FARNHAM TOWN COUNCIL

Agenda
Full Council

Time and date
7.00pm on Thursday 23 September 2010

Place
The Council Chamber, South Street, Farnham

TO: ALL MEMBERS OF THE COUNCIL

Dear Sir/Madam

You are hereby summoned to attend a Meeting of **FARNHAM TOWN COUNCIL** to be held in the **COUNCIL CHAMBER, SOUTH STREET, FARNHAM, SURREY** on **THURSDAY 23 SEPTEMBER, 2010, at 7.00PM.**

The Agenda for the meeting is set out over.

Yours faithfully

R. Potter

Mr Roland Potter
Town Clerk

Members Apologies

Members are requested to submit their apologies to the Town Clerk by 5 pm on Wednesday 22 September 2010

Recording of Council Meetings

This meeting is digitally recorded for the use of the Council only.

Questions by the Public

Prior to the commencement of the meeting, the Town Mayor will invite Members of the Public present to ask questions on any Local Government matter, not included on the agenda, to which an answer will be given or if necessary a written reply will follow or the questioner will be informed of the appropriate contact details.

A maximum of 15 minutes will be allowed for the whole session.

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Time and date
7.00pm on Thursday 23 September 2010.

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1 Apologies

To accept apologies for absence.

2 Disclosure of Interests

To receive from members, in respect of any items included on the agenda for this meeting, disclosure of any personal or prejudicial interests in line with the Town Council's Code of Conduct and gifts and hospitality in line with Government Legislation.

NOTES:

(i) Members are requested to make declarations of interest, preferably on the form previously emailed to all members, to be returned to wendy.coulter@farnham.gov.uk by 12 noon on Wednesday 22 September 2010. Alternatively, members are requested to make declarations of interest on the form attached to this agenda and to hand to the Town Clerk before the start of the meeting.

(ii) Members are reminded that if they declare a prejudicial interest they must leave immediately after having made representations, given evidence or answered questions and before any debate starts unless he/she has obtained dispensation from the Standards Committee.

3 Statements by the Public

The Town Mayor to invite members of the public present, to indicate on which item on the agenda if any, they would like to speak.

At the discretion of the Town Mayor, those members of the public, **residing or working** within the Council's boundary, will be invited to speak forthwith, in relation to the business to be transacted at the meeting for a maximum of 3 minutes per person or 15 minutes overall.

4 Town Mayor's Announcements

To receive the Town Mayor's announcements.

Part 1 – Items for Decision

5 Consultation from Waverley Borough Council
Setting a Local Housing Target for the Waverley Borough LDF Core Strategy

To consider a response to the above consultation document – attached at **Appendix A**.
To note the Consultation closes on 13 October 2010.

6 Consultations from Surrey County Council on Traffic Issues

To consider how to respond to the following Surrey County Council consultations:

1. Congestion Strategy – **Appendix B.**
2. Parking Strategy – **Appendix C.**
3. Passenger Transport Strategy: Part 1 – Local Bus – **Appendix D.**
4. Air Quality Strategy – **Appendix E.**

To note the consultations close on 9 November 2010.

To discuss developing a wider policy stance for traffic issues relating to Farnham.

Part 2 – Items to Note

7 Planning Applications

To receive the minutes of the meetings of the Planning Consultative Group held on:

19 August 2010 attached at **Appendix F.**
2 September 2010 attached at **Appendix G.**
8 September 2010 attached at **Appendix H.**

The above actions are taken with delegated authority.

8 Exclusion of the Press and Public

TO PASS A RESOLUTION to exclude members of the public and press from the meeting at Part 3, Item 9 of the agenda.

Part 3 – Confidential Items

9 Staffing Review

To consider the consultant's report by Mr Steve Vale on the Review of Staffing for the Town Council. **Report attached under separate cover for Farnham Town Council Members only.**

To consider the recommendations of the Corporate Development and Audit Working Group with regard to the above report.

The Town Mayor will close the meeting.

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17 September 2010

Note: The person to contact about this agenda and documents is The Town Clerk, Farnham Town Council, South Street, Farnham, Surrey. GU9 7RN. Tel: 01252 712667

Membership: Councillors John Ward (Town Mayor), Jill Hargreaves (Deputy Town Mayor), David Attfield, Gillian Beel, Carole Cockburn, Victor Duckett, Lucinda Fleming, Pat Frost, Bob Frost, Carlo Genziani, Stephen Hill, Denise Le Gal, Alan Lovell, Janet Maines, Stephen O'Grady, Roger Steel, Chris Storey, Andrew Thorp.

Distribution: Full agenda and supporting papers to all Councillors (by post) Agenda only by email to all Councillors.

FARNHAM TOWN COUNCIL

Disclosure by a Member[1] of a personal interest or a prejudicial interest in a matter under consideration at a meeting (S81 Local Government Act 2000 and the adopted Farnham Town Council Code of Conduct).

As required by the Local Government Act 2000, **I HEREBY DISCLOSE**, for the information of the authority that I have [a personal interest[2] [a prejudicial interest][3] in[4] the following matter:-

COMMITTEE: COUNCIL

DATE: 23 SEPTEMBER 2010

NAME OF COUNCILLOR: _____

Please use the form below to state in which Agenda Items you have an interest. If you have a prejudicial interest in an item, please indicate whether you wish to speak (refer to Farnham Town Council's Code of Conduct paragraph 12(2)).

Agenda No	Subject	I am a Waverley Borough Councillor		Other		Reason	Speak?	
		Personal	Prejudicial	Personal	Prejudicial		Yes	No

Signed

Dated

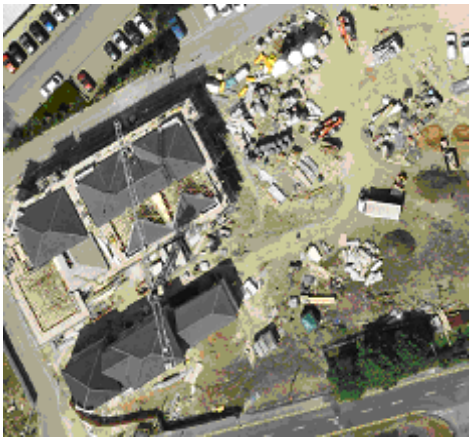
[1] "Member" includes co-opted member, member of a committee, joint committee or sub-committee – section 83, Local Government Act 2000.
[2] A personal interest includes:
Any matter registered in the register of interests
Any decision which affects the well-being or financial position of a member or a friend or relative to a greater extent than others.
[3] A prejudicial interest is a personal interest so significant that it is likely to prejudice the member's judgement of the public interest.
[4] State item under consideration.

APPENDIX A

Waverley BOROUGH COUNCIL

Setting a Local Housing Target for the Waverley Borough LDF Core Strategy

Consultation: September 15th to October 13th 2010



APPENDIX A

Setting a Local Housing Target for the Waverley Borough LDF Core Strategy

1 Setting a Local Housing Target 3

Appendices

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Setting a Local Housing Target

1

Introduction

1.1 The Council is consulting on some options for setting a local target for the amount of new housing that should be provided in Waverley. The purpose of this Technical Paper is to provide additional information to assist those responding to the consultation. The Paper considers the various factors affecting both need/demand and capacity, and how these may influence any decision to set a new local target for housing delivery.

Background

1.2 One of the key issues for the Local Development Framework has been the Council's approach to meeting the requirement for new housing in Waverley. Until recently, the focus has been around how to deliver the 5,000 new homes allocated in the South East Plan for the period 2006 to 2026. Earlier this year, the Council consulted on some options for the broad distribution of housing. The basis of that consultation was that the Council had to plan for 5,000 new homes and needed to decide where these should go in the event that there was not sufficient land available within settlements.

1.3 In July the Government formally revoked the South East Plan and other regional strategies. The most significant implication for Waverley was the removal of the associated housing allocation. The Government issued guidance to local authorities following the revocation of the regional plans. In relation to housing numbers, it says that local planning authorities will be responsible for establishing the right level of housing provision in their area and identifying a long term supply of housing land. It stated that some authorities may decide to retain their existing housing target from the regional plan whilst others may decide to review their targets.

1.4 The Government says that it will still be necessary to justify whatever housing number is chosen. It says that local authorities should continue to collect and use reliable evidence to justify their housing supply policies and to defend them during the LDF Examination process. It says that they should do this in line with PPS3. The Government also says that there will still be a need to identify enough sites and broad areas for development to deliver their housing ambitions for at least 15 years from the adoption of their plans (i.e. the Core Strategy) and to have a five year supply of 'deliverable' sites.

1.5 Although the Government has placed the responsibility for setting housing targets with the local authorities, it has also said that it is committed to housing growth. In the Parliamentary Statement accompanying the revocation of regional plans, the Secretary of state said:-

> *"Imposed central targets will be replaced with powerful incentives so that people see the benefits of building."*

1.6 In a statement released on 9th August the Housing Minister said that

> *"…local communities who go for growth now and in the future will receive direct and substantial extra funding to spend as they wish – whether council tax discounts for local residents, boosting frontline services like rubbish collection or improving local facilities like playgrounds."*

1.7 At this stage there is little detail on this proposed 'New Homes Bonus'. The Government's intention is to introduce it early in the Spending Review period. It is proposed that a consultation paper on the final scheme will be published following the Spending Review.

National Guidance on Setting a Housing Target

1.8 Planning Policy Statement (PPS) 3: Housing provides guidance on assessing the appropriate level of housing. It says that the level of housing should be determined taking a strategic, evidence-based approach. Paragraph 33 of PPS3 sets out a range of matters that should be taken into account, as follows:-

- Evidence of current and future levels of need and demand for housing and affordability levels based on evidence of need and demand set out in Strategic Housing Market Assessments (SHMAs) and other relevant market information like long term house prices; and the Government's latest published household projections and the needs of the regional economy, having regard to forecasts of economic growth;
- Evidence of the availability of suitable land and housing using SHLAAs and other relevant information such as the National Land Use Database and the Register of Surplus Public Sector Land;
- The Government's overall ambitions for affordability across the housing market, including the need to improve affordability and increase housing supply;
- A Sustainability Appraisal of the environmental, social and economic implications, including costs, benefits and risks of development. This will include considering the most sustainable pattern for housing, including in urban and rural areas.
- An assessment of the impact of development upon existing or planned infrastructure and any new infrastructure required.

Evidence of Current and Future levels of Housing Need and Demand

Population Projections/household formation

1.9 In terms of population projections, the latest available data is the 2008 Mid-Year Estimates produced by the Office of National Statistics. These project an increase in the population in Waverley from 118,500 in 2008 to 131,200 in 2026, an increase of **12,700**. This represents an increase from the earlier 2006 Mid-Year estimates, which projected that Waverley's population would increase from 116,800 in 2006 to 127,800 in 2026, an increase of **11,000**. In terms of households, the projected increase in Waverley is from 48,000 households in 2006 to 54,000 in 2026, an increase of **6,000**.

Evidence in the Strategic Housing Market Assessment (SHMA)

1.10 Waverley jointly commissioned an SHMA with Guildford and Woking BCs. This was published in February 2009. The SHMA incorporates a housing needs assessment, which identifies the need for subsidised affordable housing. It also considers the local demand for market housing.

1.11 In relation to affordable housing, the SHMA identifies that currently there is a net annual need for **515** new affordable homes, based on the Government's methodology. This figure takes into account both the backlog of unmet need as well as projected future need. The consultants carrying out the Strategic Housing Market Assessment also used their own methodology that identified a net annual demand for market housing and affordable housing of **706**.

1.12 The SHMA is in the process of being reviewed to provide a more up-to-date estimate of the need for affordable housing.

Other evidence of local housing need

1.13 The Council has its own evidence of the need locally for affordable housing, through its own Housing Needs Register. There are currently **3,491** households waiting for accommodation on the Council's Housing Needs Register (as at 17 August 2010).

1.14 Attached as **Appendix 1** are some graphs, which provide more information from the Housing Needs Register. Graph 1 shows the preferred location for accommodation. It should be noted that households on the Housing Needs Register can express more than one choice on their preferred location. Graph 2 identifies the current location of households on the Register. This indicates not only where in Waverley these households are currently located, but also shows the number of households not currently living in Waverley. These graphs provide useful information on the distribution of housing need across Waverley.

