

## Notice of Meeting

# Cabinet Member for Transport, Highways and Environment Decisions

**Date & time**

Wednesday, 9  
October 2013 at  
2.00 pm

**Place**

Committee Room B -  
County Hall, Kingston-  
upon-Thames, Surrey,  
KT1 2DN

**Contact**

Anne Gowing  
Room 122, County Hall  
Tel 020 8541 9122

**Chief Executive**

David McNulty

[anne.gowing@surreycc.gov.uk](mailto:anne.gowing@surreycc.gov.uk)

**If you would like a copy of this agenda or the attached papers in another format, eg large print or braille, or another language please either call 020 8541 9122, write to Democratic Services, Room 122, County Hall, Penrhyn Road, Kingston upon Thames, Surrey KT1 2DN, Minicom 020 8541 8914, fax 020 8541 9009, or email [anne.gowing@surreycc.gov.uk](mailto:anne.gowing@surreycc.gov.uk).**

**This meeting will be held in public. If you would like to attend and you have any special requirements, please contact Anne Gowing on 020 8541 9122.**

**Cabinet Member for Transport, Highways and Environment  
Mr John Furey**

## AGENDA

### 1 DECLARATIONS OF INTEREST

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

### 2 PROCEDURAL MATTERS

#### 2a Members' Questions

The deadline for Member's questions is 12pm four working days before the meeting (3 October 2013).

#### 2b Public Questions

The deadline for public questions is seven days before the meeting (2 October 2013).

#### 2c Petitions

The deadline for petitions was 14 days before the meeting, and no petitions have been received.

The Cabinet Member for Transport, Highways and Environment is providing a response to the recommendation of the Environment and Transport Select Committee to consider the Fortyfoot Road petition which it received during its meeting on 19 July 2013.

### 3 SPEED LIMIT REVIEW - A217 REIGATE ROAD

(Pages 1  
- 18)

The Cabinet Member for Transport, Highways and Environment is asked to consider whether to endorse the Mole Valley Local Committee's request to reduce the speed limit on the A217 Reigate Road, Hookwood. Under the County's Speed Limit Policy, the Cabinet Member for Transport, Highways and Environment is given the authority to endorse a new speed limit which does not comply with the policy.

### 4 REIGATE AND BANSTEAD SPEED LIMIT ASSESSMENT - A217 DOVERS GREEN ROAD / REIGATE ROAD

(Pages  
19 - 30)

To consider whether to endorse the Reigate & Banstead Local Committee's request to reduce the speed limit on the A217 Reigate Road from 50mph to 40mph, between a point approximately 100m south of Ironsbottom and the Reigate & Banstead boundary. Under the County's Speed Limit Policy, the Cabinet Member for Transport, Highways & Environment is given the authority to endorse a new speed limit which does not comply with the policy.

### 5 PROPOSED EXCHANGE OF HIGHWAY LAND AT NORTH STREET, GUILDFORD

(Pages  
31 - 44)

A joint Guildford Borough Council and Surrey County Council scheme for environmental and pedestrian safety improvements in North Street, Guildford involves footway widening that requires the partial relocation of

public parking spaces that are owned by the Borough Council on to land that forms part of the public highway.

The Borough Council have agreed to dedicate the land required for the footway improvement in return for the area of highway land that will become part of the parking spaces being stopped up and transferred to them.

The Cabinet Member is asked to approve entering into an agreement with the Borough Council under section 256 of the Highways Act 1980, whereby the land required for the footway widening will be exchanged for the highway land that is to be used for the relocation of the parking spaces.

## 6 NEWARK BRIDGES

(Pages  
45 - 50)

To award a fixed price contract to the recommended tenderer for the provision of structural works to commence in November 2013.

## 7 EXCLUSION OF THE PUBLIC

That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting during consideration of the following items of business on the grounds that they involve the likely disclosure of exempt information under the relevant paragraphs of Part 1 of Schedule 12A of the Act.

## 8 NEWARK BRIDGES

(Pages  
51 - 52)

Part 2 annex for item 6.

### **Confidential: Not for publication under Paragraph 3**

Information relating to the financial or business affairs of any particular person (including the authority holding that information)

**David McNulty**  
**Chief Executive**

Published: Monday 30 September 2013

### **MOBILE TECHNOLOGY – ACCEPTABLE USE**

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## SURREY COUNTY COUNCIL

## CABINET MEMBER FOR TRANSPORT, HIGHWAYS AND ENVIRONMENT



DATE: 9 OCTOBER 2013

LEAD OFFICER: JOHN LAWLOR, SOUTH EAST AREA TEAM MANAGER

SUBJECT: MOLE VALLEY SPEED LIMIT ASSESSMENT – A217 REIGATE ROAD, HOOKWOOD

**SUMMARY OF ISSUE:**

The Cabinet Member for Transport, Highways and Environment is asked to consider whether to endorse the Mole Valley Local Committee's request to reduce the speed limit on the A217 Reigate Road, Hookwood. Under the County's Speed Limit Policy, the Cabinet Member for Transport, Highways and Environment is given the authority to endorse a new speed limit which does not comply with the policy.

**RECOMMENDATIONS:**

The Cabinet Member for Transport, Highways and Environment is asked to decide whether:

1. To endorse the request of the Mole Valley Local Committee to reduce the speed limit on the A217 Reigate Road, Hookwood from the Reigate & Banstead borough boundary to Mill Lane, from 50mph to 40mph.
2. To endorse the request of the Mole Valley Local Committee to reduce the speed limit on the A217 Reigate Road, Hookwood from Mill Lane to the Hookwood Roundabout, from 50mph to 40mph.

**REASON FOR RECOMMENDATIONS:**

A reduced speed limit does not comply with the Speed Limit Policy; however Surrey Police would support a reduction in the speed limit on the section between Mill Lane and the Hookwood roundabout.

**DETAILS:**

1. The Mole Valley Local Committee's approved programme of Integrated Transport Schemes for 2013/14 includes the investigation of a number of roads in the area with a view to reducing the speed limits on them. Following a petition presented in December 2012, the Mole Valley Local Committee received a report at its meeting on 12 June 2013 setting out the outcome of the speed limit assessments for the A217 Reigate Road, Hookwood. A copy of the report presented to the Local Committee is attached as **Annex 1**.
2. Speed surveys were carried out at 2 locations on the A23 between the boundary with Reigate & Banstead and the Hookwood roundabout. The locations of the speed surveys are shown in **Annex 2**. The table below sets

out the current speed limit, the limit requested by the divisional member, the preferred limit under the Speed Limit Policy and the limit recommended by officers to Mole Valley Local Committee for approval.

Location of speed survey	Current limit	Requested limit	'Preferred limit'	Measured mean speeds		Proposed limit
				Northbound	Southbound	
Hookwood House	50mph	40mph	50mph	48mph	49mph	50mph
Mole End	50mph	40mph	50mph	43mph	46mph	50mph

3. The Local Committee rejected the officer recommendation not to reduce the speed limit on the A217 Reigate Road between the Reigate & Banstead borough boundary and the Hookwood roundabout. The Local Committee agreed an amended recommendation which was to seek the support of the Cabinet Member for Transport, Highways and Environment to reduce the speed limit on this section from 50mph to 40mph.
4. Under the Speed Limit Policy a Local Committee may decide exceptionally, to implement a speed limit which does not reduce speeds to a level approaching the new limit. Where the Police object to the proposed speed limit reduction and the local officer recommends against proceeding, the decision should be endorsed by the Cabinet Member for Transport, Highways and Environment, having taken advice from officers and the Police

#### **CONSULTATION:**

4. Consultation has been carried out with Surrey Police. Regarding the section between the Reigate & Banstead borough boundary and Mill Lane, the Police object to and would not support the proposal to reduce the speed limit, based primarily on the recorded mean speeds for that section and also the lack of any planned speed-reducing measures.
5. Surrey Police would support a reduction in the speed limit on the section between Mill Lane and the Hookwood roundabout.

#### **RISK MANAGEMENT AND IMPLICATIONS:**

6. Residents have submitted a petition requesting a reduction in the speed limit on the A217 in the Hookwood area.
7. Recorded speeds on the A217 between Reigate & Banstead borough boundary and Mill Lane suggest that reducing the speed limit may not result in reduced speeds.
8. Changes to speed limits require the advertisement of a speed limit order. Objections may be received when a speed limit order is advertised. The Mole Valley Local Committee has agreed that consideration and resolution of objections in relation the changes to the speed limits on the A217 Reigate Road be delegated to the South East Area Team Manager in consultation with the Chairman, Vice Chairman and relevant Divisional Manager.

### **Financial and Value for Money Implications**

9. £25,000 has been allocated from Section 106 developer contributions for the proposed speed limit reduction. The latest estimated cost for implementing the speed limit reduction is £17,315.

### **Section 151 Officer Commentary**

10. The Section 151 Officer (Chief Finance Officer) confirms that all material, financial and business issues and risks have been considered in this report.

### **Legal Implications – Monitoring Officer**

11. Changes to speed limits are introduced through the making of a Speed Limit Order, under the Road Traffic Regulations Act, 1984.

### **Equalities and Diversity**

12. The Highway Service is mindful of its needs within this area. There are no specific equalities and diversity implications arising from this report.

### **Crime and Disorder:**

13. Speeding concern of Local Committee. Risk to safety and crime.

### **WHAT HAPPENS NEXT:**

14. If the Cabinet Member for Transport, Highways and Environment decides to reduce the speed limits on the A217 Reigate Road to 40mph, the intention to make a Speed Limit Order will be advertised in the local press. Any objections will be considered and resolved by the Area Team Manager in consultation with the Mole Valley Local Committee Chairman, Vice Chairman and Local Divisional Member. The Speed Limit Order will then be made and the scheme implemented by the end of this financial year.

#### **Contact Officer:**

John Lawlor, South East Area Team Manager – email: john.lawlor@surreycc.gov.uk

#### **Consulted:**

South East Area Team Manager.

#### **Annexes:**

Annex 1: Report to Mole Valley Local Committee 12 June 2013. Speed Limit Review – A217 Reigate Road, C62 Reigate Road and C64 Povey Cross Road, Hookwood.

Annex 2: Plan of A217 Reigate Road showing existing speed limits and speed survey locations

#### **Sources/background papers:**

Report to Mole Valley Local Committee 12 June 2013. Speed Limit Review – A217 Reigate Road, C62 Reigate Road and C64 Povey Cross Road, Hookwood

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**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (MOLE VALLEY)**

**DATE: 12 JUNE 2013**

**LEAD OFFICER: DUNCAN KNOX, ROAD SAFETY TEAM MANAGER**



**SUBJECT: SPEED LIMIT REVIEW - A217 REIGATE ROAD, C62 REIGATE ROAD AND C64 POVEY CROSS ROAD, HOOKWOOD**

**DIVISION: DORKING RURAL**

**SUMMARY OF ISSUE:**

Following a petition presented to the Local Committee in December 2012, it was agreed to assess speeds on the A217 Reigate Road, C62 Reigate Road and C64 Povey Cross Road in Hookwood. This report presents the accident history over the last three years and recent speed survey data. It recommends reducing the existing speed limit on part of the A217 Reigate Road, C62 Reigate Road and C64 Povey Cross Road.

