13 Warren Road eastwards to the boundary between 7 and 9 Warren Road. **(Annex 29 of the report)**
- No waiting at any time around the turning radii of The Driftway for a distance of approximately 30 metres. **(Annex 30 of the report)**

The following additional amendment was proposed by Cllr B A Stead, seconded by Mr Nick Harrison, and agreed:

- No Waiting at any time, around the turning radii of the junction of Warren Road and Roundwood Road for a distance of approximately 30 metres.

Tattenham Way – both sides

The following additional amendment was recommended in the supplementary paper, and agreed:

- No Waiting at any time from the junction of Reigate Road, eastwards to a point being the boundary between numbers 103/105 Tattenham Way. **(Annex 35 of the report)**

DISABLED PARKING BAYS

Tattenham Crescent

- Installation of a disabled parking bay outside number 3. **(Annex 31 of the report)**
- Installation of a disabled parking bay outside the Health Centre. **(Annex 31 of the report)**

The following amendment was proposed by Mr Nick Harrison, seconded by Cllr B A Stead, and agreed:

- Installation of a disabled parking bay outside number 43 – 49 Tattenham Crescent.

Nork Way, Nork

- Installation of a disabled parking bay outside Number 31 Nork Way (The Post Office). **(Annex 32 of the report)**

Shelvers Hill, Tadworth

- Make the two existing advisory disabled parking bays in Shelvers Hill enforceable so that there is a consistent approach across the Borough. **(Annex 33 of the report)**

Station Approach, Tadworth

- Make the advisory disabled parking bay in Station Approach enforceable. **(Annex 34 of the report)**