Affordability and House Prices

1.15 Historically housing supply in the South East has not met demographic need and demand and the affordability of housing across the region has worsened. Waverley, along with other Surrey districts, has high house prices and a significant affordability gap. In 2009 the mean house price in England was **£238,341**, whilst the equivalent in Waverley was **£403,582**.

Economic Factors

1.16 In addition to the above, it is important to consider the need/demand in the context of the local economy. In particular both the quantity and mix of new homes within Waverley will influence business and the economy in terms of:

- existing business and their ability to expand and attract employees;

- new businesses setting up or locating in Waverley; and
- the general level of in/out commuting linked to employment.

1.17 The aim should be to provide a balance between the amount of housing provided and the needs of the local economy. However, this is difficult to quantify in an area like Waverley, where there are already high levels of in and out commuting for employment and where the Borough is heavily influenced by significant employment centres outside Waverley such as London, Guildford/Woking and the Blackwater Valley.

1.18 Part of the evidence base for the LDF is an Employment Land Review (ELR), which considers both the current supply of employment land and estimates future demand. A variety of models are available to project future employment needs. In Waverley's case, the findings of the ELR are that Waverley should retain its key employment sites and that over the life of the Plan there is likely to be a need to provide 46,000sqm of additional employment floorspace, of which it was estimated that 21,000sqm could be provided on existing sites.

1.19 The ELR was produced in the broad context of a South East Plan requiring the provision of at least 5,000 new homes in Waverley. If there is the prospect of a different target being set for the amount of new homes, then the Council will need to consider the implications for the economy and the assumptions about the future growth in jobs that underpin the findings of the ELR.

Evidence of the availability of suitable land

1.20 As part of the work to set the local housing requirement in the submitted South East Plan, Surrey County Council, supported by the districts, was responsible for establishing the district-level housing allocations. This was in the context of providing a specific amount of housing in Surrey as part of the overall growth figure for the region. A key part of this work was a capacity-based exercise to see how much housing could be provided in Surrey, without the need to consider greenfield sites. That capacity–based exercise resulted in the target for Waverley of **230** dwellings per annum set out in the submitted South East Plan. It suggested that Waverley was capable of delivering this amount of housing based on commitments at the time (i.e. sites with planning permission etc.) and on predicted future supply based on past trends. However, that exercise was based on a number of assumptions and included a significant windfall component. A windfall site is one that the Council has not previously identified or allocated for housing. The above Study made assumptions about future supply of housing from different types of windfall site based, in part, on past trends.

The Strategic Housing Land Availability Assessment (SHLAA)

1.21 One of the key pieces of evidence that will support the Council's decisions on both the amount of new housing required and where this will be the Strategic Housing land Availability Assessment (SHLAA). The latest version of the SHLAA was published in January 2010. It has a base-date of April 2008 and the Council is in the process of updating the SHLAA.

1.22 The SHLAA was produced in two stages. The first stage sought to identify sites with potential for housing within existing settlements. The second stage sought to identify areas around the towns and largest villages, as well as some specific rural brownfield sites, where land could be available in the event that the Council had to look beyond the settlements to provide the required amount of housing. Clearly the SHLAA was produced against the background of the South East Plan and its specific housing requirement.

1.23 As explained above, the SHLAA is in the process of being updated. The aim is to roll forward the base date and to identify any further opportunities for housing that have emerged since the first version of the SHLAA was prepared. The initial focus will again be on identifying any further opportunities for housing within settlements. In the meantime, we have updated other information to provide a picture of housing supply as at April 2010.

1.24 The sources of supply are as follows:-

- housing completions to date;
- sites with outstanding planning permission;
- currently allocated sites and sites within settlements identified in the SHLAA; and
- any allowance that is made for the future supply of windfall sites.

1.25 Attached as **Appendix 2** to this Paper is a table, broken down by Parish, which indicates population size (taken from the 2001 Census); past completions between 2006 and 2010 (the first four years of the original South East Plan period); and potential future supply, in terms of outstanding planning permissions, sites within settlements that have been identified in the current version of the SHLAA as having potential for housing; and other currently allocated sites. This identifies that, without any allowance for future supply on windfall sites, the current and future supply of new homes, from 2006, would be **2,564**.

1.26 If the Council were to propose a windfall allowance, based on past trends, then it is best to use a longer period of past completions to establish the trend. Therefore, **Appendix 2** also includes a table of annual completions going back to 2001, and split between small sites (1-9) and large sites (10+).

1.27 The data shows that over this nine year period since 2001 an average of 257 new homes have been provided in Waverley each year.

1.28 Although the work to date shows a shortfall between identified sites within settlements and the original South East Plan target, there are some factors that should be considered and will influence the final outcome in terms of how many new homes can reasonably be delivered within settlements and on other previously developed land:-

- An update to the SHLAA is underway with a view to identifying any additional opportunities within settlements.
- A decision will need to be made on what allowance, (if any), should be made for windfall sites in the estimate of future supply (see below)

Estimates of supply from windfall sites

1.29 The current position is that PPS3 requires us to be less reliant on windfall sites when assessing future delivery. The emphasis is much more on identifying in advance specific sites to deliver the new housing.

1.30 However, PPS3 does not say that no allowance can be made for windfall sites in the first 10 years. What it says is that Local Planning Authorities should not include an allowance for windfalls in the first 10 years unless they can provide robust evidence of genuine local circumstances that prevent specific sites from being identified. In Waverley's case, it has been difficult through the SHLAA process to identify in advance the type of windfall sites that make a significant contribution towards housing supply. However, windfall sites do make up a significant proportion of the homes built in Waverley and, as the evidence shows, housing completions over recent years have been in excess of the South East Plan target.

1.31 Before the Council finalises its strategy for housing delivery it will have to decide what allowance, if any, it makes for windfalls, having regard to guidance in PPS3. That decision will also be taken in the context of a changed planning system, where top-down housing targets have been removed and where the local council, in consultation with the local community, will set the target for how much housing should be provided.

1.32 In deciding on any windfall allowance, the Council will have to consider:-

- over what period it should include a windfall allowance (i.e. does it just include an allowance for windfall sites in the post 10-year period or does it seek to justify an allowance for windfalls over a longer period)?
- What size of sites to include. It is likely that any allowance would be for the supply of small windfall sites up to a maximum of 9 units. It is the small sites that are usually the most difficult to identify in advance, but provide a significant proportion of the new homes that are built.
- Whether any allowance should be localised (i.e. based on the projected supply within individual settlements).

1.33 Attached as **Appendix 3** is a table setting out completions by parish and split between small sites (1- 9) and large sites (10+). These identifies the supply of housing at the local level and could form the basis of any windfall allowance that was determined for individual settlements.

1.34 If the Council decides to include some allowance for windfall sites in its housing trajectory, then, based on past trends it is currently estimated that this could be in the region of 500 to 1,500 over the period to 2026, depending on what size of site were

chosen and how many years the allowance were to be included. However, as the following section explains, recent changes to PPS3 could mean that the future supply of some types of windfall site may be lower than in the past

Implications of the recent changes to PPS3 regarding the status of garden land and housing density

1.35 The recent changes to PPS3 regarding density and the status of garden land will also have implications for how much capacity can be identified within settlements. If the Council were to introduce a new policy that has the effect of lessening the amount of development coming forward on garden land, it could potentially lessen the number of specific sites that are identified in the SHLAA as being suitable for housing. It could also affect any allowance made for future supply on windfall sites, as it may not be possible to say that the amount of windfall sites coming forward in the future will match the previous supply of these sites.

1.36 Prior to PPS3, the Council's housing trajectory would have included a trend-based allowance for the continued supply of small (1-9 dwellings) windfall sites. However, a large proportion of new housing on small sites has been in residential areas, including the use of garden land. The table attached as **Appendix 3** also shows the proportion of past housing completions that have been on land that was previously residential. This shows that on average **61.5%** of housing completions on small sites and **26%** of completions on large sites were on land that was previously in residential use. Clearly this does not mean that that all of these completions involved use of garden land. Nor does it mean that with the exclusion of residential gardens from the definition of 'previously developed land' these developments would now be unacceptable. However, it does highlight the contribution that existing residential land makes in terms of new housing supply, particularly small sites. It follows that if the Council were to seek to impose greater controls on the use of garden land, then this would be likely to reduce the future supply from small windfall sites and that would need to be taken into account when setting a local housing target, with any windfall allowance being adjusted accordingly.

1.37 Similarly, the removal of the indicative minimum density of 30dph may result in a general reduction in housing density compared with what has happened in the past, which again would need to be considered when predicting the likely future contribution from windfall sites.

1.38 Even if little or no allowance is made in advance for windfall sites, the reality is that these sites will continue to come forward within settlements. If they do and planning permission is granted then they can then count towards housing supply. Therefore, it could be feasible to identify reserve greenfield sites, as the Council did with the Furze Lane site, with these sites only being brought forward if there are not enough sites coming forward within settlements to meet the local housing target.

Sustainability

1.39 A key factor in determining where and how much new housing can be built will be sustainability. The preference, as far as possible, is to locate development where there is good access to jobs, services. The aim being to reduce the need to travel and to ensure that there are alternatives to travel by car. In an area like Waverley this is a challenge, given the dispersed settlement pattern and the limited amount of public transport. In order to meet the housing needs in Waverley, it is inevitable, therefore, that development will have to take place in locations which, by other standards might not be regarded as being very 'sustainable'. The issue is more about choosing the best available locations in terms of sustainability, taking account of other factors.

Environmental designations

1.40 There are a number of constraints within Waverley that impact on choices about where to locate new housing. Some of these are quite fundamental. For example, Green Belt. If the Council were to decide that there should be no loss/change to the Green Belt then this clearly limits the scope to consider any land around a number of settlements. Similarly, constraints like flooding or impacts on international designations such as the SPA. In other cases, decisions about the extent to which environmental designations affect capacity for housing will be more of a matter of judgement. For example, areas that are designated as 'countryside' or subject to local landscape designations such as the Farnham/Aldershot Strategic Gap.

1.41 Similarly, within settlements constraints like flooding may have a significant effect on choices about where to build. There are also local designations within settlements, such as Conservation Areas and the Areas of Special Environmental Quality, which are designated in the Local Plan, which would currently affect choices about whether a potential site should be considered for housing. Ultimately there will be some policy choices to be made. In the meantime, any factors such as this will be identified and considered in the assessment of any new sites that come forward in the review of the SHLAA.

The Government's overall ambitions for affordability across the housing market, including the need to improve affordability and increase housing supply

1.42 The previous government's objectives were to address any shortfall in the supply of market housing. In addition, PPS3 states that Local Planning Authorities should plan for the full range of market housing. In particular taking into account the need to deliver low-cost market housing as part of the housing mix.

1.43 Since then, the coalition government has indicated that incentives schemes will be used to encourage the building of homes the country needs and reverse the decline in the number of homes being built. This is associated with the commitment to support people's aspirations for home ownership.

An assessment of the impact of development upon existing or planned infrastructure and any new infrastructure required.

1.44 The state of existing infrastructure and the potential impact of infrastructure resulting from further housing are regularly raised as concerns by local residents when considering plans for more housing in the area. Infrastructure capacity has also figured high in the list of objections and concerns raised in past LDF consultations, including the recent consultation on housing options. In some cases the responses are based on perceptions of infrastructure capacity, such as the concerns that are often raised about traffic levels on the local road network.

1.45 One of the pieces of evidence being prepared for the LDF Core Strategy is an Infrastructure Delivery Plan (IDP). Although that work is still to be completed, it has not, to date, thrown up any fundamental infrastructure constraints identified by infrastructure providers. However, there are some areas that have less capacity than others. Discussions have taken place with infrastructure providers regarding future capacity, based initially on an assumption of 5000 additional dwellings between 2006-2026, distributed mainly amongst the four main settlements.

1.46 Discussions with Surrey County Council indicate that the four main settlements of Cranleigh, Farnham, Godalming and Haslemere would experience the greatest increase in traffic movements arising from additional development. It also indicated that Farnham and surrounding areas that are in close proximity to the A31 corridor, between the Runfold Junction and the Hickleys Corner, would see the largest impacts in increased traffic flow. However, none of the impacts are likely to be of a significant amount to cause disruption or require major improvement measures on the road network in the borough.

1.47 The Education Organisation Plan 2010-2019 indicates that primary and secondary schools in the Farnham area are currently oversubscribed. Future capacity pressure is expected for primary and secondary schools in the Cranleigh and Haslemere/Hindhead areas.