**RECOMMENDATIONS:**

**The Local Committee (Mole Valley) is asked to:**

- (i) Note results of speed limit assessments undertaken.
- (ii) Agree that, based upon the evidence, the speed limits should be changed to meet the current policy at the following locations:-
  - a) A217 Reigate Road from Hookwood roundabout to 30mph speed limit terminals approximately 100m from A23 Longbridge Roundabout. Reduce from 60mph to 40mph.
  - b) C62 Reigate Road from A217 Hookwood roundabout to C64 Povey Cross Road/Charlwood Road. Reduce from 40mph to 30mph.
  - c) C64 Povey Cross Road from C62 Reigate Road to A23 Longbridge roundabout. Reduce from 40mph to 30mph.
- (iii) Agree that, based upon the current evidence, the speed limits should not be changed at the following location:-
  - a) A217 Reigate Road from Reigate & Banstead borough boundary to Mill Lane.
  - b) A217 Reigate Road from Mill Lane to Hookwood roundabout

- (iv) Authorise the advertisement of a notice in accordance with the Traffic Regulation Act 1984, the effect of which will be to implement the proposed speed limit changes and revoke any existing traffic orders necessary to implement the changes and, subject to no objections being upheld, the Order be made;
- (v) Authorise delegation of authority to the Area Team Manager in consultation with the Chairman and Vice-Chairman of the local Committee and the Local Divisional Member to resolve any objections received in connection with the proposals.

#### **REASONS FOR RECOMMENDATIONS:**

The existing changes in the A217 speed limits through the Hookwood area give motorists an inconsistent and hence confusing message, which increases the potential for conflicts. A consistent, lowered speed limit is likely to result in reduced speeds and hence an improvement in the accident history, to the benefit of road users in the Hookwood area. The recommendations have been made based upon existing policy, in consultation with Surrey Police.

Hookwood residents have submitted a petition calling for a reduction in the speed limits on the A217 between Mill Lane and Hookwood roundabout, C62 Reigate Road and C64 Povey Cross Road in the Hookwood area.

#### **1. INTRODUCTION AND BACKGROUND:**

- 1.1 Following collisions in the vicinity of A217 Reigate Road, Hookwood junction with Mill Lane, an investigation of all collision injuries on the A217 in the Hookwood area was conducted and inconsistencies in the speed limits between Mill Lane and the A23 Longbridge roundabout were noted.
- 1.2 In the last three years from 1/1/2010 to 28/2/2013 there have been 15 collisions, including 4 serious injuries on the A217 Reigate Road between the District boundary with Reigate and Banstead and the A23 Longbridge roundabout. Of these, 2 involved drivers exiting Mill Lane then undertaking illegal U-turn manoeuvres on the A217. In January 2013 there was a further attempted U-turn manoeuvre, leading to serious injury. As a result, the Safety Engineering Team will be progressing an improvement scheme to be funded from section 106 contributions. This will form the subject of a separate report to the Local Committee later this financial year.
- 1.3 The current speed limit for the 2.5 mile section of the A217 from Dovers Green in Reigate and Banstead to Hookwood roundabout in Mole Valley is 50mph. This section of the A217 is essentially rural in nature. Approaching Hookwood the nature of the A217 changes to urban, although the speed limit remains at 50mph to the Hookwood roundabout, where it changes to 40mph (Annex A). Immediately beyond the roundabout the A217 speed limit changes again to 60mph. Hence A217 south and northbound approach speeds to Hookwood Village can be high.

- 1.4 Following the fatality at Sidlow Bridge on 21st February 2013, the Councillor for Horley West, Salfords and Sidlow requested that the speed limit on the A217 Reigate Road be reduced to 40mph north from Hookwood to Dovers Green, where the speed limit changes to 30mph. Surrey County Council are likely to be progressing the Horley North West sector roundabout on the A217, which will include a 40mph speed limit on the approaches to the roundabout. This is unlikely to be implemented before 2015 at the earliest. Hence a reduction in the A217 speed limit in Hookwood ties in with other proposals. A report is being presented to the meeting of the Reigate & Banstead Local Committee to be held on 17<sup>th</sup> June 2013.
- 1.5 On December 5<sup>th</sup> 2012 residents submitted a petition to the Local Committee calling for a reduction in the speed limit on the C62 Reigate Road and Povey Cross Road from 40mph to 30mph. The petition also asked that the speed limit on the A217 between Mill Lane and the Hookwood roundabout be reduced from 50mph to 40mph, as above. The C62 Reigate Road through Hookwood village is primarily a residential road and a bus route. It is 6.2m wide with waiting restrictions on both sides and limited street lighting. There have been 3 slight personal injury collisions in C62 Reigate Road and Povey Cross Road in the past 3 years. At the meeting the divisional member for Dorking Rural confirmed that speed is a serious issue for the Hookwood community and would support officers undertaking further work to improve the road and safety.

**2. ANALYSIS:**

- 2.1 Surrey’s policy for determining speed limits was updated in November 2010 and a 4 step approach was adopted:
- 2.2 Step 1 – Determining the length of road or roads to be assessed; giving consideration to start and end points, and road features
- 2.3 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
- 2.4 There have been 19 recorded personal injury collisions in the three year period from 1 January 2010 to 28 February 2013:

Road Length	1/1/2010 – 28/02/2013			TOTALS
	Fatal	Serious	Slight	
A217 R&B b'dary to Mill Lane	0	0	3	3
A217 Mill Lane to H'wood Rab	0	4	6	10
A217 H'wood Rab to L'bridge Rab	0	0	2	2
C62 Reigate Road	0	0	1	1
C64 Povey Cross Road	0	0	3	3

- 2.5 Out of a total of 19 collisions, speed was a contributory factor in 6 of them. The main cluster of collisions is on A217 Reigate Road between Mill Lane and the Hookwood roundabout, where speed was a factor in 4 of the 10 collisions.

2.6 Detailed below is information about the extent and nature of the roads covered by the speed limit assessments (as shown in Annex A)

- A217 Reigate Road (between Reigate & Banstead district boundary and Mill Lane)

This section is currently subject to a 50mph speed limit. The road character has been assessed as rural, although there is a system of street lighting. The preferred speed limit is 50mph.

- A217 Reigate Road between Mill Lane and the A217 Hookwood roundabout.

This section is currently subject to a 50mph speed limit. The road character has been assessed as urban. The preferred speed limit is 50mph.

- A217 Reigate Road between the Hookwood roundabout and the 30mph terminals before the A23 Longbridge roundabout.

This section is currently subject to a 60mph speed limit. The road character has been assessed as rural, although there is a system of street lighting. The preferred speed limit is 60mph.

- C62 Reigate Road between the Hookwood roundabout and Povey Cross Road.

This section is currently subject to a 40mph speed limit. The road character has been assessed as urban, although there is only limited street lighting. The preferred speed limit is 30mph.

- C64 Povey Cross Road from C62 Reigate Road to A23 Longbridge roundabout.

This section is currently subject to a 40mph speed limit. The road character has been assessed as urban. The preferred speed limit is 30mph.

2.7 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’.

2.8 Speed surveys were carried out at the locations shown in Annex B.

2.9 The table below sets out the current speed limits, the limits being requested, the preferred limits under the Speed Limit Policy and the limits recommended by officers to Mole Valley Local Committee for approval.

Road	Current limit (mph)	Requested limit (mph)	'Preferred limit' under policy (mph)	Measured mean speeds (mph)		Report recommended speed (mph)
				Northbound or Westbound	Southbound or Eastbound	
A217 R&B b'dary to Mill Lane	50	40	50	48	49	50
A217 Mill Lane to H'wood Rab	50	40	50	43	46	50
A217 H'wood Rab to L'bridge Rab	60	40	60	39	41	40
C62 Reigate Road	40	30	30	35	33	30
C64 Povey Cross Road	40	30	30	30	33	30

2.10 Members are reminded about the changes to the Speed Limit Policy that now apply. The changes state that in exceptional circumstances the Local Committee may like to proceed with a change to a speed limit against officer advice and in this instance the final decision would be taken by the Surrey County Council Cabinet Member for Transport. Members may also be invited to undertake a site visit to inform their decision. 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.

2.11 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.

**3. OPTIONS:**

3.1 OPTION 1

(i) Reduce the speed limits at the following locations:-

- A217 Reigate Road: Hookwood roundabout to A23 Longbridge roundabout. Although under the policy the preferred speed limit for this section of road is assessed as 60mph, the measured mean speeds indicate drivers perceive 40mph to be more appropriate and realistic. Surrey Police support a reduction in the posted speed limit from 60mph to 40mph.
- C62 Reigate Road. Residents have called for a reduction from 40mph to 30mph on this road, which is essentially residential. The measured mean speeds reflect this and are within the threshold for Surrey Police to approve and support a reduction from 40mph to 30mph.
- C64 Povey Cross Road. Residents have called for a reduction from 40mph to 30mph on this road. The measured mean speeds of 30mph and 33mph indicate drivers already perceive the appropriate limit to be 30mph. The measured speeds are only marginally above the proposed limit and are well within the enforcement threshold guidelines of Surrey Police, who approve of and support a reduction in speed limit from 40mph to 30mph

- (ii) Leave unchanged the existing speed limits at the following locations:
  - A217 Reigate Road: Mill Lane to Hookwood roundabout. This section has a known injury collision problem. The preferred speed limit under the policy is 50mph although the Police would support a reduction to 40mph. However, measured mean speeds are too high for the existing 50mph speed limit to be lowered to 40mph under the policy.
  - A217 from the district boundary with Reigate & Banstead Borough Council to the Hookwood roundabout. The measured mean speeds are too high for the existing 50mph speed limit to be lowered to 40mph under the policy.

### 3.2 OPTION 2

- (i) Reduce the speed limits as Option 1.
- (ii) Seek the support of the Portfolio Holder for Transport and the Environment to proceed with a reduction in the speed limit to 40mph at the following location:
  - A217 Reigate Road: Mill Lane to Hookwood roundabout. This would be supported by the Police.
- (iii) Leave unchanged the existing speed limit at the following location:
  - A217 Reigate Road from the district boundary with Reigate and Banstead Borough Council to the Hookwood roundabout.

### 3.3 OPTION 3

- (i) Reduce the speed limits as Option 1.
- (ii) Seek the support of the Portfolio Holder for Transport and the Environment to proceed with a reduction in the speed limit to 40mph at the following location:
  - A217 Reigate Road from the District boundary with Reigate and Banstead to Hookwood roundabout. It should be noted that only the section between Mill Lane and the Hookwood roundabout would be supported by the Police.

### 3.4 OPTION 4

Do nothing

## 4. CONSULTATIONS:

4.1 Consultation has been carried out with Surrey Police, who have expressed their support for reducing the speed limit on four of the five sections of road considered in this report. Based primarily on the recorded mean speeds for that section, Surrey Police object to and would not support the proposal to reduce the speed limit on A217 Reigate Road between the district boundary with Reigate & Banstead Borough Council and Mill Lane, because of the measured mean speeds and lack of any other planned speed reduction measures.

4.2 Consultation has also been carried out with West Sussex County Council who has no objections to the proposed reduced speed limit on Povey Cross Road, which continues into West Sussex.

**5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 Around £25,000 from Section 106 developer contributions has been allocated to the proposed speed limit reductions and a contribution towards works to improve the junction with Mill Lane.
- 5.2 The cost of changing any speed limit includes legal advertisement costs associated with the statutory process, together with the costs of design and implementation. However it is likely these costs would be more than offset by the savings to society due to a reduction in personal injury conflicts.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

6.1 The Highway Service is mindful of its needs within this area. There are no specific equalities and diversity implications arising from this report.

**7. LOCALISM:**

7.1 The Highway Service is mindful of the localism agenda, and the wishes of the local community have been taken into account when writing this report. The proposed reduction in the speed limit from 40mph to 30mph in Hookwood village corresponds with the request of the petitioners to Local Committee in December 2012.

**8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	Speeding concern of Local Committee. Risk to safety and crime.
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 reduce fear of crime and allow the Police greater opportunity to enforce speed controls.

**9. CONCLUSION AND RECOMMENDATIONS:**

9.1 The existing speed limits on the A217 through Hookwood are inconsistent and there is a continuing accident problem in terms of number and severity of personal injury collisions. Residents have submitted a petition requesting a reduction in the speed limits on the A217 between Mill Road and the Hookwood roundabout, C62 Reigate Road and C64 Povey Cross Road.