1.48 No capacity problems have been identified by water and sewerage undertakers. For electricity supply, EDF have indicated that Cranleigh has reached capacity although there are plans to increase capacity by running two 33kv cables from Horsham to Cranleigh.

1.49 There is no scope to increase the number of trains serving the 6 railway stations in the borough. However, the current focus is on lengthening trains at peak periods to cope with additional demand.

1.50 The provision of GPs in Waverley (1 GP per 1481 population) is mainly above the national benchmark of 1 GP per 1700 population, although there is a shortfall of GPs in Haslemere (1 GP per 2226). Waverley has 78 dental practitioners within 13 surgeries delivering a dentist to population ratio (1 per 1487) better than the benchmark standard of 1 per 2,000.

Development proposals of adjoining authorities

1.51 This links to the issue of infrastructure capacity and is another matter that has been raised when we have consulted on housing matters in Waverley. In essence, the issue has been about the potential impact that major housing schemes planned close to Waverley will have on Waverley and how this should affect the Council's decisions about new housing.

1.52 The most significant of these developments is the planned 'Eco-Town' at Whitehill/Bordon. The recent consultation on the Whitehill/Bordon Masterplan indicated that around 4,000 new homes would be provided within the MOD land. To date the Council has expressed concerns about the potential impact on Waverley and the need for proper consideration of the impact this amount of development will have. In particular, the additional pressure on the local road network through Wrecclesham and Farnham resulting from additional vehicle movements generated by the development.

1.53 However, whilst concerns have been raised about the potential negative impact such a development would have on Waverley, there are potential positive consequences. Given the relatively close proximity of Bordon/Whitehill to Waverley, it is possible that if this development goes ahead it will meet some of the demand/need for housing arising in Waverley, particularly in the Farnham area. Similarly, there is the proposed Aldershot Urban Extension and it is understood that the Council will receive some nomination rights for the affordable housing provided as part of that scheme.

1.54 The Council will continue to examine the potential impacts (both positive and negative) arising from these major developments and the extent to which they influence the final housing target selected by the Council.

Sustainability Appraisal

1.55 An important part of the development of the Local Development Framework is the Sustainability Appraisal (SA). This is a process whereby the social, environmental and economic implications of the options and choices in the Plan are assesses and inform the final decision. In relation to the setting of a housing target, the Council will be carrying out a sustainability appraisal of the options and the outcome from this will assist in the process of deciding which is the preferred option.

Previous Consultations

1.56 The Council has previously consulted at earlier stages in the development of the Core Strategy and these consultations have included questions and options relating to matters like the overall amount of housing, the broad location of housing as well as detailed matters like the inclusion of a windfall allowance.

1.57 The outcome from those consultations remain valid, but must be put in the context of the fact that at the time the Council was planning with the imposed target of delivering at least 5,000 new homes between 2006 and 2026.

1.58 For example, when consulting on Topic Papers for the Core Strategy in 2009, one of the questions asked whether the Council should plan to deliver the South East Plan requirement of 5,000 new homes or whether it should actively plan to deliver more than the 5,000. At that time the majority view was that the Council should plan for the 5,000. When the Council subsequently agreed to consult on broad options for where housing should go, it said that this was in the context of planning to deliver 5,000 homes.

1.59 Similarly, the Topic Paper consultation included a question on whether or not the Council should include an allowance for windfall sites. Of those that responded the view was mixed, with 51% saying that no allowance should be made and 49% saying that the Council should include some allowance for windfalls.

The Options for Consultation

1.60 The three options that the Council is consulting on are:-

Option 1

OPTION 1 - A target based on the housing target in the South East Plan

1.61 The South East Plan target was for 5,000 new homes between 2006 and 2026. Between 2006 and 2010, some 1185 new homes were completed. Therefore, if the Council were to continue with the same target over the same period, then a further 3,815 homes would be needed up to 2026. There was a general increase in housing numbers across the region between when the South East Plan was submitted and the version finally agreed by the Government. In Waverley's case the increase was from 230 to 250 new homes a year. Therefore a target based on the South East Plan would be in the range of **230** to **250** homes a year.

Option 2

OPTION 2 – A target based on an estimate of the capacity for new homes to be built on land within settlements, or on other suitable and sustainably located brownfield land, minimising the need to build on greenfield land

1.62 This approach would be similar to what has happened in the past, with most new homes being built within towns and villages, or on other suitable brownfield land, minimising the need to use greenfield land. Based on current evidence this target figure would be likely to be less than the target in the South East Plan. Based on current evidence it is estimated that this could be in the range of **150** to **200** dwellings a year over the same 2006 to 2026 period. However, it is not possible, at this stage, to say

precisely what the target figure would be, as it depends in part on completing the work to update our evidence on what housing land is available within settlements and taking a view on the likely future contribution from windfall sites.

Option 3

OPTION 3 – A target that is driven by the need/demand for new homes in Waverley

1.63 This approach would be driven more to the need/demand for new homes, taking account of matters like the projected increase in population and the number of households and the need that has already been identified for affordable housing.

1.64 The likelihood is that if meeting local need/demand for housing were placed above other considerations, then the target would be higher than the figure that was in the South East Plan. It is estimated that such a target would be **300 or more** dwellings a year over the 2006 to 2026 period. The priority would still be for development to take place within settlements but, as evidenced by the SHLAA document, the higher the target figure the greater the likelihood that new homes would have to be built on greenfield land and/or in less suitable and sustainable locations.

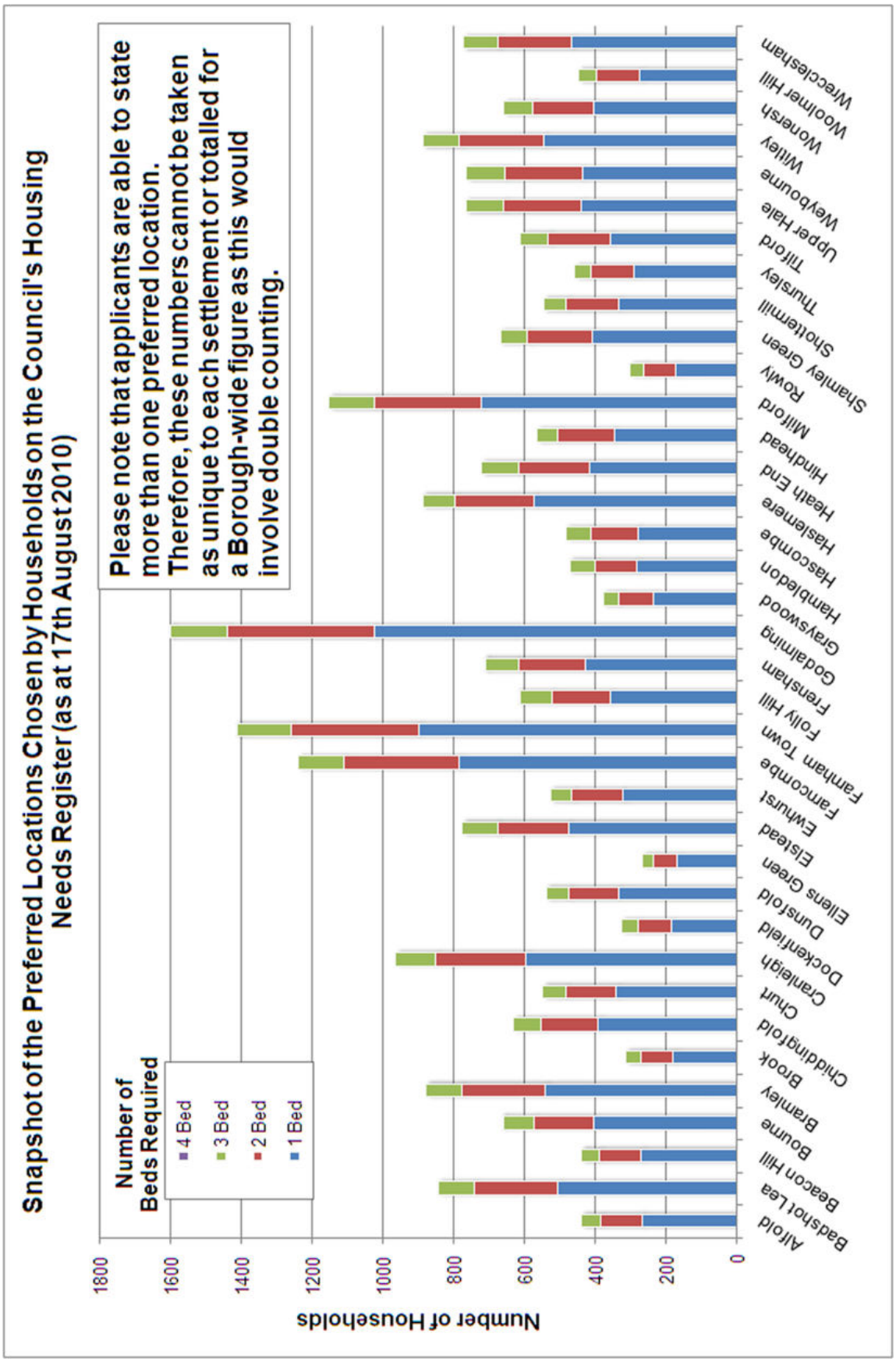
Next Steps

1.65 The Council will continue to collect and evaluate relevant evidence, such as the update to the SHLAA. The outcome from this will inform the work to decide on the preferred option in terms of setting a local housing target.

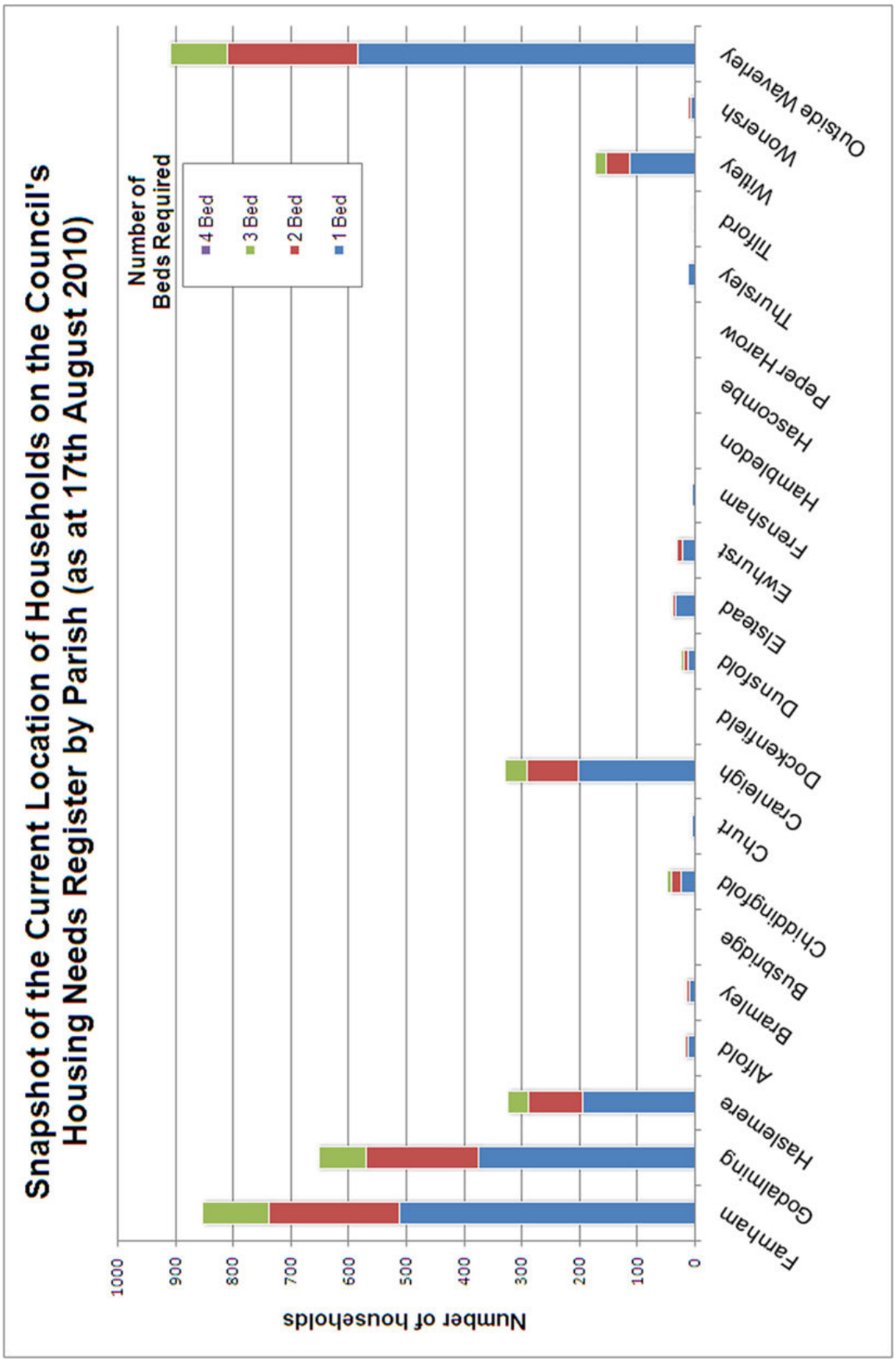
1.66 It is currently envisaged that the next consultation milestone will be the public consultation on the first draft of the Core Strategy, which will set out the preferred approach in relation to this matter as well as other issues where choices are to be made. It will also include the first draft of the proposed policies. It is currently anticipated that the consultation will start in December.

Appendices 1-3

Waverley Borough Council | Setting a Local Housing Target



Appendix 1 - Graph 1



Appendix 1 - Graph 2

PARISH	A. Population		B. Dwelling Completions		C. Future Supply (1)		Total (B+C)
	Population of Parish from 2001 census	Percentage of Total Waverley Population (2001)	Total Number of Dwellings Built (2006-10) by Parish	Percentage of Total Dwellings built across the Borough (2006-10)	Total Number of Dwellings with Permission or Allocated for Future Supply	Percentage of Total Future Supply across the Borough	Total supply of dwellings (dwelling completions + future supply)
Farnham	37,055	32.0%	421	35.5%	559	40.5%	980
Godalming	21,103	18.2%	201	17.0%	304	22.0%	505
Haslemere	15,612	13.5%	230	19.4%	232	16.8%	462
Alfold	1,046	0.9%	2	0.2%	2	0.1%	4
Bramley	3,341	2.9%	9	0.8%	7	0.5%	16
Busbridge	758	0.7%	3	0.3%	120	8.7%	123
Chiddingfold	2,882	2.5%	18	1.5%	3	0.2%	21
Churt	1,098	0.9%	5	0.4%	0	0.0%	5
Cranleigh	11,241	9.7%	92	7.8%	75	5.4%	167
Dockenfield	421	0.4%	3	0.3%	8	0.6%	11
Dunsfold	930	0.8%	16	1.4%	0	0.0%	16
Elstead	2,457	2.1%	41	3.5%	7	0.5%	48
Ewhurst	2,391	2.1%	2	0.2%	2	0.1%	4
Frensham	1,677	1.4%	5	0.4%	11	0.8%	16
Hambledon	765	0.7%	2	0.2%	2	0.1%	4
Hascombe	274	0.2%	1	0.1%	0	0.0%	1
Peper Harow	195	0.2%	1	0.1%	9	0.7%	10
Thursley	654	0.6%	4	0.3%	0	0.0%	4
Tilford	765	0.7%	2	0.2%	5	0.4%	7
Witley	7,703	6.7%	120	10.1%	28	2.0%	148
Wonersh	3,297	2.9%	7	0.6%	5	0.4%	12
Total	**115,665**		**1185**		**1379**		**2564**

Notes:

(1) 'Future supply' includes dwellings with planning permission which are yet be built, dwelling yield from sites identified within settlements in the SHLAA 2010 and other sites identified for residential development in the Local Plan 2002 (Policy RD6: Milford Hospital).

Appendix 2 - Table 1

PARISH	2001-02		2002-03		2003-04		2004-05		2005-06		2006-07		2007-08		2008-09		2009-10		Total
	Small Sites (1)	Large Sites (2)	Small Sites (1)	Large Sites (2)	Small Sites (1)	Large Sites (2)	Small Sites (1)	Large Sites (2)	Small Sites (1)	Large Sites (2)	Small Sites (1)	Large Sites (2)	Small Sites (1)	Large Sites (2)	Small Sites (1)	Large Sites (2)	Small Sites (1)	Large Sites (2)	
Farnham	28	61	24	20	33	31	29	66	18	0	50	82	48	5	53	113	32	38	**731**
Godalming	17	0	25	0	34	1	25	14	13	68	21	19	30	60	49	0	22	0	**398**
Haslemere	26	0	27	54	10	30	33	36	31	68	16	65	26	21	15	29	18	40	**545**
Alfold	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	**2**
Bramley	3	0	0	9	7	2	9	8	0	5	0	0	6	0	1	0	2	0	**52**
Busbridge	0	0	0	10	0	0	0	0	0	0	2	0	1	0	0	0	0	0	**13**
Chiddingfold	0	0	1	0	0	0	1	0	1	0	3	0	1	0	9	0	5	0	**21**
Churt	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	1	0	**6**
Cranleigh	17	0	4	0	0	13	27	0	6	23	5	56	18	0	8	0	5	0	**182**
Dockenfield	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	**3**
Dunsfold	0	0	3	9	0	0	1	0	0	0	0	0	5	0	0	0	0	11	**29**
Elstead	2	12	6	0	0	0	1	0	0	0	14	27	1	0	-1	0	0	0	**62**
Ewhurst	0	0	4	0	7	0	3	0	0	0	1	0	0	0	1	0	0	0	**16**
Frensham	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	1	0	**5**
Hambledon	3	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	**6**
Hascombe	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	**2**
Peper Harow	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
Thursley	0	0	0	0	1	0	0	0	0	0	2	0	1	0	0	0	1	0	**5**
Tilford	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	**4**
Witley	4	0	12	0	9	36	9	0	4	21	4	85	6	20	4	0	1	0	**215**
Wonersh	0	0	1	0	1	0	0	0	3	0	1	0	1	0	0	0	5	0	**12**
Total	**101**	**73**	**109**	**102**	**103**	**113**	**138**	**124**	**77**	**185**	**124**	**334**	**149**	**106**	**144**	**142**	**97**	**89**	
Total for Year	**174**		**211**		**216**		**262**		**262**		**458**		**255**		**286**		**186**		

Notes:

(1) Small sites are where permission has been granted for a net gain of between 1-9 new dwellings.
(2) Large sites are where permission has been granted for a new gain of 10 or more new dwellings.

Appendix 2 - Table 2

	Number of Dwellings Built (2001-09)			Proportion of Total Dwellings Built on Previously Residential Land (1)			Percentage of Total Dwellings Built on Previously Residential Land (1)		
PARISH	Small Sites (2)	Large Sites (3)	TOTAL	Small Sites (2)	Large Sites (3)	TOTAL	Small Sites (2)	Large Sites (3)	TOTAL
Farnham	315	416	731	239	133	372	75.9%	32.0%	50.9%
Godalming	236	162	398	106	39	145	44.9%	24.1%	36.4%
Haslemere	202	343	545	130	103	233	64.4%	30.0%	42.8%
Alfold	2	0	2	0	0	0	0.0%	n/a	0.0%
Bramley	28	24	52	13	9	22	46.4%	37.5%	42.3%
Busbridge	3	10	13	2	10	12	66.7%	100.0%	92.3%
Chiddingfold	21	0	21	9	0	9	42.9%	n/a	42.9%
Churt	6	0	6	4	0	4	66.7%	n/a	66.7%
Cranleigh	90	92	182	54	0	54	60.0%	0.0%	29.7%
Dockenfield	3	0	3	3	0	3	100.0%	n/a	100.0%
Dunsfold	9	20	29	4	0	4	44.4%	0.0%	13.8%
Elstead	23	39	62	16	0	16	69.6%	0.0%	25.8%
Ewhurst	16	0	16	3	0	3	18.8%	n/a	18.8%
Frensham	5	0	5	3	0	3	60.0%	n/a	60.0%
Hambledon	6	0	6	3	0	3	50.0%	n/a	50.0%
Hascombe	2	0	2	0	0	0	0.0%	n/a	0.0%
Peper Harow	1	0	1	0	0	0	0.0%	n/a	0.0%
Thursley	5	0	5	4	0	4	80.0%	n/a	80.0%
Tilford	4	0	4	2	0	2	50.0%	n/a	50.0%
Witley	53	162	215	38	36	74	71.7%	22.2%	34.4%
Wonersh	12	0	12	8	0	8	66.7%	n/a	66.7%
Total	**1042**	**1268**	**2310**	**641**	**330**	**971**	**61.5%**	**26.0%**	**42.0%**

Notes:

(1) Please note that 'Previously Residential Land' refers to any site where the previous land use is classified as residential. This will include conversions and redevelopment in addition to infill development, for example if a single house is converted into two flats.

(2) Small sites are where permission has been granted for a net gain of between 1-9 new dwellings.

(3) Large sites are where permission has been granted for a net gain of 10 or more new dwellings.

Appendix 3 - Table 1

APPENDIX B

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SURREY
COUNTY COUNCIL

Making Surrey a better place

Surrey Transport Plan: DRAFT Congestion Strategy

For consultation,14 September to 9 November 2010

Alternative formats

Surrey County Council has actively considered the needs of blind and partially sighted people in accessing this document.

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If you have other needs in this regard please contact Surrey County Council in one of the following ways.

In writing
Surrey County Council
Strategy Group (Room 420)
Environment & Infrastructure Directorate
County Hall
Kingston upon Thames
Surrey KT1 2DN

By fax
020 8541 9447

By phone
03456 009 009
Minicom: 020 8541 9698

Online
Email: surreytransportplan@surreycc.gov.uk
www.surreycc.gov.uk/surreytransportplan

Surrey Transport Plan, 2011-2026

Congestion Strategy

August 2010

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Executive Summary

This is the consultation document for the emerging Congestion Strategy, one of the core strategies of the Surrey Transport Plan.

Whilst Surrey's highway network is extremely busy, it does not suffer congestion to the degree that some metropolitan conurbations do. However, due to this busy nature, congestion does occur during the peak periods and at local hotspots, and rapidly arises when either incidents occur or traffic flow is disrupted. At the same time, travel demand is increasing as a result of additional development, both within and outside the county's boundaries. In addition, Surrey has a duty to meet the requirements of the Traffic Management Act (2004) and the Civil Contingencies Act (2004).

The focus of the strategy is on journey time reliability, which is seen as important for all users. Crucially, it is recognised that improving reliability can have greater economic benefit than minor improvements in average journey times. The ability of the system to recover from major disruptions is also seen as important.

The proposed aims of the Congestion Strategy are to:

- improve the reliability of journeys;
- reduce delays for all transport modes on key routes and at congestion hotspots;
- improve the provision of journey planning information for travel in Surrey.

Surrey's target is to ensure congestion - both delay and journey time reliability - does not deteriorate beyond current levels.

Given that providing additional capacity is no longer considered to be the best solution except in certain locations and for particular circumstances, a mix of solutions are required involving a wide range of tools. This mix of solutions includes demand management, integrated land use & transport planning, network management, traffic management, freight & goods management and behavioural change.

The main areas the strategy will focus on are:

- improving the day-to-day proactive management of the network, crucially working in partnership with other organisations, such as the Highways Agency, on both day-today operations as well as incident management and winter maintenance;
- improving the way road maintenance and other road works are integrated and managed;
- developing Surrey's travel website to keep people informed and to encourage travel planning;
- improving the enforcement of regulations to keep the network efficient and to enable resulting revenues to be re-invested into the network;
- identifying and implementing developer funded schemes that will mitigate the impacts of additional demand;
- making the most of opportunities arising that will assist in meeting the strategy objectives.

Key activities enabling delivery of this strategy include:

- the use of Surrey's Network Management and Information Centre;
- developing Surrey's website giving up-to-date travel information, which can be reached at http://www.surreycc.gov.uk/travel
- the role of Surrey's Traffic Manager.

Long-term success is dependant upon good land-use and transport planning, itself related to working closely with Surrey Planning teams and building upon existing partnership relationships with the planning authorities and other organisations. These include, for example, hospitals, major employers and other large trip generators, and developers.

1 Introduction: this Congestion Strategy consultation and Surrey Transport Plan

1.1 This Congestion Strategy consultation document

This is the consultation document for the emerging Congestion Strategy. The Congestion Strategy is one of the core strategies which will make up the Surrey Transport Plan.

A series of consultation documents relating to the development of the new Surrey Transport Plan will be published on the county council's website at www.surreycc.gov.uk/surreytransportplan.