9.2 Three of the five road sections that have been assessed meet the criteria for speed limit reduction under the current SCC speed limit policy. It is recommended that Option 1 of this report is implemented, in compliance with the speed limit policy.

#### **10. WHAT HAPPENS NEXT:**

10.1 Subject to Local Committee approval, a Speed Limit Order will be advertised in the local press and, following the making of the Order, the contractor instructed to install the necessary signing. The earliest likely date that signing would be implemented is February 2014.

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**Contact Officer:**

Rob Simpson, Road Safety Team, 03456 009009

**Consulted:**

Surrey Police  
SCC South East Area Team  
West Sussex County Council

**Annexes:**

Annex A: Existing Speed Limits  
Annex B: Proposed Speed Limits

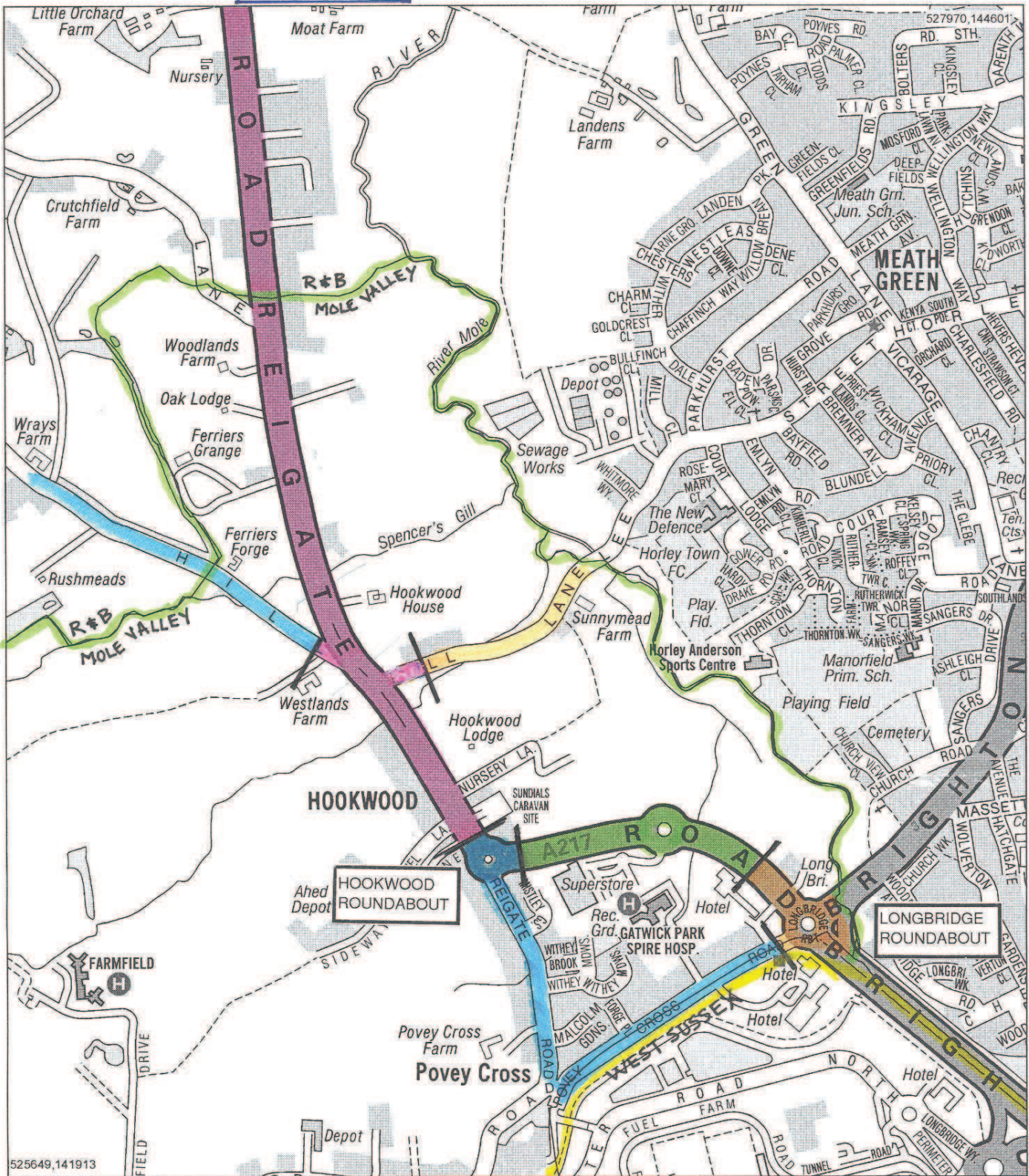
**Sources/background papers:**

Petition presented to Mole Valley Local Committee 5 December 2012  
SCC Speed Limit Policy

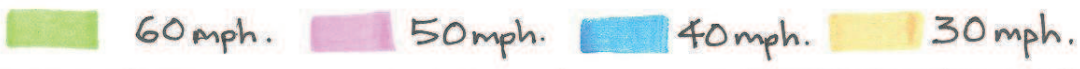
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# ANNEX A.



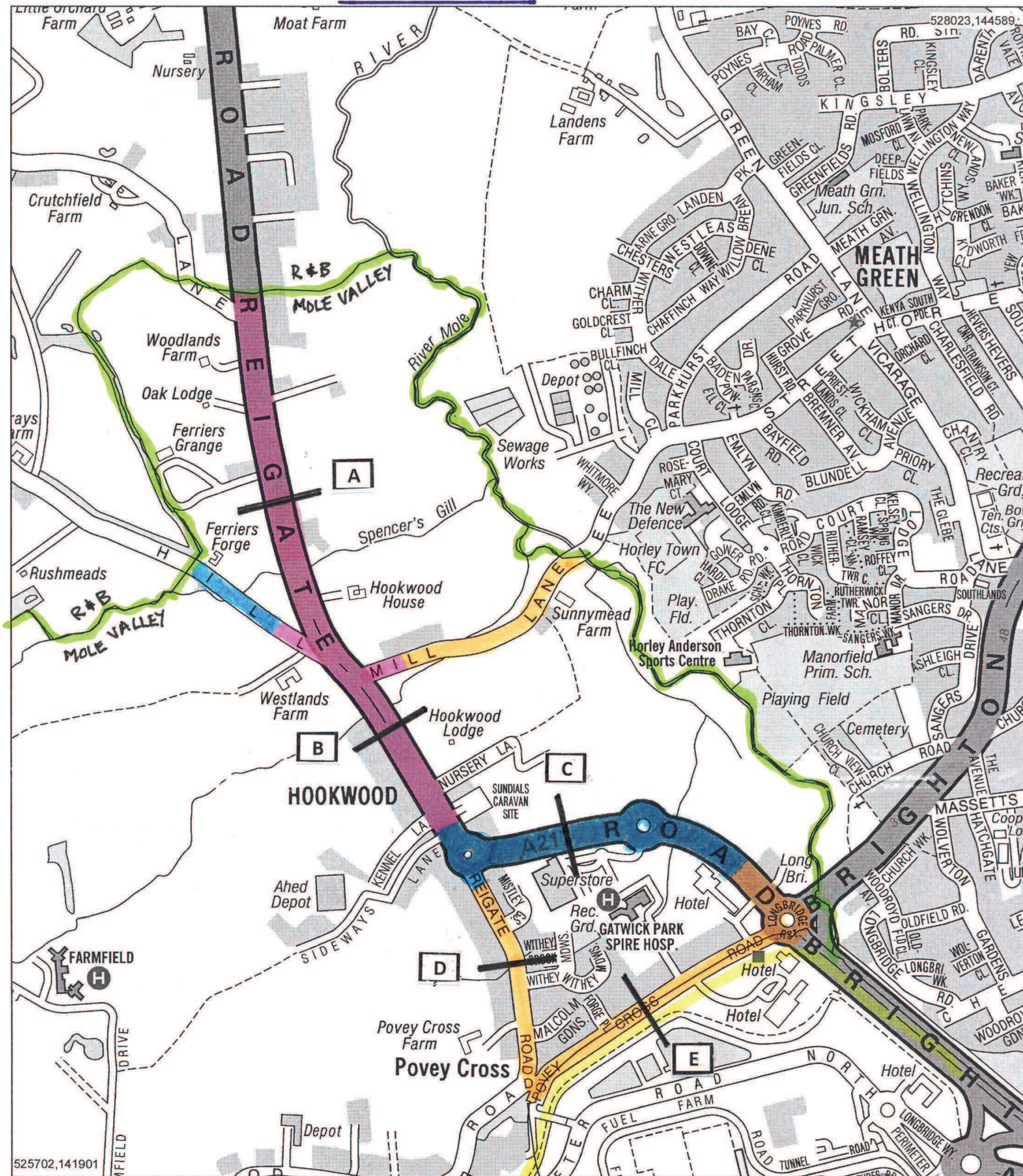
## Existing speed limits, Hookwood



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# ANNEX B



## Proposed speed limits, Hookwood

50mph

40mph

30mph.



Scale 1:12500

Date: 22/05/2013

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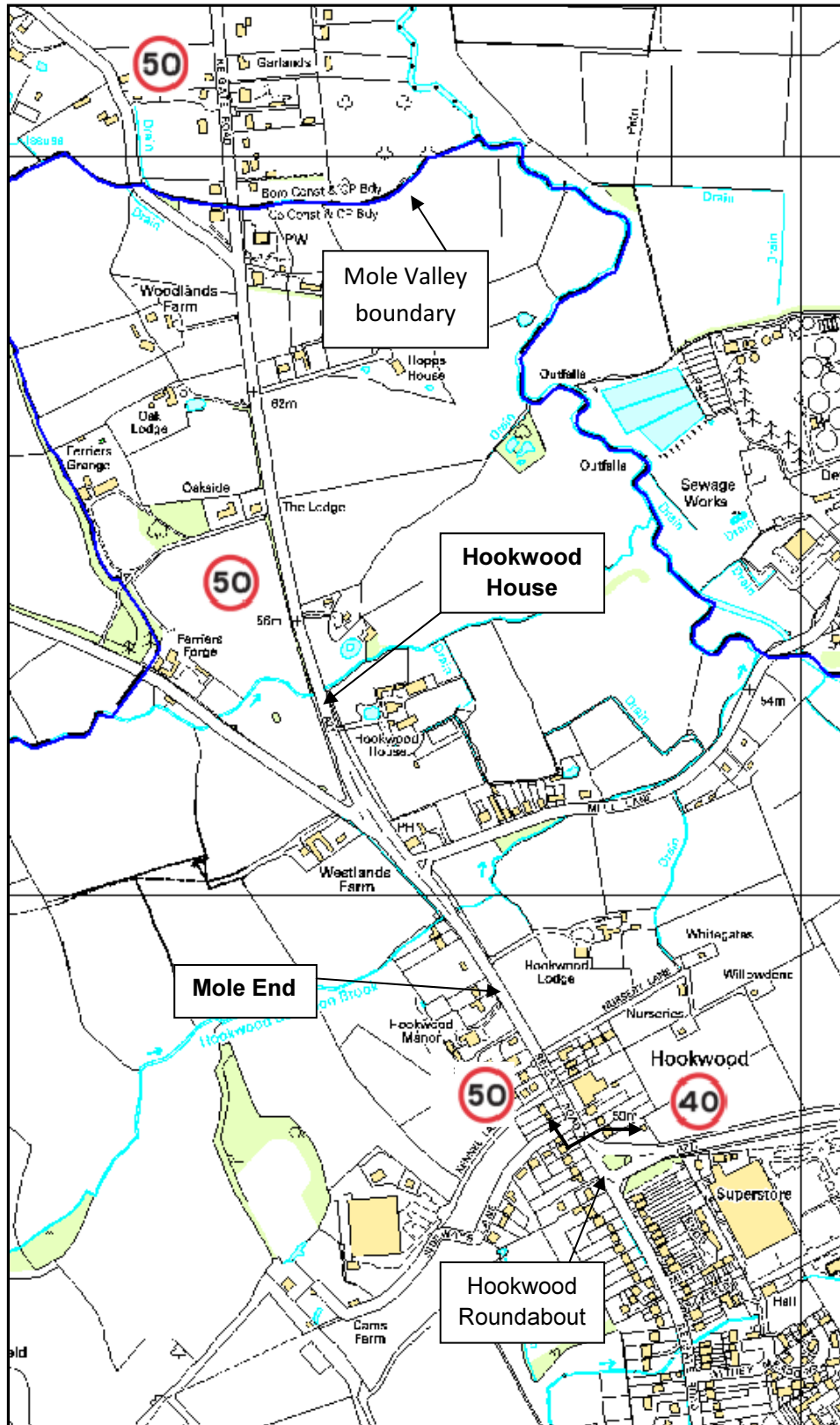
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### A217 Reigate Road , Hookwood Existing Speed limits and Survey Locations