Any person, organisation or business with an interest in the next local transport plan is invited to respond to these consultation activities.

1.2 How to have your say

There are three ways to respond to this Congestion Strategy consultation:

- **Online survey**: To access click the hyperlink if viewing this document using a web browser;
- **By email**: Send your comments to surreytransportplan@surreycc.gov.uk with 'Congestion Strategy' as the subject for the email; or,
- **By post**: Write to us at Surrey County Council, Strategy Group (Room 420), Environment & Infrastructure Directorate, County Hall, Kingston upon Thames, Surrey KT1 2DN

The survey questions are available in Appendix 1 at the end of this document.

This consultation activity will open for responses for 8 weeks from 14 September to 9 November 2010.

All consultation responses received will be analysed and summarised in a consultation summary report, which will be published on the county council's website at www.surreycc.gov.uk/surreytransportplan. In the consultation summary report, consultation responses may be attributed to the organisation, group, business, elected member of a council or MP that submitted them. The consultation summary report may also include the names of those organisations, groups, businesses, elected members of councils and MPs that respond to the consultation. Those persons submitting consultation responses as individuals will not be individually identifiable in the consultation summary report.

During and following this consultation, comments on any aspect of the Surrey Transport Plan can be submitted by email to surreytransportplan@surreycc.gov.uk. These will be recorded and considered as and when relevant elements of the Surrey Transport Plan are developed and reviewed.

1.3 The Surrey Transport Plan

Surrey's third local transport plan (LTP3) is to be called the Surrey Transport Plan. The new plan will commence from April 2011 and will look ahead to 2026.

The relationship between national and local policies, the overarching vision and objectives of the Surrey Transport Plan and the core strategies is summarised in a technical note which is available on the county council's website.

2 Background and terms of reference

The working vision and objectives for the Surrey Transport Plan were set out in an earlier consultation document which is available to view at http://www.surreycc.gov.uk/surreytransportplan. With regard to this, the main focus for the Congestion Strategy is to put in place the tools and processes to allow Surrey County Council and its partners to manage the road network effectively and reliably.

It should be noted that the strategy focuses on roads for which the county council is the Highway Authority, but does include liaison and partnership working with the Highways Agency to address congestion related to the motorways and trunk roads that pass through Surrey.

2.1 Links with other county, regional and national policies

The problem of traffic congestion is recognised by both organisations and individuals alike. The geo-economic location of Surrey (e.g. proximity to London and its settlement pattern with a number of towns rather than a single dominant centre) and its socio-economic profile (e.g. giving rise to high car ownership), together mean that there is a need to address congestion within the county.

The Surrey Strategic Partnership Plan 2010-2020 sets out five key challenges facing the partnership: climate change, sustainability, internet connectivity to promote economic vitality, reduced spending and local decision-making. This strategy has an important role in delivering against strategic priorities related to economic development (Priority E), sustainable developments (Priority H) and, in particular, sustainable lifestyles (Priority G). The latter is explained as: “The ability to travel around the county in a quick and efficient manner is essential to economic success and convenient transport depends on uncongested roads and good public transport services. We will invest in transport infrastructure, and encourage more sustainable modes of travel and the reduction of unnecessary travel, which will reduce congestion while bringing economic, environmental and health benefits.”

Nationally, the issue of congestion is recognised. One of the five goals of national transport policy as set out in Delivering a Sustainable Transport System[1] is to support national economic competitiveness and growth by delivering reliable and efficient transport networks.[2] Congestion and unreliability constrain economic growth and in this regard, the Eddington report[3] recommended the focus should be on:

- improving the performance of the existing network;
- targeting additional capacity where required to meet demand;
- co-ordinating plans to manage demand.[4]

Journey time reliability is seen as important for all users, but, crucially, it is recognised that improving reliability can have greater economic benefit than minor improvements in average journey times.[5] The difficulty for many individuals and commercial organisations is that the time it takes to travel a route from one day to the next can vary enormously, especially at congested times. It is considered that individuals and

[1] Delivering a Sustainable Transport System (DaSTS), November 2008
[2] DaSTS (November 2008), section 1.5
[3] The Eddington Transport Study (December 2006)
[4] DaSTS (November 2008), section 1.8
[5] DaSTS (November 2008) section 1.9

organisation gain greater benefit from knowing how a long a journey should take rather than taking slightly less time to complete a journey but not being able to predict for certain how long the journey will take. Research indicates that, at present, drivers allow on average 20 minutes extra to cater for variations in traffic conditions during the rush hours,[6] and being able to provide reliable journey times could mean that these 20 minutes would be able to be saved. This is more useful than reducing everybody's journey times by several minutes but still needing to allow for unpredictable flows. Thus, for example, it is considered that it is better to know that a journey is likely to take 42 minutes plus or minus a couple of minutes rather than 35 minutes but having to allow plus or minus 20 minutes.

In addition, as well as ensuring all the necessary transport network connections are in place, the ability of the system to recover from major disruptions is also seen as important.[7]

2.2 Statutory duties

There are two legislative Acts that relate to congestion and the management of the highway network. The first is the Traffic Management Act (2004), the aim of which is to improve the conditions for all road users by the proactive management of the road network. There are five key elements to the Act, which are:

i) the management of motorway incidents;
ii) the management of the local road network;
iii) control of streetworks;
iv) civil enforcement of driving and parking offences;
v) the designation of strategic roads in London.

The second is the Civil Contingencies Act (2004), which sets out the arrangements, roles and responsibilities required to fulfil civil protection duties in the event of an emergency. Under the Act, Local Authorities are identified as core responders and as such have a duty to prepare arrangements and procedures to adopt in the event of an emergency. In terms of transport, this includes emergencies directly affecting the transport network as well as helping the movement of vehicles and the provision of information about the transport network in relation to other types of emergency.

Consequently, tackling congestion is a high priority.

[6] Highways Agency, Road User Research (March 2010)
[7] DaSTS (November 2008) section 1.10

3 Problems and challenges

Surrey's highway network is extremely busy, but does not suffer congestion to the degree that some metropolitan conurbations do. However, due to this busy nature, congestion does occur during the peak periods and at local hotspots, and rapidly arises when either incidents occur or traffic flow is disrupted.

The result of work undertaken to help understand congestion to inform this strategy is indicated to the right in Figure 3-1. This is based on calculating the cost of congestion to help understand where congestion occurs and what might be able to be done to either address it or mitigate the cause of it. For Surrey as a whole, including the motorways and trunk roads, the cost of congestion is estimated to amount to about £550 million per annum.[8]

This evidence will also be used to inform the monitoring that will be undertaken and what targets will be used to keep the implementation of the strategy on-track.

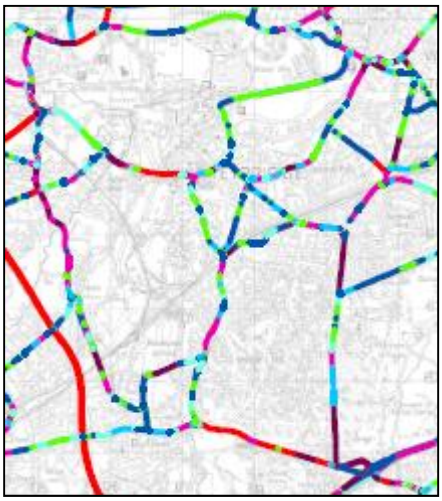


Figure 3-1: Excerpt from a GIS analysis on the cost of congestion in Surrey

In addition, a recent survey amongst Surrey travellers identified that the pressure of demand on the network did lead to journey time variability, yet at the same time these users valued the information that was supplied, particularly over the internet.[9]

Surrey is also facing pressure from the need for additional development, both within and outside its boundaries. The bulk of Surrey's housing allocations will be located in relation to the county's three hubs of Guildford, Woking and Reigate/Redhill. It is important that new development enjoys good access to local facilities and services, including employment, has a reduced need to use motorised transport, and allows good access to national rail and road networks to facilitate longer distance travel.

Outside Surrey, developments that might impact upon Surrey in terms of travel and transport include those proposed at East Grinstead and Horsham in West Sussex, Bordon and Aldershot in Hampshire, as well as plans related to both Gatwick and Heathrow airports.

[8] Calculated by Surrey County Council's Transport Studies team, based on 2007-08 data.
[9] Road User Research report, Highways Agency, March 2010

4 Aims, objectives, indicators and targets

The aim and objectives for the Congestion Strategy are proposed as follows:

Aim: To improve the reliability of journeys, reduce delays at congestion hotspots and improve the provision of journey planning information for travel in Surrey.

Objectives:

1. To improve the reliability of journeys;
2. To reduce delays for all modes of transport (car, bus and community transport, freight, pedestrians, cyclists) on key routes within Surrey and at congestion hotspots on Surrey's roads;
3. To improve the provision of information to allow people to plan their journeys.

The county council monitors traffic levels across the county on an annual basis. In addition, the council also calculates the amount of delay experienced by drivers in the morning rush hour using key routes into the county's three hubs, as defined in the LAA[10] national indicator NI 167 "average journey time per mile during the morning peak" (variant 2). This is calculated as an average across the monitored routes and measures the difference in time by traffic to travel the route during the rush hour compared with uncongested conditions. The current data for 2008-09 is that it takes each vehicle an extra 3 minutes and 22 seconds per mile to travel one of the monitored routes during the morning rush hour compared with off-peak conditions.

The Department for Transport measures NI 167 (variant 3) on Surrey's behalf. This looks at the change in congestion on the main inter-urban routes in the county.

The above indicators measure delay. But, as explained in section 2.1 earlier, journey time reliability is considered to be more important. This is the variation in the time it takes to travel a set route at different times of the day and from one day to the next. It is anticipated that over the next year, journey time reliability will be able to be measured along key routes in the county, and this will be used to provide baseline data with which to compare future year reliability.

In all cases, Surrey's target is to ensure congestion - both delay and journey time reliability - does not deteriorate beyond current levels.

[10] Local Area Agreement

5 Options to resolve problems

In the recent past, a common solution to alleviate congestion was to build additional capacity. This is no longer considered to be the panacea for addressing such problems, particularly in the case of roads, for a number of reasons, including:

- environmental and sustainability issues, including such things as land-take and the impact on the natural environment, encouraging traffic growth, etc;
- the cost of such improvements, particularly in an era of constrained budgets;
- such solutions can mean the problems are displaced elsewhere on the network.

On the other hand, in the case of rail, it is still considered that additional rail capacity to alleviate bottlenecks and provide new services can help to address congestion and improve accessibility.