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**SURREY COUNTY COUNCIL****CABINET MEMBER FOR TRANSPORT, HIGHWAYS AND ENVIRONMENT****DATE: 9 OCTOBER 2013****LEAD OFFICER: JASON RUSSELL, ASSISTANT DIRECTOR HIGHWAYS****SUBJECT: REIGATE & BANSTEAD SPEED LIMIT ASSESSMENT  
A217 DOVERS GREEN ROAD / REIGATE ROAD****SUMMARY OF ISSUE:**

To consider whether to endorse the Reigate & Banstead Local Committee's request to reduce the speed limit on the A217 Reigate Road from 50mph to 40mph, between a point approximately 100m south of Ironsbottom and the Reigate & Banstead boundary. Under the County's Speed Limit Policy, the Cabinet Member for Transport, Highways & Environment is given the authority to endorse a new speed limit which does not comply with the policy.

**RECOMMENDATIONS:**

The Cabinet Member for Transport, Highways & the Environment is asked to decide whether:

1. To endorse the request of the Reigate & Banstead Local Committee to reduce the speed limit of the A217 Reigate Road between a point approximately 100m south of Ironsbottom and the Reigate & Banstead boundary from 50mph to 40mph; **or**
2. That the speed limit of the A217 Reigate Road between a point approximately 100m south of Ironsbottom and the Reigate & Banstead boundary remain unchanged at 50mph.

**REASON FOR RECOMMENDATIONS:**

To enable the Cabinet Member for Transport, Highways & the Environment to decide whether or not to endorse the Reigate & Banstead Local Committee's request to reduce the speed limit on the A217 Reigate Road from 50mph to 40mph, between a point approximately 100m south of Ironsbottom and the Reigate & Banstead boundary.

**DETAILS:**

- Following a fatality on the A217 Dovers Green Road in the vicinity of the junction with Ironsbottom, the divisional member for Horley West, Salfords and Sidlow requested that a speed limit assessment be carried out on the A217 Dovers Green Road / Reigate Road. At its meeting on 17 June 2013, the Reigate & Banstead Local Committee received a report setting out the outcome of the speed limit assessment. A copy of the report presented to the Local Committee is attached as Annex 1.
- The table below sets out the current speed limit, the limit requested by the divisional member, the preferred speed limit under the Speed Limit Policy, the measured mean speeds and the proposed limit recommended by officers to Reigate & Banstead Local Committee for approval.

Location of speed survey	Current limit	Requested limit	'Preferred limit'	Measured mean speeds		Proposed limit
				Northbound	Southbound	
Ironsbottom	50mph	40mph	50mph	41mph	41mph	40mph
Fontigarry Farm	50mph	40mph	50mph	48mph	48mph	50mph
Crutchfield Cottages	50mph	40mph	50mph	45mph	48mph	50mph
Crutchfield Lane	50mph	40mph	50mph	46mph	44mph	50mph

- The Local Committee approved the recommendation to reduce the speed limit on the section of the A217 between the existing terminal at Dovers Green Road and a point approximately 100m south of Ironsbottom from 50mph to 40mph.
- It is stated under the speed limit policy that "a Local Committee may decide, exceptionally, to implement a speed limit which does not reduce the speeds to a level approaching the new limit. Where the Police object to the proposed speed limit reduction and the local officer recommends against proceeding, the decision should be endorsed by the Cabinet Member for Transport, Highways & Environment, having taken advice from officers and the Police".

**CONSULTATION:**

- The Police were consulted as part of the speed limit assessment process. Their view is that the speed limit should remain unchanged and they would not support a reduction in the speed limit from 50mph to 40mph. The Police confirm that their view remains unchanged.

**RISK MANAGEMENT AND IMPLICATIONS:**

- If the Cabinet Member for Transport, Highways & the Environment does not endorse the Local Committee's request, then the speed limit on the section of the A217 between the existing terminal at Dovers Green Road and a point approximately 100m south of Ironsbottom will not be reduced.



**Financial and Value for Money Implications**

- 7. The cost of changing any speed limit includes legal advertisement costs associated with the statutory process, together with the costs of design and implementation.
- 8. If the Cabinet Member for Transport, Highways and the Environment decides to reduce the speed limit to 40mph the costs will be in the region of £5,000. If it is possible to identify funding from external sources, eg developers, to fund this speed limit change then this will be done. If this is not possible then this speed limit change will be funded from the Reigate and Banstead Local Transport Scheme budget.
- 9. There will be no costs incurred if the speed limit remains unchanged at 50mph.

**Section 151 Officer Commentary**

- 10. The Section 151 Officer (Chief Finance Officer) confirms that all material, financial and business issues and risks have been considered.

**Legal Implications – Monitoring Officer**

- 11. Changes to speed limits are introduced through the making of a Speed Limit Order under the Road Traffic Regulation Act 1984.

**Equalities and Diversity**

- 12. 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.

**Climate change/carbon emissions implications**

- 13. The County Council attaches great importance to being environmentally aware and wishes to show leadership in cutting carbon emissions and tackling climate change.
- 14. Reductions in speed limit should have a positive impact on emissions as vehicle speeds are lowered.

**WHAT HAPPENS NEXT:**

- 15. If the Cabinet Member for Transport, Highways and the Environment decides to reduce the speed limit of the A217 Reigate Road between a point approximately 100m south of Irons Bottom Road and the Reigate & Banstead boundary to 40mph, the intention to make a Speed Limit Order will be advertised in the local press. Any objections will be considered and resolved by the Area Team Manager in consultation with the Reigate and Banstead Local Committee Chairman, Vice-Chairman and local Divisional Member. The Speed Limit Order will then be made and the scheme implemented by the end of this financial year.

**Contact Officer:**

John Lawlor, South East Area Team Manager – email: john.lawlor@surreycc.gov.uk.

**Consulted:**

Surrey Police  
Monitoring Officer, Legal Services  
Chief Finance Officer

**Annexes:**

Annex 1 – Reigate & Banstead Local Committee Report, 17 June 2013 – Reigate & Banstead Speed Limit Assessment A217 Dovers Green Road / Reigate Road

**Sources/background papers:**

- Data from speed assessments carried out during May 2013 at four locations on the A217 Dovers Green Road / Reigate Road.
  - Surrey County Council Speed Management Policy (October 2009)
  - Surrey County Council Speed Limit Policy (November 2010)
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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE &amp; BANSTEAD)

DATE: 17 JUNE 2013

LEAD OFFICER: JOHN LAWLOR, AREA TEAM MANAGER

SUBJECT: REIGATE & BANSTEAD SPEED LIMIT ASSESSMENT  
A217 DOVERS GREEN ROAD / REIGATE ROADDIVISION: EARLSWOOD & REIGATE SOUTH  
HORLEY WEST, SALFORDS & SIDLOW**SUMMARY OF ISSUE:**

Following a fatality on the A217 Dovers Green Road in the vicinity of the junction with Ironsbottom the local member for Horley West, Salfords and Sidlow requested that a speed assessment be carried out on the A217 Dovers Green Road / Reigate Road. Speed limit assessments have recently been carried out, following the process set out in Surrey's Speed Management Policy. This process identifies the 'preferred' speed limit for each road assessed and compares it to the existing speed limit. As a result of this assessment it is proposed that the existing 50mph speed limit between the 30mph terminal at Dovers Green Road and a point approximately 100m south of Ironsbottom is reduced to 40mph. The 50mph speed limit south from this point to the Reigate & Banstead boundary remains unchanged. This report seeks approval for the changes to the speed limit in accordance with Surrey's policy.

**RECOMMENDATIONS:****The Local Committee (Reigate & Banstead) is asked to:**

- (i) Note the results of the speed limit assessments undertaken.
- (ii) Agree that, based upon the evidence, the speed limit between the existing 30mph terminal at Dovers Green Road and the southern boundary of Fir Tree Cottage, approximately 100m south of Ironsbottom, be reduced to 40mph;
- (iii) Agree that, based upon the evidence, the speed limit from the southern boundary of Fir Tree Cottage southward to the Reigate & Banstead Borough boundary with Mole Valley remain unchanged at 50mph;
- (iv) Authorise the advertisement of 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 changes, and subject to no objections received in connection with the proposals; and

- (v) Authorise delegation of authority to the Area Team Manager in consultation with the Chairman and Vice-Chairman of the Local Committee and the relevant local Divisional Members to resolve any objections received in connection with the proposals.

#### **REASONS FOR RECOMMENDATIONS:**

To enable changes to the speed limit on the A217 Dovers Green Road / Reigate Road in accordance with Surrey's speed limit policy.

#### **1. INTRODUCTION AND BACKGROUND:**

- 1.1 Following the fatality at Sidlow Bridge on 21 February 2013, the divisional member for Horley West, Salfords & Sidlow requested that the 50mph speed limit on the A217 Dovers Green Road / Reigate Road be reduced to 40mph between Dovers Green where the speed limit changes to 30mph and the Reigate & Banstead boundary. The existing speed limits are shown in Annexe 1.
- 1.2 The section of the A217 south of the borough boundary is in the Mole Valley Area. A report has been taken to the June meeting of the Mole Valley Local Committee. The recommendation is that the speed limit on the A217 between the Reigate and Banstead / Mole Valley boundary and the A217 Reigate Road / C62 Reigate Road roundabout at Hookwood remains unchanged at 50mph. The outcome will be reported verbally to the Committee.
- 1.3 There is a proposal to install a roundabout on the A217 Reigate Road as part of the Horley North West Development. The approaches to this roundabout will be reduced to 40mph. The proposed location for this roundabout is between Moat Farm and Horseshoe Farm, approximately 1,000m north of the junction with Crutchfield Lane. This roundabout is unlikely to be constructed until 2015 at the earliest as the developers have not yet signed the relevant agreement.

#### **2. ANALYSIS:**

- 2.1 Surrey's policy for determining speed limits was updated in November 2010. A 4 step approach was adopted.
- 2.2 Step 1 - Determining the length of road or roads to be assessed; giving consideration to start and end points, and road features.
- 2.3 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.
- 2.4 There have been a number of personal injury collisions on the 2.4 mile section of road under investigation. The following table summarises the number and severity of the collisions over the 3 year period January 2010 to January 2013. These accidents were evenly distributed along the length of the road apart from a minor cluster at the junction with Ironsbottom. It should

[www.surreycc.gov.uk/reigateandbanstead](http://www.surreycc.gov.uk/reigateandbanstead)

be noted that there was a further collision near the junction with Ironsbottom in February 2013. This collision resulted in the death of a motorcyclist and is still the subject of a police investigation.

Location	Slight	Serious	Fatal	Total
A217 Dovers Green Road / Reigate Road	12	2	0	14

2.5 In the three years of accident records investigated in only 1 (7%) of the 14 recorded accidents was excessive speed considered a contributory factor. In this case five other factors were also considered to be contributory.

2.6 A217 Dovers Green Road / Reigate Road is currently subject to a speed limit of 50mph. The road character has been assessed as rural due to the absence of street lighting. The preferred speed limit is 50mph.