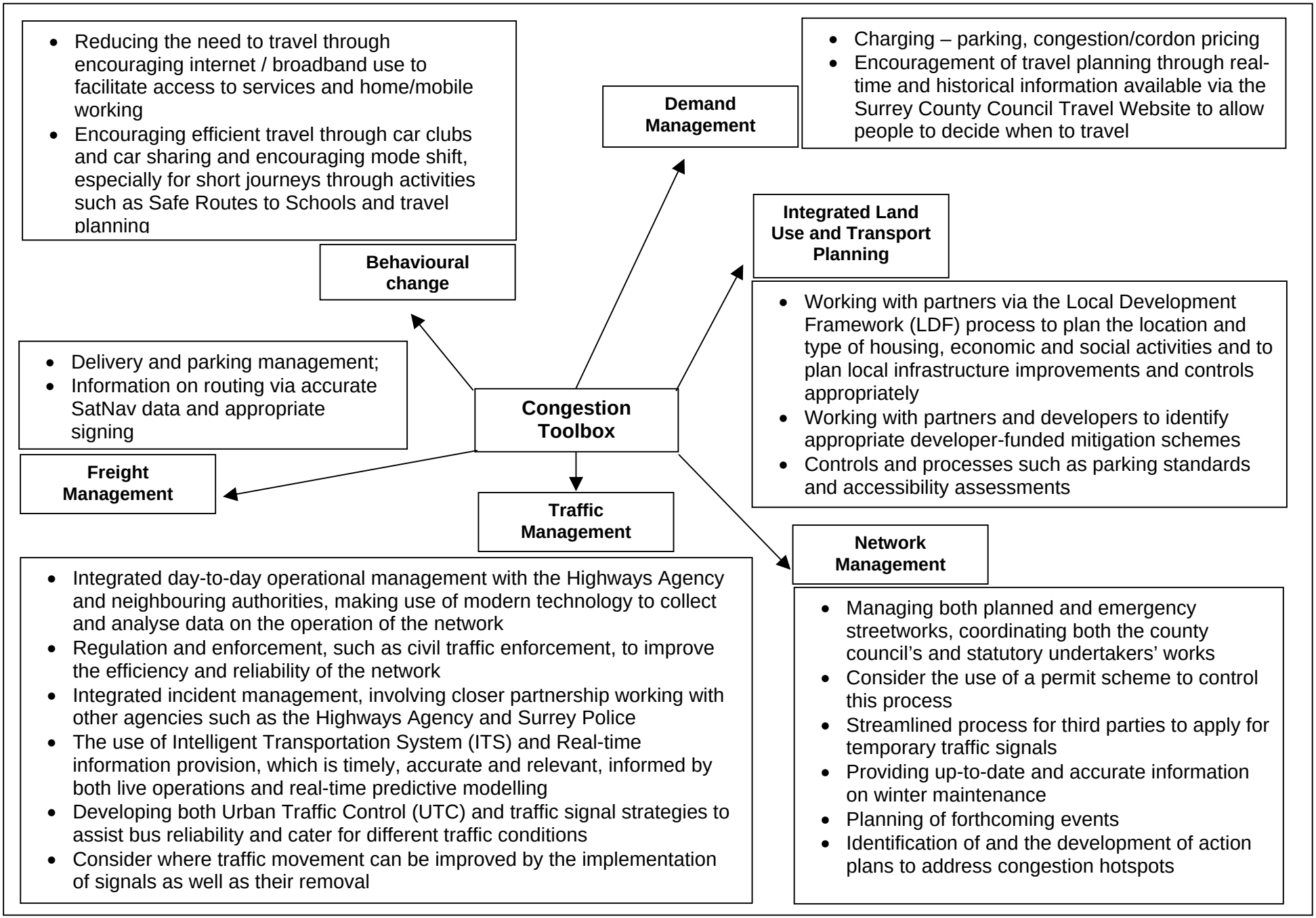
In Surrey's second Local Transport Plan (LTP2), a number of potential road schemes were identified to help address congestion, including the Kiln Lane Link in Epsom, A24 Horsham to Capel improvements, A31 Hickley's Corner at Farnham and the A325 Wreccelsham Relief Road also in the vicinity of Farnham. Despite some of these being related indirectly to developments outside Surrey, especially in West Sussex and at Bordon in Hampshire, it is unlikely that any of these schemes can be progressed in their current form, especially given the prevailing economic and financial climate.

However, adding additional road capacity is still an important option to consider either in relation to specific locations or where there are gaps in the network. But adding capacity is not the only way of addressing congestion and, as indicated above, can in itself exacerbate the problem by encouraging additional traffic.

Consequently a mix of solutions are required involving a wide range of tools. This mix of solutions includes:

- demand management;
- integrated land use & transport planning;
- network management;
- traffic management;
- freight & goods management;
- behavioural change.

The processes and tools available to implement these solutions are shown overleaf.


Reducing the need to travel through encouraging internet / broadband use to facilitate access to services and home/mobile working
Encouraging efficient travel through car clubs and car sharing and encouraging mode shift, especially for short journeys through activities such as Safe Routes to Schools and travel planning
Behavioural change
Charging – parking, congestion/cordon pricing
Encouragement of travel planning through real-time and historical information available via the Surrey County Council Travel Website to allow people to decide when to travel
Demand Management
Integrated Land Use and Transport Planning
Working with partners via the Local Development Framework (LDF) process to plan the location and type of housing, economic and social activities and to plan local infrastructure improvements and controls appropriately
Working with partners and developers to identify appropriate developer-funded mitigation schemes
Controls and processes such as parking standards and accessibility assessments
Delivery and parking management;
Information on routing via accurate SatNav data and appropriate signing
Freight Management
Congestion Toolbox
Traffic Management
Network Management
Integrated day-to-day operational management with the Highways Agency and neighbouring authorities, making use of modern technology to collect and analyse data on the operation of the network
Regulation and enforcement, such as civil traffic enforcement, to improve the efficiency and reliability of the network
Integrated incident management, involving closer partnership working with other agencies such as the Highways Agency and Surrey Police
The use of Intelligent Transportation System (ITS) and Real-time information provision, which is timely, accurate and relevant, informed by both live operations and real-time predictive modelling
Developing both Urban Traffic Control (UTC) and traffic signal strategies to assist bus reliability and cater for different traffic conditions
Consider where traffic movement can be improved by the implementation of signals as well as their removal
Managing both planned and emergency streetworks, coordinating both the county council's and statutory undertakers' works
Consider the use of a permit scheme to control this process
Streamlined process for third parties to apply for temporary traffic signals
Providing up-to-date and accurate information on winter maintenance
Planning of forthcoming events
Identification of and the development of action plans to address congestion hotspots

6 Appraisal of options

These potential solutions have been assessed using a simple appraisal framework considering the interventions against the following critieria:

- policy compatibility, by assessing the contribution interventions will make to meeting policy objectives and statutory duties, as identified in section 2.1, and to meeting the objectives of the Surrey Transport Plan itself, including impacts in relation to climate change and air quality;
- cost of implementation and and requirement for future maintenance/operation taking into account potential funding opportunities;
- deliverability and risk, considering the likelihood of being able to implement interventions successfully within the life of the Surrey Transport Plan.

This analysis has helped to inform the preferred strategy.

7 Preferred strategy

The main areas the strategy will focus on are:

- improving the day-to-day proactive management of the network, crucially working in partnership with other organisations, such as the Highways Agency, on both day-today operations as well as incident management and winter maintenance;
- improving the way road maintenance and other road works are integrated and managed;
- developing Surrey's travel website to keep people informed and to encourage travel planning;
- improving the enforcement of regulations to keep the network efficient and to enable resulting revenues to be re-invested into the network;
- identifying and implementing developer funded schemes that will mitigate the impacts of additional demand;
- making the most of opportunities arising that will assist in meeting the strategy objectives.

7.1 Improving day-to-day proactive management of the network

Working in close collaboration with partners, including the Highways Agency, the county council will seek to make the best use of the existing network through modern technology and good management and control techniques. The aim is to proactively:

- monitor how the network is performing;
- manage and address issues both by predicting network conditions and as and when problems arise, and;
- provide accurate and timely information.

Such an approach will make use of modern technology to implement traffic management strategies remotely, such as changing the way traffic lights work, and provide information to network users. It will enable effective working between teams within Surrey County Council with the objective of continually striving for a better service at reduced cost. Examples of this include the way incidents on the highway are reported, processed, actioned and the public informed, and the way winter maintenance is planned, delivered and, again, information provided to partner organisations and the public.

This approach will also use up-to-date processes to assist partners to manage the network as a single seamless network as perceived by the user. The Motorway and Trunk Road network is managed by the Highways Agency, but the relevant local highway authority, such as Surrey County Council, manages other roads. If there is an incident on the motorway often drivers do know about such a problem until they are on the motorway when it is too late to take another route. Working together will mean that the county council and partners can help to inform drivers before they reach the motorway network and help to reduce congestion on the local road network arising from drivers taking alternative, and sometimes inappropriate, non-motorway routes.

It will mean that additional control measures might have to be implemented to allow plans to be implemented to cater for different traffic conditions. For example, instead of a major new segregated junction at Hickley's Corner in Farnham, the introduction of an Urban Traffic Control system at this junction might allow the junction to be connected to

the opening and closing of the adjacent level crossing, thereby bringing benefits to traffic and pedestrian flows and helping to address air quality problems.

This will entail a change to the way Surrey and other authorities (such as the Highways Agency and neighbouring local authorities) currently operate. In Surrey, it is expected that network management control room staff will actively collaborate with Highways Agency staff to ensure traffic flows as smoothly as possible across the complete network. This approach has the potential to deliver high value for money benefits.

7.2 Integrating roadworks

Although Surrey already meets its statutory obligations in this field, this part of the congestion strategy aims to manage the congestion caused by roadworks as a result of maintenance and improvement works to the roads themselves, and activities by utility companies (e.g. the electricity, gas and water companies.)

This will be done by a number of activities, including:

- being more proactive planning major works and working closely with partners on such projects;
- through such working influence the length of time roadworks take;
- increasing the use of technology and processes to assist in the planning and coordination of roadworks;
- being more responsive to problems arising from such works (e.g. mending quickly faulty temporary traffic lights);
- making better use of intelligence and disseminating accurate and timely information.

These activities will be delivered through better processes and use of intelligence, rather than increasing resources.

7.3 The provision of accurate and timely information

This will be provided via the county council's travel website showing up-to-date, accurate and timely information to assist travel planning helping people when and how to travel, whether this be a daily commuting trip or a one-off trip to an event. It will also facilitate the use of SMS messages.

The website can reached at: http://www.surreycc.gov.uk/travel

At the same time, improved accurate and timely information will be provided to people already on-route to their destinations via the use of roadside messages and information disseminated to radio stations and via the Traffic Message Channel (TMC) to interactive satellite navigation systems.

7.4 Increased enforcement

This element of the strategy aims to manage traffic more effectively. This might mean using CCTV to identify and fine incidents of poor and inconsiderate behaviour at key locations that can cause considerable congestion, such as illegal parking.

It is linked closely with the emerging Parking Strategy. The extent to which enforcement will be able to be implemented to help address congestion will depend upon the priorities identified in the Parking Strategy.

Revenues raised from such activities will be re-invested in Surrey's transport network.

7.5 Transport improvement schemes

Working with the planning authorities and developers, this part of the strategy aims to identify improvement schemes that will help mitigate the effects of new residential and commercial developments on the transport network. Given the nature of much development, such schemes are likely to be relatively small-scale (e.g. alteration to existing junctions) designed to help the network accommodate increased movement demand arising from developments. As such, they are unlikely to contribute much to addressing existing problems and congestion levels.

7.6 Opportunities

This part of the strategy aims to make the most of opportunities that will assist in meeting the strategy's objectives. This includes responding positively to those developments that are planned in a sustainable way and integrated into the current geography of Surrey, and will provide the mitigation to address impacts arising from movement related to these developments. It also includes supporting major infrastructure improvements that could take traffic off our roads as well supporting schemes that could relieve congestion.

At the same time Surrey will respond appropriately, taking into account policies and planning considerations, to development proposals that could detrimentally affect congestion without careful transport and land-use planning and relevant mitigation.

8 Delivery of the preferred strategy

One of the major planks required to deliver this strategy is the Network Management and Information Centre (NMIC) in Leatherhead. This unit has facilitated good partnership working and established excellent processes to manage the network on a day-to-day basis and plan for forthcoming events, whether these be local road works or national shows.

The facilities available via Surrey's control room can also be used for enforcement purposes, to discourage poor and inconsiderate driver behaviour at locations that can quickly give rise to congestion.

The county council already has a website giving up-to-date travel information, which can be reached at http://www.surreycc.gov.uk/travel. But the success of delivering this Congestion strategy will also depend upon building upon this platform to ensure more information is provided which is both accurate and timely to allow travellers to plan their journeys better.

The role of the Surrey's Traffic Manager also is key to delivering this strategy. As part of this role, liaising with the Surrey team responsible for winter maintenance is important in meeting the strategy's objectives, as is liaising with partners such as the Highways Agency and Surrey Police.

Long-term success is dependant upon good land-use and transport planning, itself related to working closely with Surrey Planning teams and building upon existing partnership relationships with the planning authorities and other organisations. These include, for example, hospitals, major employers and other large trip generators, and developers.

Appendix 1: Consultation survey questions

Question 1
We realise that drivers and bus users get frustrated over delays caused by roadworks, accidents, bad weather (especially in snow and ice), etc. The strategy concentrates on improving journey time reliability, particularly reducing the extreme delays experienced on occasion by these types of incidents.

Do you think it is correct that this is the main focus of the strategy?

Question 2
Thinking about the mix of measures outlined in section 7 of the Congestion Strategy consultation document, which elements of the preferred strategy do you think will contribute most towards improving journey time reliability and reducing the extreme delays sometimes experienced?

☐	improving the day-to-day management of the network, as well as incident management and winter maintenance
☐	improving the way road maintenance and other road works are integrated and managed
☐	improving the provision, including the accuracy and timeliness, of information on travel conditions
☐	improving the enforcement of regulations
☐	working with developers and other partners to identify and implement schemes that will mitigate the impacts of additional demand

Question 3
Where do you think the congestion hot spots are?

Question 4
Do you have any other comments in relation to this consultation?

APPENDIX C

www.surreycc.gov.uk

SURREY COUNTY COUNCIL

Making Surrey a better place

Surrey Transport Plan: DRAFT Parking Strategy

For consultation, 14 September to 9 November 2010

Alternative formats

Surrey County Council has actively considered the needs of blind and partially sighted people in accessing this document.

We are happy to give information in either large print or in another language. If you want this service please call us on 03456 009 009.

If you have other needs in this regard please contact Surrey County Council in one of the following ways.

In writing
Surrey County Council
Strategy Group (Room 420)
Environment & Infrastructure Directorate
County Hall
Kingston upon Thames
Surrey KT1 2DN

By fax
020 8541 9447

By phone
03456 009 009
Minicom: 020 8541 9698

Online
Email: surreytransportplan@surreycc.gov.uk
www.surreycc.gov.uk/surreytransportplan

DRAFT

Surrey Transport Plan, 2011-2026

Parking Strategy

September 2010

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Executive Summary

This is the consultation document for the emerging Parking Strategy, one of the core strategies of the Surrey Transport Plan.

Surrey has a high level of car ownership and use, relative to other counties in England, therefore it follows that the car is of huge significance to Surrey's residents. Certain towns in Surrey also suffer from severe congestion, which is an issue that can be influenced by parking provision and regulation. Consequently the management of residential and town centre parking is an important function of the county council.

Surrey County Council's responsibilities in respect of parking include on street parking provision, civil parking enforcement, residential parking, Park & Ride in Guildford and parking demand management.

This strategy is designed to help shape, manage and deliver the county council's vision for parking:

> "*Helping people meet their parking needs*"

The proposed objectives of the Parking Strategy are:

- Reduce congestion caused by parked vehicles
- Make best use of the parking space available
- Enforce parking regulations fairly and efficiently
- Provide appropriate parking where needed

To achieve these objectives and realise the vision for parking, work will be channelled through three main policy strands:

- Existing capacity – manage on street parking space to ensure optimum use
- Enforcement – fair and cost effective processes to reduce inappropriate parking
- Parking provision – new developments to have appropriate levels for their function and location

At the same time, the policies are intended to help achieve other objectives of the council, such as improving journey times, sustaining and enhancing the vitality of town centres and contributing to a reduction in carbon emissions.

Partnership working with boroughs and district councils will be particularly important in this field, given their role in the administration of civil parking enforcement and off street car parks. Boroughs and districts also work with the county council in their capacity as local planning authorities to develop standards for new development, which can affect parking provision and travel choices.

The Transport for Surrey Partnership will be an appropriate medium through which this dialogue can take place.

Introduction

1.1 This Parking Strategy consultation and the Surrey Transport Plan

This is the consultation document for the emerging Parking Strategy. The Parking Strategy is one of the core strategies which will make up the Surrey Transport Plan.

A series of consultation documents relating to the development of the new Surrey Transport Plan will be published on the county council's website at www.surreycc.gov.uk/surreytransportplan.

Any person, organisation or business with an interest in the next local transport plan is invited to respond to these consultation activities.

1.2 How to have your say

There are three ways to respond to this Parking Strategy consultation:

- **Online survey**: To access click the hyperlink if viewing this document using a web browser;
- **By email**: Send your comments to surreytransportplan@surreycc.gov.uk with 'Parking Strategy' as the subject for the email; or,
- **By post**: Write to us at Surrey County Council, Strategy Group (Room 420), Environment & Infrastructure Directorate, County Hall, Kingston upon Thames, Surrey KT1 2DN

The survey questions are available in Appendix 4 at the end of this document.

This consultation activity will open for responses for 8 weeks from 14 September to 9 November 2010.

All consultation responses received will be analysed and summarised in a consultation summary report, which will be published on the county council's website at www.surreycc.gov.uk/surreytransportplan. In the consultation summary report, consultation responses may be attributed to the organisation, group, business, elected member of a council or MP that submitted them. The consultation summary report may also include the names of those organisations, groups, businesses, elected members of councils and MPs that respond to the consultation. Those persons submitting consultation responses as individuals will not be individually identifiable in the consultation summary report.

During and following this consultation, comments on any aspect of the Surrey Transport Plan can be submitted by email to surreytransportplan@surreycc.gov.uk. These will be recorded and considered as and when relevant elements of the Surrey Transport Plan are developed and reviewed.

1.3 The Surrey Transport Plan

Surrey's third local transport plan (LTP3) is to be called the Surrey Transport Plan. The new plan will commence from April 2011 and will look ahead to 2026.

The relationship between national and local policies, the overarching vision and objectives of the Surrey Transport Plan and the core strategies is summarised in a technical note which is available on the county council's website.

2 Background

The number of cars on Britain's roads and the number of households with regular use of one or more cars continues to rise, with the South-East of England leading the way in terms of multiple car ownership. In the whole of Great Britain in the late 1950s 75% of households had no regular access to a car and just 2% of households had two cars. By the late 2000s, the figure for households without a car had dropped by a third to 25%, whereas the figure for households with two cars had risen to 26%, with 6% of households having regular access to 3 or more. In the South-East by this time just 17% had no car (among the lowest in the country by region) while 40% had 2 or more cars (the highest regional figure). This rise in vehicle numbers is reflected by an ever-increasing pressure on, and demand for use of, the limited amount of parking space available.

It is therefore increasingly important and necessary for Surrey to control the use the finite amount of parking space in the county. In broad terms this means encouraging motorists to park in certain places while prohibiting them from parking in others. In this way we can limit congestion caused by parked vehicles, so helping traffic to flow and all road users to go about their business.

3 Objectives, Indicators and Targets

3.1 Objectives

- Reduce congestion caused by parked vehicles
- Manage on street parking space to make best use of the space available
- Enforce parking regulations fairly and efficiently
- Provide appropriate parking where needed

3.2 Indicators & Targets

Suitable indicators and targets will be developed prior to the release of the final strategy in April 2011.

4 Management of on street parking

4.1 Problems, Challenges and Opportunities

The management of parking, in particular in built up areas, has become increasingly important for local authorities, as the number of vehicles on the roads increases. There are a number of regular issues raised by residents, businesses and road users. These tend to concern either a lack of available parking space or inconsiderate parking, or a combination of the two. Increasing the amount of on street parking space is rarely possible and so the council has to try and find ways to make best use of the limited space, which provide parking for those that most need it while not ignoring the broader requirements of all road users. By restricting parking where demand exceeds supply, and providing alternative means of access to such areas, the pressure on the space available can be better controlled.

This section looks at the more common problems that arise and some of the ways of addressing those problems, as well as considering the demands on the available parking space and means of reducing that demand.

4.2 Options

4.2.1 Curfew Parking

Very often on street parking congestion is caused by all day parking by non-residents. Near railway stations or transport hubs, this is usually "commuter parking" by people driving to the station and then taking the train to travel to their place of work. In town centres it is likely to include shop and office staff who use their car as the means of travelling to and from work. The resultant congestion can very often be eliminated by introducing short term parking restrictions of an hour or two duration.

However such curfew parking cannot be considered in isolation. Firstly there is the problem of displacement. Many drivers will continue to drive and park and move to the nearest alternative location. The curfew parking does not then eliminate the problem, but simply shifts it. Consideration also has to be given to the need for the vehicles to be parked somewhere. Although parking restrictions can be a catalyst to changing behaviour and encouraging a shift away from cars and to public transport, in some cases the car is a person's only viable means of travelling to and from work.

Displacement can be countered in two ways. Either the area covered by the curfew parking is large enough that the people who were parking and causing the congestion, change their behaviour. For example where there is commuter parking near a railway station, there is a limit how far people are prepared to park and walk to the station.

If the curfew parking extends beyond that limit, it is likely that people will either find another way to get to the station, or park somewhere else nearby, such as in a car

park, or they will find a different station to use near where they can park for free. This leads on to the other means of countering the problem of displacement, which is making sure that there is an adequate provision of suitable alternative parking. In most cases this would mean off street parking in either council or private car parks.

4.2.2 Resident permit schemes and controlled parking zones

Although curfew parking can help deal with the problem of commuter parking, the restrictions apply to all road users, including local residents, who are unable to park in their road for a short period each day. Unless they have sufficient off street space, this would clearly bring new problems of its own. If it is the case that residents need to be able to park throughout the day, the county council would consider introducing a permit scheme for residents. This would allow them to park in marked out bays during the restricted times, provided their cars are displaying a valid permit. In this way the commuter parking problem can be solved without having an adverse affect on residents.

In some cases it may be necessary to consider a larger area as a whole, in which it is necessary to introduce parking controls in a number of streets. This is likely where there are other people, apart from residents, who need to park during the restricted times, for example to do some shopping. In this case the county council would consider putting in place a controlled parking zone, which is an area, indicated by zone entry signs, in which all the kerb space is subject to some form of control.

4.2.3 School Run Parking

School run parking is an issue close to many schools across Surrey, where problems are generated by parents dropping off or picking up their children. Although in many instances the schools do all they can to encourage parents to park lawfully and considerately, it is clear that very often this does not happen. There is however only a limited amount that can be achieved by the introduction of parking restrictions, as there are exemptions to most restrictions that allow stopping for a short time to drop off or pick up passengers. In addition as all the children tend to arrive and leave at the same time and parents try and park as close as possible to the school, it is a concentrated problem for a relatively short period of time.

This is a problem that requires a broad approach and the county council's Safer and Smarter Travel Team works with schools across the county to produce School Travel Plans which are designed to promote sustainable travel and reduce the reliance on the use of cars for the school run. The police are also sometimes involved through their community policing teams, as problems are often caused not so much by illegally parked cars but by cars that are parked in such a way that they are causing a danger or obstruction.

Any restrictions designed to tackle parking problems near schools will require careful analysis. They should only be installed if certain to achieve the desired result and satisfy expectations.

4.2.4 Minimum disabled bay provision

Wherever on street parking is controlled, disabled bays should be provided for the use of blue badge holders. The Department for Transport provides guidelines on the location of such bays (in Traffic Advisory Leaflet 5/95), but in summary they should be provided within 50 metres of the likely destinations (e.g. bank, post office, larger shops). It is also essential that these bays are regularly patrolled by enforcement officers in order to ensure that they are not misused by those who do not need them.

4.2.5 Loading/unloading and serving of businesses

It is in busier locations that parking tends to become a problem and controls are often introduced in town centres or where there are many shops and other small businesses. Although the controls are often designed to help local residents, it is important that the needs of businesses are not forgotten. This does not just mean making sure that their customers have somewhere to park but also that their suppliers can properly serve them. In particular it is vital that there is provision made so that there is somewhere for suppliers to make deliveries and load or unload goods.

4.2.6 Integrated parking approach

The county council has no direct control over the provision of off-street parking as this is a matter for the districts and boroughs nevertheless the county and districts will work together in order to ensure that on street and off street parking provision complement each other. In most circumstances, the purpose of this should be to encourage motorists to park off street, particularly when parking for a long time. Where there is charging for parking, this can be achieved by having a higher tariff for parking at the prime locations, usually on street and closest to the motorists' likely destinations.

4.2.7 Other measures to help ease demand for on street parking

Car clubs - although not so suitable for more rural areas, car clubs can be a considerable benefit in urban areas. As well as providing a financial benefit to its members, who do not have the ongoing costs involved with running a car, it also means that there are fewer cars on the road.

Car sharing - a lot of people make the same journey as each other every day, such as travelling to work, or doing the school run. In most cases they each take their own car and each have to find somewhere to park at their destination. By simply sharing their car with other people making the same journey, the number of vehicles looking to park is reduced.

Park and Ride - by providing space to park in an area where it is freely available and then providing a means to transport the motorists to their destination, an authority can limit the on street congestion, where parking is more limited. Park and Ride is in operation within the Guildford area and it will be developed across the county as needs, resources and priorities permit.

Information technology - providing information to motorists about parking availability not only directs them to places where an authority wants them to park, but also stops them having to drive around in order to try and find somewhere to park. It therefore serves to help control parking and to reduce traffic congestion. Although this sort of technology is currently mainly used in relation to off street car parks, it is not inconceivable to see it also being used in relation to on street parking. This is particularly true given the rise in the use of in-car satellite navigation systems, which are able to provide real time information. Using such systems would also obviate the need to install relatively expensive roadside displays.