2.7 Step 3 of the policy is the 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'.

2.8 Speed surveys were carried out at 4 locations on the A217 Dovers Green Road / Reigate Road. The locations of the speed surveys are shown in **Annex 1**.

2.9 The following table indicates the 'preferred limits' following assessment and compares these with the current limits and the new limits requested by the divisional member for Horley West, Salfords & Sidlow.

Location of speed survey	Current limit	Requested limit	'Preferred limit'	Measured mean speeds		Proposed limit
				Northbound	Southbound	
Ironsbottom	50mph	40mph	50mph	41mph	41mph	40mph
Fontigarry Farm	50mph	40mph	50mph	48mph	48mph	50mph
Crutchfield Cottages	50mph	40mph	50mph	45mph	48mph	50mph
Crutchfield Lane	50mph	40mph	50mph	46mph	44mph	50mph

2.10 Members are reminded that in exceptional circumstances the Local Committee may like to proceed with a change to a speed limit, against officer advice, and in this instance the final decision would be taken by the Surrey County Council Cabinet Member for Transport, Highways and Environment. Members may also be invited to undertake a site visit to inform their decision. 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.

**3. OPTIONS:**

3.1 OPTION 1

Reduce the speed limit between the existing 30mph terminal at Dovers Green and approximately 100m south of Irons Bottom from 50mph to 40mph. The speed limit between this point and the Reigate & Banstead boundary remains unchanged at 50mph.

3.2 OPTION 2

Reduce the speed limit between the existing 30mph terminal at Dovers Green and approximately 100m south of Irons Bottom from 50mph to 40mph. Request that the County Council Member for Transport & Environment takes the decision to change the speed limit between the point approximately 100m south of Ironsbottom and the Reigate & Banstead boundary from 50mph to 40mph.

3.3 OPTION 3

The speed limit between the existing 30mph terminal at Dovers Green and the Reigate & Banstead boundary remains unchanged at 50mph.

**4. CONSULTATIONS:**

4.1 Consultation has been carried out with Surrey Police.

4.2 The Police support the reduction of the speed limit to 40mph between the 30mph terminal at Dovers Green and the point approximately 100m south of Ironsbottom

4.3 The Police do not support the reduction of the speed limit to 40mph from the point approximately 100m south of Ironsbottom to the Reigate & Banstead boundary for a number of reasons.

- They state that there is little evidence that the road suffers from a collision problem that would be assisted by a reduced speed limit.
- They consider that reducing the speed limit is unlikely to reduce speeds without a either considerable enforcement presence, or engineering solutions which are not proposed.
- They consider that if the speed were reduced there would be an unrealistic expectation that the Police would enforce the limit. It would not be deemed a priority as part of their casualty reduction aims and there is a lack of suitable enforcement sites so that enforcement would be unlikely to occur.

**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.

5.2 The cost of changing the speed limit from 50mph to 40mph between Dovers Green and a point approximately 100m south of Ironsbottom would be in the region of £5,000.

5.3 If the Local Committee requests that the Cabinet Member for Transport, Highways and Environment takes the decision to change the speed limit between the point approximately 100m south of Ironsbottom and the Reigate & Banstead boundary to 40mph, and if the speed limit is changed to 40mph the additional costs will be in the region of £5,000.

5.4 If it is possible to identify funding from external sources eg developers to fund this speed limit change then this will be done. If this is not possible then this speed limit change will be funded from the Integrated Transport Scheme allocation from small safety schemes.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

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

**7. LOCALISM:**

7.1 The Highway Service is mindful of the localism agenda, and the wishes of the local community have been taken into account when writing this report.

**8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
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 reduce fear of crime and allow the Police greater opportunity to enforce speed controls.

**9. CONCLUSION AND RECOMMENDATIONS:**

9.1 This report sets out the speed limit assessment conducted and how the 'preferred limits' have been obtained. It is recommended that Option 1 is implemented, in accordance with Surrey's Speed Limit Policy, as below:

- (i) A217 Dovers Green Road / Reigate Road - from the existing 30mph terminal at Dovers Green to the southern boundary of Fir Tree Cottage, Ironsbottom, approximately 100m south of the junction with Ironsbottom the speed limit be reduced to 40mph.

(ii) A217 Dovers Green Road / Reigate Road – from the southern boundary of Fir Tree Cottage to the Reigate & Banstead Borough boundary with Mole Valley the speed limit remain unchanged at 50mph.

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

## **10. WHAT HAPPENS NEXT:**

10.1 The proposal to make a Speed Limit Order is advertised in the local press, and following the making of the Order, the contractor is instructed to install the necessary signing. The earliest likely date that the signing would be implemented, subject to Committee approving the recommendations, is February 2014.

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### **Contact Officer:**

Philippa Gates, Assistant Highway Engineer, 03456 009 009

### **Consulted:**

Surrey Police

### **Annexes:**

Annex 1 - Plan showing Speed Limit Proposals

Annex 2 – Plan showing Speed Survey Locations

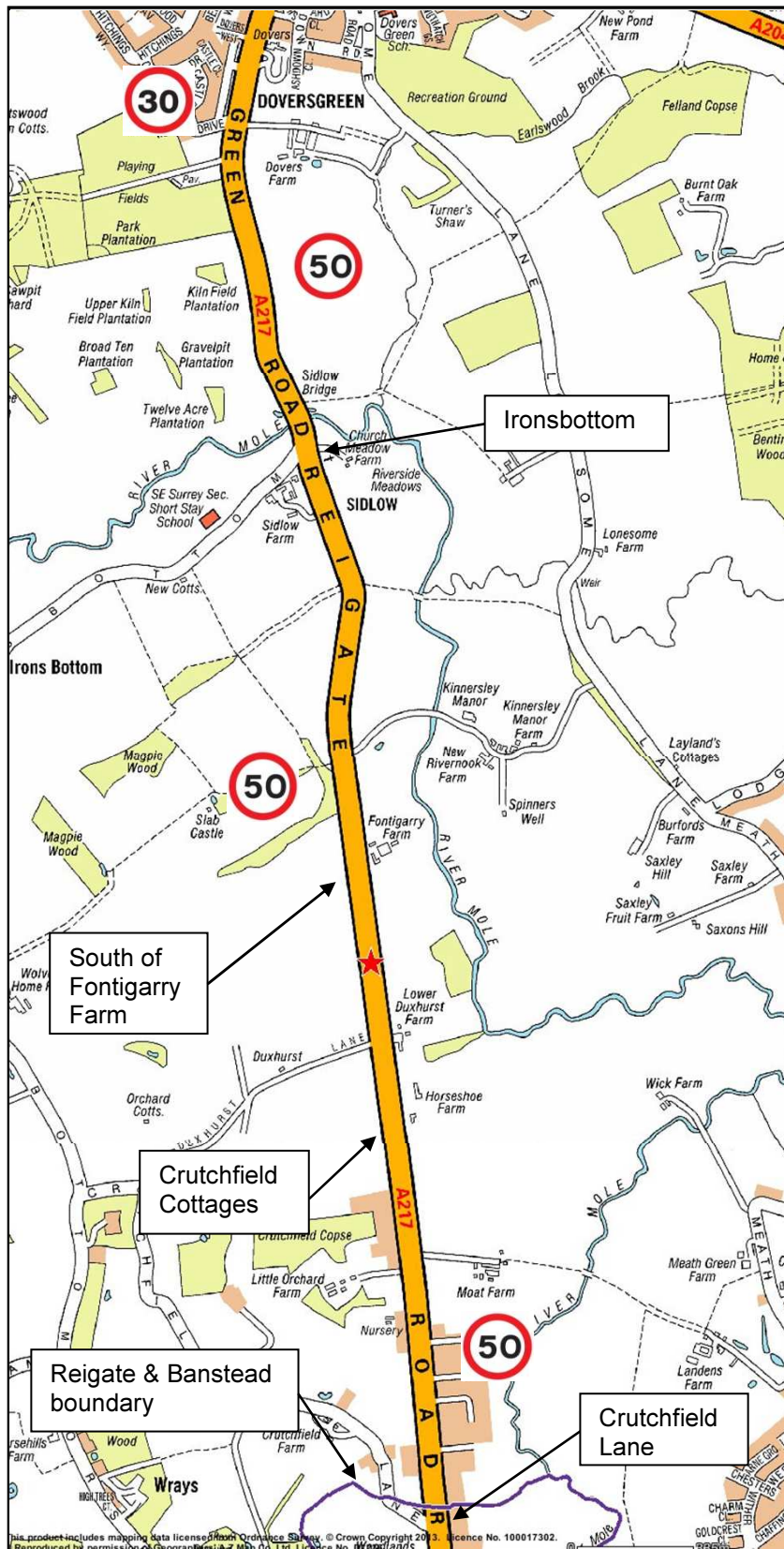
### **Sources/background papers:**

- Data from speed assessments carried out during May 2013 at four locations on the A217 Dovers Green Road / Reigate Road.
- Surrey County Council Speed Management Policy (October 2009)
- Surrey County Council Speed Limit Policy (November 2010).



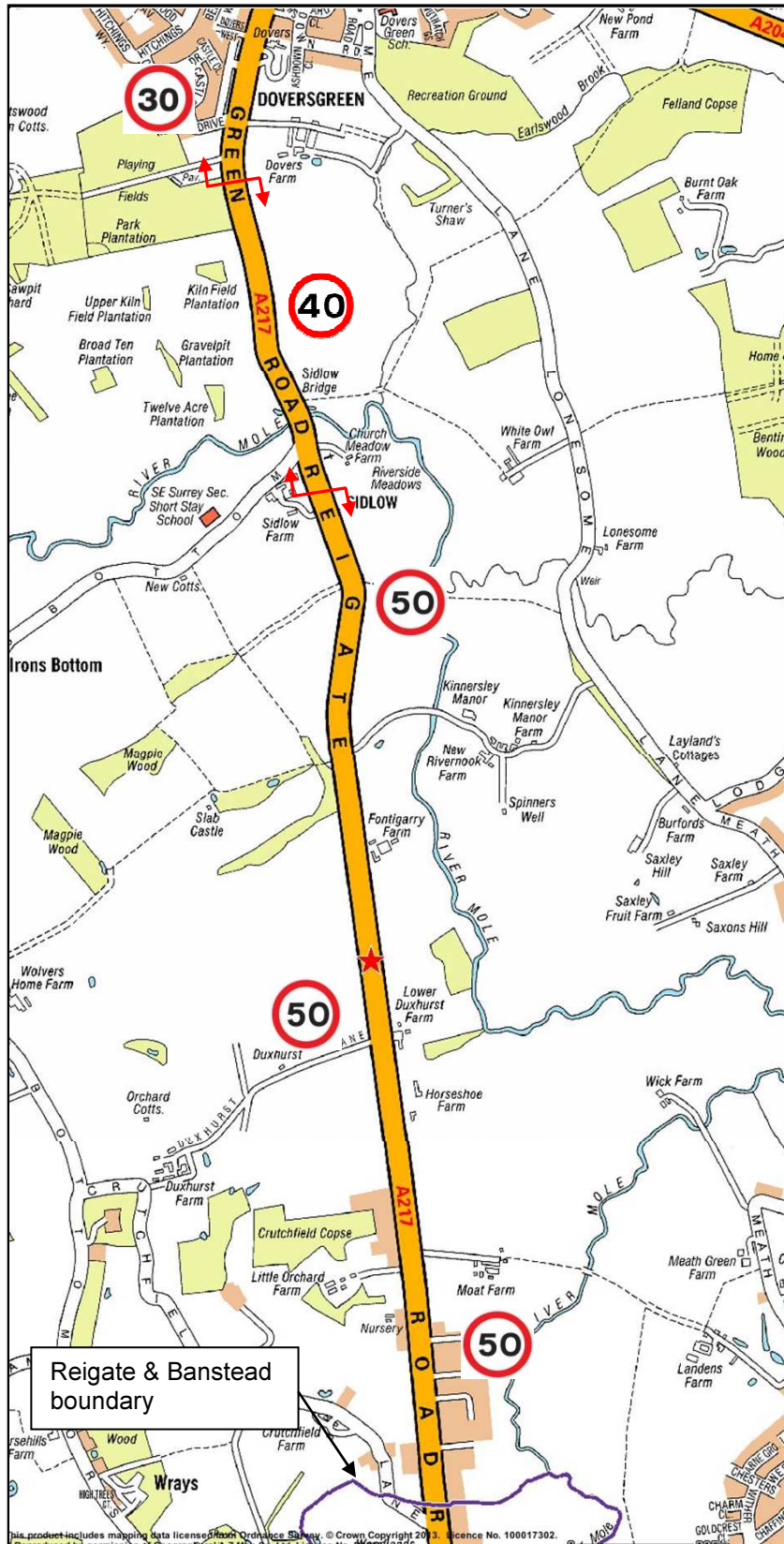
Annex 1

A217 Reigate Road/Dovers Green Road  
Existing Speed Limits & Survey Locations



Annex 2

A217 Reigate Road/Dovers Green Road  
Proposed Speed Limits



**SURREY COUNTY COUNCIL****CABINET MEMBER FOR TRANSPORT, HIGHWAYS AND ENVIRONMENT****DATE: 9 OCTOBER 2013****LEAD OFFICER: TREVOR PUGH, STRATEGIC DIRECTOR ENVIRONMENT AND INFRASTRUCTURE****SUBJECT: PROPOSED EXCHANGE OF HIGHWAY LAND AT NORTH STREET, GUILDFORD****SUMMARY OF ISSUE:**

A joint Guildford Borough Council and Surrey County Council scheme for environmental and pedestrian safety improvements in North Street, Guildford involves footway widening that requires the partial relocation of public parking spaces that are owned by the Borough Council on to land that forms part of the public highway.

The Borough Council have agreed to dedicate the land required for the footway improvement in return for the area of highway land that will become part of the parking spaces being stopped up and transferred to them.

The Cabinet Member is asked to approve entering into an agreement with the Borough Council under section 256 of the Highways Act 1980, whereby the land required for the footway widening will be exchanged for the highway land that is to be used for the relocation of the parking spaces.

**RECOMMENDATIONS:**

It is recommended that, subject to the requirements of section 256 of the Highways Act 1980, the County Council enter into an agreement with Guildford Borough Council for the highway land shown coloured pink on drawing no. LD/101 (Annex 2) to be exchanged for the land shown coloured yellow thereon.

**REASON FOR RECOMMENDATIONS:**

The requirement for the exchange of highway land has arisen because of the need to take action to make the steps between the footway and the parking/market area in North Street safe for use by pedestrians. The existing steps are unstable and do not meet current design standards. The improvement scheme provides for reconstructing the steps to current standards, which will mean they will take up more land than they currently occupy. The carriageway of North Street at this point is wider than necessary, which means part of it can be used in exchange for the land required to reconstruct the steps.

**DETAILS:****Background**

1. A report to the Guildford Borough Council Executive Committee on 26 January 2012, which gives the background to the North Street maintenance and environmental improvement project, can be found at Annexe 1.

2. The existing steps between the footway and the parking/market area are unstable and do not meet current design standards. In order to make them safe for use by pedestrians it is necessary to reconstruct them to current standards, which will mean they will take up more land than they currently occupy.
3. The carriageway of North Street at this point is wider than necessary, which means part of it can be used in exchange for the land required to reconstruct the steps. A plan showing the layout of the footway improvements and the land to be exchanged (drawing number LD/101) can be found at Annexe 2.

#### **CONSULTATION:**

4. The scheme for the footway improvements in North Street has been developed in consultation with Guildford Borough Council and local traders.
5. The procedures for entering into an agreement for the exchange of highway land under section 256 of the Highways Act 1980 include a requirement to give notice of our intention to do so by placing advertisements in the local press, serving notices on statutory undertakers affected by the proposal and any person having an interest in the land to be conveyed and by displaying notices on site.

#### **RISK MANAGEMENT AND IMPLICATIONS:**

6. There are no risk management implications associated with the exchange of highway land. One of the objectives of the footway improvement scheme is to reduce the likelihood of claims being received for compensation for injuries caused by pedestrians tripping and falling on the steps.

#### **Financial and Value for Money Implications**

7. The parties to the agreement will bear their own legal costs. There are no other financial implications to the proposed exchange of land.

#### **Section 151 Officer Commentary**

8. The S151 Officer confirms that all material financial and business issues and risks have been considered in this report.

#### **Legal Implications – Monitoring Officer**

9. Section 256 of the Highways Act 1980 provides the highway authority with the power to enter into an agreement with the owner of land adjoining the highway for the exchange of land for the purpose of adjusting the boundary of the highway.
10. The highway authority are required to publish notice of their intention to enter into an agreement, as detailed under Consultation above, and any person who objects to the proposed agreement may appeal to the Magistrates' Court.

## **Equalities and Diversity**

11. There are no equality and diversity implications associated with the exchange of the highway land. One of the objectives of the improvement scheme is improve access for pedestrians who have mobility problems by making the steps between the parking/market area comply with current design standards.

## **WHAT HAPPENS NEXT:**

12. Notices of the County Council's intention to enter into an agreement with Guildford Borough Council will be published and served and, providing there are no successful appeals to the Magistrates' Court, the exchange will take place. This will enable the reconstruction of the steps between the footway and the parking/market area in North Street.

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### **Contact Officer:**

Ian Taylor, Highways Information Team Manager, telephone 020 8541 8921

### **Consulted:**

Mark Brett-Warburton, Local Member

John Hilder, Area Highways Team Manager

Stephanie Christensen, Senior Lawyer (Highways and Planning)

Tony Orzieri, Finance manager

Margaret Holingdale, Senior Legal Executive, Guildford Borough Council

### **Annexes:**

Annex 1 - Report to Guildford Borough Council Executive Committee on 26 January 2012.

Annex 2 - Drawing no. LD/101, showing the layout of the proposed improvements in North Street and land to be exchanged.

### **Sources/background papers:**

- Section 256 of the Highways Act 1980
-

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Executive Committee Report

Report of Carol Humphrey, Head of Planning Services

Author: Kay Richardson, Environmental Projects

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Email: [kay.richardson@guildford.gov.uk](mailto:kay.richardson@guildford.gov.uk)

Lead Councillor responsible: Councillor Jenny Wicks

Tel: 01483 222503

Email: [jenny.wicks@guildford.gov.uk](mailto:jenny.wicks@guildford.gov.uk)

Date: 26 January 2012

## North Street maintenance and environmental improvement project

### Recommendation to Executive

That the Executive is asked to:

(i) request Council on 9 February 2012 to increase the approved capital schemes by £207,600 in 2012/13, to be funded through S106 contributions;

(ii) subject to Council agreeing funding agree the use of the total funding of up to £495,600 available from the Council's Section 106 budgets and capital programme for phased environmental improvements to be developed and implemented within the North Street and the town centre area;

(iii) authorise the Head of Planning Services, in conjunction with the Head of Financial Services, to transfer funds of up to £495,600 to Surrey County Council as the Council's contribution to joint maintenance and environmental improvement schemes (as described in this report and shown in the illustrative phase one plan attached at appendix 1);

(iv) agree that Bridge Street and the High Street including the High Street/Chertsey Street/North Street junction be prioritised for any footway improvements possible through Surrey County Council funding.

### Reason(s) for Recommendation:

It is recognised that the quality of Guildford town centre's streetscape and public realm are deteriorating and these phased works will be the first steps to delivering a better, remodelled streetscape in the future.

## **1. Purpose of Report**

- 1.1 The improvement of the North Street streetscape is a long standing aim of the Council and following extensive discussion with our Surrey County Council (SCC) partners is coming to fruition. This report highlights a proposed two-phase pavement upgrading project by Surrey County Council and requests approval for funding joint environmental improvement works.

## **2. Strategic Priorities**

- 2.1 The Council's environmental improvement programme responds to a variety of the Council's core values and key strategic priorities relating to sustainable local environment, safe and vibrant community and dynamic economy

## **3. Background and Issues**

- 3.1 Officers are working in partnership with SCC to agree a scheme which provides a design of paving and street furniture that works with the character of North Street and reflects the high quality heritage materials used nearby.

- 3.2 The economic, social and environmental benefits of improving our built environment quality are manifest, including;

- helping to promote and give identity
- offers choice amongst a wide range of places
- increases the success of local shops and facilities
- makes a site easier to access, increasing land value
- improves security and gives a greater sense of personal security
- encourages walking and cycling, reducing car use and vehicle emissions
- makes parking and transport networks more efficient
- improves access to essential facilities and activities
- attracts people and activity to improve the local economy
- increases involvement in community and cultural activities
- increases use of public space and promotes health, and
- attracts social interaction.

- 3.3 North Street can be busy, vibrant, youthful and entertaining. It can also be dominated by traffic, difficult to navigate as a pedestrian, and has infrastructure inadequate to support pedestrian and shopping activities. Its character is distinct from the High Street and we have an opportunity to take a different approach to streetscape improvements here, in comparison to the heritage based line taken elsewhere in the town centre.

- 3.4 The current environment is failing physically, aesthetically, and becoming a greater health and safety risk, particularly trip hazards from the steps and from damaged paving. Many slabs have been broken by overrunning vehicles, or removed and replaced with tarmac after utilities works. There is also a legacy of mismatched paving, signage and street furniture, most of which is in poor or failing condition.



3.5 SCC's maintenance programme provides an effective way of funding the upgrading of the current street arrangement to a general amenity and safety standard. The Council can ensure the quality of the detailing and finish needed for high profile sites through further financial and design input.

3.6 Working together with SCC officers we have explored the long term aspirations for the street and taken views from service providers, public user groups and local retailers into account. We are developing a programme of short term interventions to sustain current activities and provide temporary infrastructure to support new activities for a more vibrant and inclusive street environment. These will be finalised and implemented in phases

Phases one and two

3.7 The works will be in three phases, beginning this financial year. They are commissioned by SCC as part of its main long term highways contract. This Council will contribute financially to certain agreed elements of the overall works contract. An illustrative plan of the phase one works is attached in appendix 1. The central stepped section of the street has been subject to some detailed design work by SCC and will need to be agreed with officers before implementation (in phase two). The design will protect heritage value, ensure public health and safety, and support existing and new street activity.

3.8 SCC's streetworks contractor, May Gurney, will carry out the phase one works, commencing mid-February – March 2012, for 10-12 weeks. The need for a working methodology that keeps disruption to the market to a minimum is understood and is being discussed with May Gurney.

3.9 In summary the phase one works will involve:

- renewing pavement areas to an agreed specification reflecting SCC's technical requirements whilst providing an uplift in paving quality appropriate to our aspirations for the town centre;
- proactive engagement with all responsible parties - including other services of both councils and service providers such as British Telecom to de-clutter the street by reducing signs and equipment where possible and integrating new signs with street furniture;
- using pavement space and a range of new translocatable street furniture to provide clusters of new seating and benches; and softening planting along the street including by the Library;
- refurbishment or replacement of street furniture to reflect the street yet work with nearby heritage models;
- reinforcement of pedestrian movement by continuing pavement treatment across vehicular crossovers and access roads where possible; and
- installation of new services to support the weekly market and other external events (council owned lighting columns, electrical services and connections and water points).

3.10 Officers have also investigated the options for a pedestrian access to the rear of the Guildford House Gallery. No decision has been taken on this and it does not form a part of the North Street environmental improvements explained in this report. If the proposal is taken forward, this would be as a separate project. The

works intended as part of the North Street improvements would not impede the creation of such an access.

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- 3.11 It is anticipated that the phase two works will be implemented in the 2012/13 financial year, subject to final agreement of the re-design of the steps that separate the parking/market trading area from the pavement in the middle section of North Street.
- 3.12 The works will be advanced to ensure the Council completes expenditure of its environmental improvements in the town centre/North Street budget in line with the various timeframes required within the S106 agreements. Both councils will continue to work together to finalise the works specification for phase one for their commencement in February, and to agree phase two for following phase one.
- 3.13 Design proposals will build upon the design principles of the initial phase one of street works outlined here and will be in line with the Department for Transport advisory document Manual for Streets Two (MfS). By applying the principles of MfS during annual maintenance or as small-scale improvements the works can be carried out quickly. As such, these works provide the first steps to delivering a better, remodelled streetscape in the future.
- 3.14 Officers are working in partnership to agree a scheme that provides a paving and street furniture specification that works with the contemporary character and feel of North Street and its activities, and reflects the high quality heritage materials used nearby.
- 3.15 These works will, to some extent, be temporary. The sub-base works and underground services will remain, and any large elements of street furniture will be capable of relocation elsewhere. This will accommodate future regeneration in the North Street area.
- 3.16 Natural Yorkstone remains a long term aspiration for paving throughout the town centre, however using a pre-cast slab created from Yorkstone aggregate for these works will provide a cost effective alternative to natural Yorkstone.

#### Future works phase three

- 3.17 In addition to these two initial phases of works, officers are exploring options for providing further joint streetscape enhancements and maintenance within the area. Discussions include the resurfacing of areas of carriageway, the provision of dedicated on street motorcycle parking, the provision of widened pavements, courtesy crossings and gateway features to change the character of the street and reduce the scale and dominance of highway carriageway.
- 3.18 Future phases of the works will be advanced to ensure the Council completes expenditure of its environmental improvements in the town centre/North Street budget in line with the various timeframes required by the S106 agreements.
- 3.19 Officers will ensure that full information about the phase one and two North Street works, and all future environmental improvement works, are shared with lead and

local ward councillors, other services within both councils, local retailers and other interested parties. Letter drops will be used, together with updates during the works.

#### **4. Financial Implications**

- 4.1 A maintenance scheme for the south side of North Street has been approved by Surrey County Council's (SCC) Asset Management Group as a part of its annual maintenance programme, and funding committed in their 2011/2012 programme.
- 4.2 The forthcoming works specification for phases one and two will be advanced to ensure a cost effective scheme that is of appropriate quality for the site.
- 4.3 SCC's approved scheme funds purely the maintenance aspects of the work, including installation of a new sub-base and repaving with an amenity quality pre-cast concrete slab (similar to that used in the Upper High Street). It will also remove redundant street furniture and signs where necessary. This Council will need to fund a Yorkstone aggregate textured concrete paving slab, workmanship required to provide an above standard paving specification and laying pattern, and any works required to upgrade existing, or introduce new street furniture. Increased costs to achieve a higher specification in these works now will assist in minimising maintenance costs in the future.
- 4.4 The majority of the Council's funding will come from a variety of Section 106 agreement contributions from North Street and the immediate town centre vicinity. £435,600 is committed to the works and will be spent in accordance with specific locations or on certain features as required by the various agreements. The existing capital programme includes approval for expenditure of £288,000 (in two schemes), so an increase of £207,600 is required.
- 4.5 Phase two includes proposed works to the area of North Street used by the market traders (phase one will not affect this area). The details of this have yet to be defined and we will do all we can to minimise any impacts during the works. We will clarify the VAT implications, in respect of the partial exemption VAT calculation, once costs for this element of the works are known.
- 4.6 The overall budget available will be managed between this and later phases of the works. Phase three of environmental improvements will be advanced later to ensure the Council's continuing commitment to providing a quality built environment and link with SCC's rolling maintenance programme.
- 4.7 One of the future projects which have been discussed as a priority is the re-design of the High Street/Chertsey Street junction to improve the pedestrian environment. The Council has £60,000 committed within its approved capital schemes programme towards this work (carried forward following the resolution of Environment and Transport Committee 08/12/03).

### Funding

- 4.8 The table at appendix 2 provides current outline cost estimates for the three phases of improvements. The Council is working with county officers to prepare the final works specification to phases one and two, which will determine final costs.
- 4.9 SCC appears to have some funding available for footway improvements. It is recommended that any funding available to be spent locally be prioritised to improve footways in Bridge Street and the High Street including the High Street/Chertsey Street junction area to facilitate the project outlined in 4.7. The Executive's agreement is sought for this prioritisation.

### Procurement

- 4.10 To enable this Council to retain ownership of the street furniture for use elsewhere when required, the street furniture will be procured directly.
- 4.11 Procurement of future phases of the works will be progressed in line with the Council's procurement rules and, if advantageous, in conjunction with SCC through its contract procurement and its main long-term contractor.

## **5. Legal Implications**

- 5.1 The works will be designed and implemented in accordance with all relevant health and safety regulations, in line with both councils' responsibilities (including SCC as the public highway authority). Works will comply with the Construction, Design and Management (CDM) regulations, as well as the guidance set out in Manual for Streets Two.

## **6. Human Resource Implications**

- 6.1 A close joint working approach is essential to allow the Council to work effectively and efficiently on the public highway.
- 6.2 The current project and future phased works programme require the design and project management input of a diverse range of existing staff of both SCC and this Council. These include landscape architecture/urban design, highways engineering and maintenance officer, asset project management, lighting and electrical engineering, parking management, legal and accountancy advice.

## **7. Conclusion**

- 7.1 This joint maintenance and environmental improvements programme of works will help to raise the quality of North Street and areas of the wider town centre in the short-medium term, ahead of its longer-term regeneration.

## 8. Background Papers

Manual for Streets Two, Chartered Institution of Highways and Transportation, September 2010.

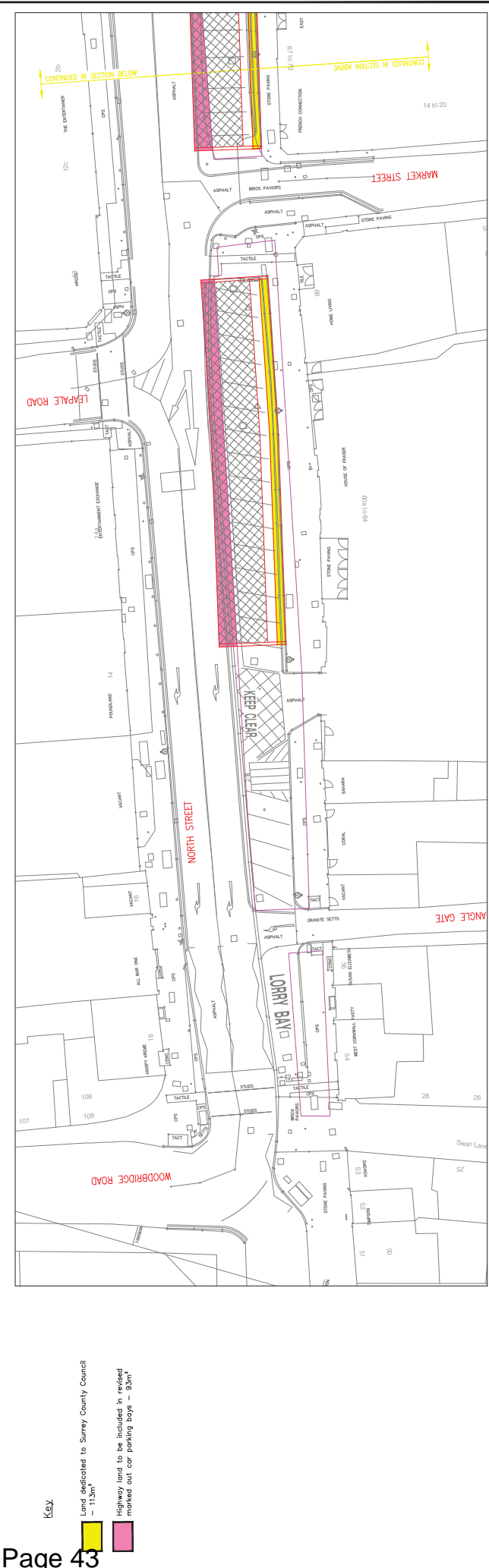
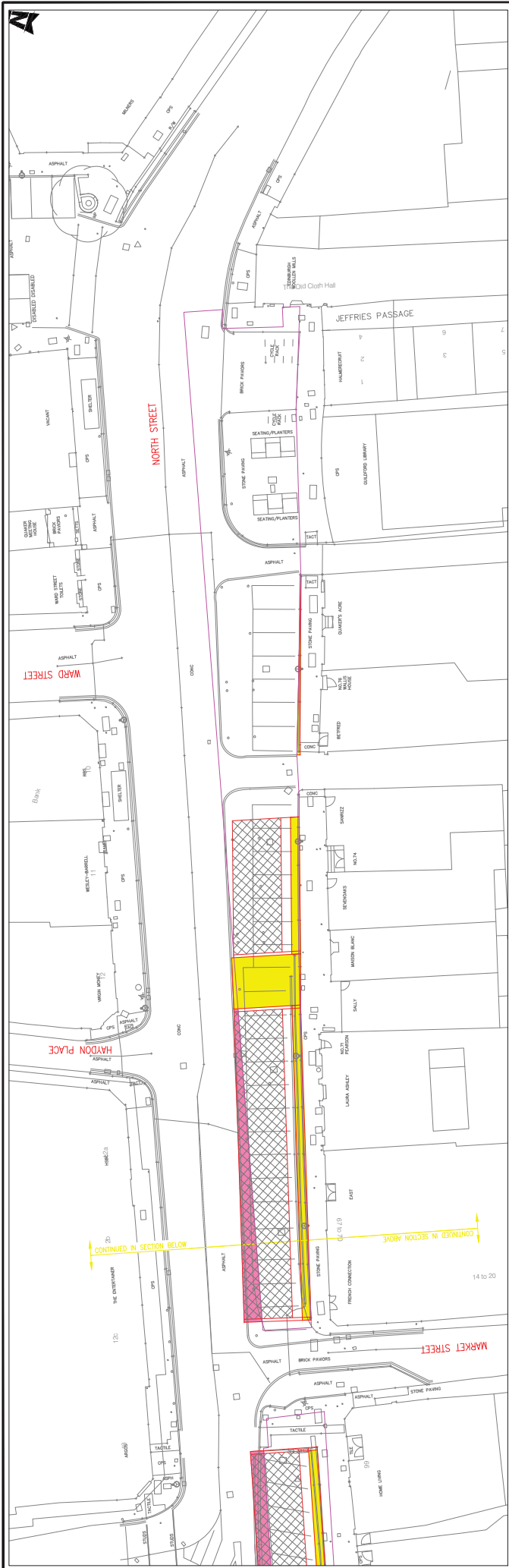
## 9. Appendices

Appendix 1 – plan showing phase one North Street environmental improvements  
 Appendix 2 – cost estimates for the phased improvements

Appendix 2 – cost estimates for the phased improvements

Phase	SCC item	GBC item	Cost estimates	Notes
Phase 1 (Feb/ March 2012)	Maintenance scheme to improve footway sub-base, resurface footways		£175,000	Funded through SCC footways resurfacing programme
		Supply street furniture	£41,000	Funded through S106 receipts
		Refurbish existing street furniture	£7,500	Funded through S106 receipts
		Upgrade GBC electrical services, water supply and lighting	£40,000	Funded through S106 receipts
		Uplift in paving quality; materials and workmanship	£55,000	Funded through S106 receipts
		Remove redundant BT services	£5,000	Funded through S106 receipts
Phase 2 (April 2012 – March 2013)	Maintenance scheme to resurface stepped section of footway sub-base, recreate steps and resurface footways		£160,000	Funded through SCC footways resurfacing programme
		Uplift in paving quality;	£45,000	Funded through S106 receipts

		materials and workmanship		
		Supply street furniture	£30,000	Funded through S106 receipts
		Refurbish existing street furniture	£4,500	Funded through S106 receipts
		Resurface North Street parking area	TBC	Required to facilitate new step alignment. Funding source tbc.
Phase 3 (timing of future projects subject to agreement and approval)		Design and install artistic gateway feature into North Street street scene	£30,000	£13,339.40 available specifically from Section 106 ID 525 with additional S106 receipts required.
	Resurface carriageway of North Street		TBC	In conjunction with bus station relocation; estimate 2014
	Joint SCC/GBC scheme to improve pedestrian environment and place around Chertsey Street/High Street/North Street junction		£250,000	£60,000 through Council approved capital schemes and S106 receipts. Capital funding is GBC contribution to uplift quality of SCC scheme and works can only be advanced if SCC funding is approved.
	Joint SCC/GBC scheme to provide courtesy crossing, motorcycle parking and improve environment between Library and in Dolphin Square.		£100,000	Outline design circulated to officers for discussion. Council input to be funded through S106 receipts.



**KEY**

- Land dedicated to Surrey County Council = 11.3m<sup>2</sup>
- Highway land to be included in revised marked out car parking bays = 9.3m<sup>2</sup>

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<p style="font-weight: bold; font-size: 12px;">North Street Guildford Improvements</p> <p style="font-weight: bold; font-size: 12px;">Proposed Land Dedication</p>				<p style="font-size: 8px;">SHEET OF</p>																																																																					
<p>Based upon the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office. Crown copyright and any other material copyright is acknowledged.</p> <p style="font-size: 6px;">Drawn by: HMP Date: 30.05.13 Checked by: J. P. Date: 30.05.13 Approved by: [Signature] Date: [Blank]</p>				<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">Rev</th> <th style="width: 40%;">Description</th> <th style="width: 10%;">Date</th> <th style="width: 10%;">Appr</th> <th style="width: 10%;">Stp</th> <th style="width: 10%;">Date</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>				Rev	Description	Date	Appr	Stp	Date																																																												
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**SURREY COUNTY COUNCIL****CABINET MEMBER FOR TRANSPORT, HIGHWAYS AND ENVIRONMENT****DATE: 9 OCTOBER 2013****LEAD OFFICER: TREVOR PUGH – STRATEGIC DIRECTOR ENVIRONMENT AND INFRASTRUCTURE****SUBJECT: NEWARK BRIDGES****SUMMARY OF ISSUE:**

To award a fixed price contract to the recommended tenderer for the provision of structural works to commence in November 2013. The report provides details of the procurement process, including the results of the evaluation process, and in conjunction with the Part 2 Annex, demonstrates why the recommended contract award delivers best value for money.

Due to the commercial sensitivity involved in the contract award process, the names and financial details of the potential suppliers have been circulated as a Part 2 report (item 8).

**RECOMMENDATIONS:**

It is recommended that:

1. The information relating to the procurement process, as set out in this report, be noted; and
2. Following consideration of the results of the procurement process the award of a contract is agreed on the basis set out in the Part 2 report (item 8).

**REASON FOR RECOMMENDATIONS:**

A full tender process, in compliance with the requirement of EU Procurement Legislation and Procurement Standing Orders has been completed, and the recommendations provide best value for money for the Council following a thorough evaluation process.

**DETAILS:**

1. To consider three bridges named Newark Mill Stream Bridge, Newark Mill Bridge and Newark New Bridge. These bridges carry the B367 Newark Lane over the River Wey Navigation to the north west of Ripley Village near Woking. These bridges are in poor condition and work is required to make them safe for both vehicles and pedestrians.

**Background and options considered**

2. All the bridges are located in a nature conservation area. These bridges are adjacent to each other and the opportunity has been identified to address the problems of three bridges within one scheme. A full tender process, compliant

with the European Public Procurement Regulations and Procurement Standing Orders, has been carried out following the receipt of authority from Procurement Review Group (PRG) on 8 May 2013.

3. The project objectives are to make these bridges safe for use by vehicles and pedestrians, fit for purpose, and by combining all three bridges into one scheme provide value for money, with due consideration to the wider highway network and local environment.

### **Procurement Strategy**

4. After consideration of the options, SCC elected to proceed with a competitive exercise via the SE7 framework, supplemented with an invitation to Kier (MG) as our existing highways maintenance contractor, to ensure maximum competition. A number of suppliers on the SE7 framework specialise in structural works and were suitable for this type of work.
5. A joint procurement and project team was set up including representatives from Surrey Highways, Atkins and Surrey Procurement and Commissioning.

### **Use of e-Tendering and market management activities**

6. The preferred option of using the SE7 IESE Framework and simultaneously inviting Kier (MG) our own Term Maintenance contractor, meant eleven suppliers were invited to tender through Bravo Solutions, the council's e-tendering software package.
7. Steps were taken to stimulate interest in this process. Hampshire County Council who administers the SE7 IESE Framework was contacted and all the approved suppliers were notified of this scheme. A separate meeting was also held with Kier (MG) to enable them to be fully aware of the tender process and timetable.
8. All bar one of the invited suppliers responded to the invitation to tender, but only two submitted tenders. This was mainly down to suppliers being asked to complete tenders during the summer months, estimators being unavailable and in the case of May Gurney issues with tendering while their takeover by Kier was going ahead. However, both returned bids are very competitive, so there is little impact on value for money.
9. The ability to hold an e-auction was not included in the framework criteria.

### **Key Implications**

10. By awarding a contract to the supplier recommended in the Part 2 report (item 8) for the provision of structural services for Newark Bridges to commence in November 2013, the Council will be meeting its duties and ensuring value for money.
11. Performance will be monitored through a series of Key Performance Indicators as detailed in the contract and reviewed at monthly operations meetings. The framework agreement features three performance zones and depending on the outcome can lead to suppliers not being invited to tender for future projects or even removed from the framework. The top performance indicators and targets for each are as follows:

KPI	Target	Notes
Predictability of Time (Contractual KPI)	Minimum score: 25% Stretching KPI score: 5%	The percentage variance between the agreed Work Package duration at inception and the out-turn Work Package duration
Predictability of Cost (Contractual KPI)	Minimum score: 25% Stretching KPI score: 5%	The percentage variance between the agreed Work Package fee at formal inception and the out-turn Work Package fee.
Work Package tender return rate (Contractual KPI)	Minimum score: 95% Stretching KPI score: 100%	The percentage of Work Package tenders issued to the supplier that are completed and returned to the employer.
Employer Satisfaction of Service (Non-Contractual KPI)	To be reported on a traffic light basis within one calendar month of the respective Work Package	Level of the Employer's Satisfaction with the services provided by the supplier. There is also a vice versa clause.
Sustainability of resource (Non-contractual KPI)	To be reported as a percentage within one calendar month of the respective Work Package	Percentage of total awarded Work Package monetary value delivered by the supplier using resources within the south east (area covered by Government Office of the South East {GOSE})
Accident Incident Rate – Over 3 day injuries (Non-contractual KPI)	To be reported once annually, within one month of the end of each year of the Framework using the same data reported to satisfy RIDDOR requirements.	RIDDOR reportable Accident Incident Rate for "Over-3-day" injuries involving the Supplier's workforce (which includes any subcontractors under its control)

- The management responsibility for the contract lies with Surrey Highways, and will be managed in line with the Contract Management Strategy and Plan as laid out in the contract documentation.

**Competitive Tendering Process**

- The contract has been let as a competitive tendering exercise, using both the SE7 IESE Framework contact, and Surrey's own Term Maintenance Contractor, Kier (MG).

14. The procurement activity undertaken by Hampshire County Council for the SE7 IESE Framework, and by Surrey County Council for our Term Maintenance Contract, included a Pre-Qualification stage, where suppliers expressing an interest in the advertised tender opportunity were evaluated to ensure that they had the legal, financial and technical capacity (including their health & safety and equal opportunities policies) to undertake the contract for the Council. The results of this process were that 10 suppliers are approved on the SE7 IESE Framework, and 1 supplier as Surrey's Term Maintenance Contractor.
15. An invitation to tender was sent to these 11 suppliers. These tenders were then evaluated against the criteria and weightings in the Part 2 report (item 8).

#### **CONSULTATION:**

16. List of stakeholders who have been consulted with, at all stages of the commissioning and procurement process are Surrey Highways, Surrey Procurement and Commissioning, Atkins (Professional Highway Services provider), Hampshire County Council.
17. The site is near to the Papercourt SSSI and there has been both planning and ecological screening. Natural England has been consulted and is content with the scheme. The Environment Agency has been consulted and will be approving the contractor's method statements. The National Trust, owner of the River Wey Navigation, has been consulted and is content with the scheme.

#### **RISK MANAGEMENT AND IMPLICATIONS:**

18. The contract is a standard NEC3 form of contract. This will allow the Council to terminate the contract with notice periods agreed with the Project Manager. The Council may terminate for any reason.
19. All short listed suppliers successfully completed satisfactory financial checks as well as checks on competency in delivery of similar contracts at the Pre-qualification stage.
20. The following key risks associated with the contract and contract award have been identified, along with mitigation activities:

<b>Category</b>	<b>Risk Description</b>	<b>Mitigation Activity</b>
Financial	As there are no as built drawings available for two of the three bridges, assumptions have been made for the design proposals.	Apart from Utilities (water) all the other service ducts are to be temporarily supported during the works and included in the new structure. There is still a risk of cost overrun, but this is allowed for in the contingency sum.

Reputational	Road closure is required to carry out these works. Works on site can only start in the Autumn 2013 avoiding the bird nesting season and other events that use the route.	Works on Newark Mill Bridge can only start after 5 November 2013 when River Wey Navigation traffic is at a minimum. Coordinate with corporate risk team about cycle events.
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#### **Financial and Value for Money Implications**

21. Full details of the contract value and financial implications are set out in the Part 2 report (item 8). The estimated capital costs have been based on our experience of completing similar structural schemes over recent years.
22. The procurement activity has delivered a solution within budget, with identified capital savings of £432,000 compared to the cost of similar schemes.
23. Benchmarking information will be shared with East Sussex and other SE7 authorities.

#### **Section 151 Officer Commentary**

24. The S151 Officer confirms that all material, financial, and business issues & risks have been considered in this report.

#### **Legal Implications – Monitoring Officer**

25. Legal Services have advised upon and approved the terms of the contract.

#### **Equalities and Diversity**

26. There is no Equality and Diversity impact implications due to these proposed works as access for pedestrians will be maintained as for the existing footbridge and footpaths. Access to the River Wey Navigation tow path will be maintained during the works.

#### **Other Implications:**

27. The successful tenderer will have access to, and will maintain for the duration of the scheme, the site area for the works (including storage areas and site office) and will maintain the signs for the diversion route and traffic management.
28. The design of the scheme remains the Property of Surrey CC and the Framework Contract remains the Property of Hampshire CC. The contractor will not have access to Surrey CC computer servers or software.

#### **WHAT HAPPENS NEXT:**

29. The timetable for implementation is as follows:

Action	Date
Cabinet decision to award (including 'call in' period)	14 October 2013
'Alcatel' Standstill Period	25 October 2013
Contract Signature	29 October 2013
Contract Commencement Date	November 2013

30. The Council has an obligation to allow unsuccessful suppliers the opportunity to challenge the proposed contract award. This period is referred to as the 'Alcatel' standstill period.
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**Contact Officer:**

Peter Simmonds 020 8541 9936

**Consulted:**

Surrey Highways  
 Surrey Procurement and Commissioning  
 Atkins  
 Hampshire County Council  
 Natural England  
 The Environment Agency  
 The National Trust

**Annexes:**

Part 2 report (item 8) Commercial Details and Contract Award.

**Sources/background papers:**

None.

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