Business travel plans - parking by business employees is often a contributory factor to parking congestion, particularly in town centres. The county council, through its Community Travel Team, works with businesses to develop travel plans in order to try and reduce the number of its employees that need to use their cars to commute to work. This may be through such initiatives as car sharing or by encouraging alternative means of travel, such as cycling or using public transport.

4.3 Appraisal of Options

These potential solutions have been assessed using a simple appraisal framework considering the interventions against the following criteria:

- policy compatibility, by assessing the contribution interventions will make to meeting policy objectives and statutory duties and to meeting the objectives of the Surrey Transport Plan itself, including impacts in relation to climate change and air quality;
- cost of implementation and requirement for future maintenance/operation taking into account potential funding opportunities;
- deliverability and risk, considering the likelihood of being able to implement interventions successfully within the life of the Surrey Transport Plan.

This analysis has helped to inform the preferred strategy.

4.4 Preferred Strategy

The county council should:

- introduce parking controls where necessary to make best use of the space available
- encourage the use of off street parking
- work closely with schools and other agencies to ensure the development and implementation of robust and effective school travel plans
- ensure adequate loading and unloading and disabled driver parking provision in all new parking schemes
- consider sustainable travel measures to reduce demand for on street parking, particularly in busy town centres

4.5 Delivery of Preferred Strategy

Funding sources for the delivery of the preferred strategy will be drawn from:

- LTP capital funding;
- Revenue funding; and,
- Other funding sources, including development funding and potential opportunities presented by future central Government grants or challenge competitions.

At present there is significant uncertainty regarding future levels of funding. The Government's Comprehensive Spending Review is due to be published in autumn 2010 and the county council's 2011/12 budget will be finalised early in 2011.

Nevertheless, the county council will work with partners, including the boroughs and districts, to seek to secure funding to deliver this strategy.

The following will be of particular importance:

- Aim to achieve as much as possible through engagement and education, particularly with regard to school and business travel plans, discouraging inconsiderate parking and promoting sustainable travel.

- Introduction of new parking controls relies on local committees allocating funding for parking initiatives – but there are many calls on the limited funding available to them. Alternatively funding for new parking controls could be made available through the Community Infrastructure Levy.

5 Operating civil parking enforcement efficiently, effectively and economically

5.1 Problems, Challenges and Opportunities

Prior to the implementation of part 6 of the Traffic Management Act 2004 (TMA), government guidance had always been that any decriminalised parking regimes should seek to be at least self-financing. In the Secretary of State's statutory guidance published under section 87 of the TMA the message changed with the advice now being that enforcement authorities should run their civil parking enforcement (CPE) operations "efficiently, effectively and economically". It goes on to say that it is still a sensible aim to make the operation self-financing as soon as possible, and that if it is not self-financing, it should be affordable from within existing funding, and that neither national or local taxpayers should meet any deficit.

Since CPE became operational in Surrey, it has consistently operated at a financial deficit. As there is no specific alternative source of funding, this deficit is currently being met indirectly by the taxpayer. The county council will therefore seek to reduce the deficit and balance the parking account as quickly as possible.

It is self-evident that balancing the account can only be achieved by increasing the income, reducing the expenditure or by a combination of the two. The income to the parking account comes essentially from charges that are made in connection with parking – these are charges for residents' permits, charges for other on street parking (e.g. pay and display or meters) or penalty charges, when motorists contravene the parking regulations and receive a parking ticket. The aim of a successful CPE operation is for 100% compliance, where all motorists park according to the regulations and therefore incur no penalty charges. So, although realistically total compliance is unlikely, income from penalty charges should not be relied upon as a means of breaking even, as it will reduce as the operation improves.

It is therefore necessary for the county council to look to increase its income from the other parking charges if it wants to increase the overall income to the parking account. This approach would also accord with the Secretary of State's guidance, as it would be the user, rather than the taxpayer, that would fund the service.

Since parking enforcement was decriminalised in Surrey, it has been carried out by the eleven borough and district parking services, on behalf of the county council, under the terms of eleven separate agency agreements. This has led to much duplication across the county as a whole, in particular with regard to notice processing systems and back office support functions. As far as the county council is concerned it has also proved to be a financially inefficient method of operating.

In addition the guidance from the Secretary of State stressed the need for local authorities to operate civil parking enforcement fairly, effectively and openly. This section will therefore look at ways of delivering civil parking enforcement which satisfy all the requirements of the guidance.

5.2 Options

5.2.1 Residents' parking permits

There is currently a large discrepancy in the cost of permits across the county; there are also different rules about the number of permits each resident or household can buy in different areas. In order to provide a fairer system, and have less of a postcode lottery, the charging and allocation of permits should be harmonised, so the same terms and conditions apply in all residents' permit schemes.

When considering the amount of the fee for a permit, there are two main considerations to take into account. The fee should cover both the cost of administration of issuing the permits and the cost of the enforcement of the permit schemes to ensure that they are able to work effectively. The cost is also a useful tool in facilitating other objectives of the county council, such as reducing carbon emissions and controlling the number of vehicles on the county's road network.

Although it is not easy to quantify exactly how much it costs to process an individual application, from receipt of the application form and supporting documentation to issuing the permit, rough calculations show that it is somewhere in the region of £30-£50. Likewise it is not easy to quantify how much of the cost of the CPE operation as a whole can be said to relate to each permit, however it would not be unreasonable to suggest a similar figure to the cost of administration to ensure as far as possible that the permit can be used as intended during the course of a year. This then gives an overall cost of £60-£100 per annum for a resident's permit. A desktop study has shown that this figure compares reasonably with permit fees in other counties.

The allocation of residents permits in Surrey has traditionally been done on a per household basis, with normally a maximum of 2 per household, with the number allowed being reduced dependant on the amount of off street parking available to members of the household. Many of the traffic regulation orders (TROs) that stipulate this allocation were first drafted some years ago, at a time when car ownership was less prevalent and there were likely to be fewer car owning adults living in a household. It is time that the county council considered a more realistic system of allocation. There should still be a limit on the number of permits issued if there is adequate off street parking available to the residents of a particular household, in order to ensure that the use of off street parking is maximised, but there should no longer be a maximum per household.

Such an approach may potentially lead to a situation where there are more permits issued than spaces available. However as residents' permit schemes should only be introduced when parking by non-residents means that the available space is heavily oversubscribed, residents would still have more space available than before the introduction of the scheme.

Within this approach there is still scope for addressing the issues of reducing carbon emissions and for controlling the number of vehicles on the roads. These objectives can be achieved by increasing the cost of the second, and any subsequent, permits issued to one household, and by offering a discounted fee for vehicles that produce lower carbon emissions or charging a higher fee for vehicles with higher carbon emissions.

5.2.2 Residents' visitors' permits

In most of the existing residents' parking schemes, residents are able to buy in advance permits that they can give to their visitors to allow them to park in the residents' permit bays. These take the form of a piece of card, on which the details of the visitor's vehicle and the appropriate date are indicated. Again these permits cost different amounts in different areas but there is normally a limit of 30 of these visitors' permits per household per year and they usually cost £1 each.

The cost of visitor permits has been consistent for a number of years, and is not reflective of the true administrative and enforcement costs. It is therefore recommended a more realistic charge is set at £2 each and they are valid for a maximum period of one calendar day.

The limit on the number is quite restrictive and can often leave residents unable to offer their visitors the opportunity to park legally once the allocation has been used up. In some cases where residents have regular visitors, this can happen quite early in the year.

Although the issue and use of these visitors' permits needs to be monitored and controlled, in order to reduce the likelihood that they might be misused and/or sold on for profit, and to ensure that their overuse does not impact unduly on residents' ability to find parking space, there is still scope for an increase in the allocation.

These permits should therefore be available to residents on the basis of an initial allocation of 30, with subsequent allocations of up to 20 at a time, up to a maximum of 120 per household in any one year.
It must be made clear that the permits remain the property of the council, and that where abuse of the scheme is believed to be taking place, the permits are invalidated.

5.2.3 On street parking charges

Limited waiting on street parking is a good way of ensuring turnover of parking provision, which is particularly useful in and near shopping streets. Although this can be achieved by limiting the amount of time a vehicle can be parked and then prohibiting its return for a set amount of time, this is time-consuming and labour intensive to monitor for compliance and enforce. These issues contribute to non-compliance.

On street charging can also be used as a means of helping control the number of vehicles parked on street, when it is dovetailed with off street parking provision. In many parts of Surrey there is a charge for parking in off street car parks, while parking on street remains free of charge. This has led to an increased demand for on street spaces which could be better controlled by the introduction of on street charging.

In addition, monitoring the compliance of and enforcing paid for parking is more straightforward and therefore more cost-effective and efficient. Where parking is free

an enforcement officer has to note the vehicle registration number of all the cars and the time and then return after the maximum time allowed and see whether any of cars are still there. If they are, the officer can take action, but only if he/she can be sure that the car has been there the whole time. (If the maximum parking time is 2 hours with return prohibited within 1 hour, the officer would need to be sure that the car had not left shortly after the first observation and returned over an hour later and happened to find the same space free to park in again). Also it is possible that when the officer first recorded the registration numbers of all the cars, any number of those cars could have already been parked for a considerable time, but the officer has no way of knowing how long that may have been.

If parking is paid for, an enforcement officer has the means on the first visit of knowing if each car is legitimately parked or whether it has overstayed, because there is some form of indicator which shows when the car is due to leave or have left the parking place.

Charging for on street parking would also make a significant contribution to reducing the parking account deficit. At present this is very limited in Surrey.

If on street charging was introduced in areas requiring turnover of vehicles or that have regular commuter parking the income will contribute to reducing the parking enforcement deficit. There would be some start up costs, not least of which would be the provision of pay and display machines, but advances in technology would allow the county council to minimise the initial outlay.

Modern pay and display machines are battery operated or solar powered so avoiding the expense involved with linking them to existing electrical power sources, although this should remain as an option. There are also many methods of cashless payment for on street parking, such as using a mobile phone or a pre payment card, which mean fewer pay and display machines need to be installed.

5.2.4 Waivers and suspensions

In all our TROs there is provision made for the issue of waivers (also called waiver certificates or dispensations) to allow vehicles to park when they would not normally be allowed to do so, e.g. on yellow lines, or in restricted parking bays, and also for parking bays to be suspended. There are a number of reasons that a waiver might be issued or a bay suspended, such as ensuring removal lorries can park outside the relevant house, or facilitating the work of a film crew, or assisting parking for vehicles involved in building works.

There is currently no structured charging mechanism for the administration of these provisions, which can be quite time-consuming, in particular for suspensions which require advanced warning notices to be put up, and then replaced with signs advising that the bay is suspended, which need removing once the suspension is completed.

There is legislation (The Local Authorities (Transport Charges) Regulations 1998) which allows local authorities to levy a charge for waivers and suspensions in order to cover the administrative cost, and most authorities do so. There is considerably

more work involved in suspending a bay than in issuing a waiver certificate and the applicable fees should reflect that.

Taking the estimated administrative cost associated with a residents parking permit as a starting point, but then considering the additional work that is required on street, a fee of £65 should be charged for a suspension. As it is necessary to check regularly that the suspension notices are in place, an additional fee of £10 should be paid for each day that the suspension is in force beyond an initial period of up to 3 days.

Waivers are more flexible and therefore easier and quicker to administer, so a reasonable fee to issue the certificate is £15. This would be valid for up to 3 days, with an additional fee of £5 per day for any extra days.

5.2.5 Civil enforcement officers

The regular on street presence of civil enforcement officers is a significant tool in ensuring that motorists comply with parking regulations. Conversely, where motorists believe that the attendance of a CEO is unlikely they are more likely to park in contravention. Although there needs to be a balance between the costs involved in employing CEOs and the benefits gained, there must be a suitable number of CEOs patrolling in order for enforcement to be an effective means of encouraging compliance with the regulations.

5.2.6 New enforcement initiatives

The civil enforcement officer (CEO) patrolling the streets and, if necessary, issuing parking tickets is still the predominant image and commonest form of the enforcement of parking regulations. There are other options of enforcement used by many authorities to enhance the standard on street capability.

Closed circuit television (CCTV) is a very useful additional tool, which can be used where there are problems with more traditional enforcement methods. In some locations where there is a high level of non compliance, the appearance of a CEO causes word to spread round and, after a flurry of activity, the illegally parked cars are driven away, only to reappear once the CEO has moved on. It is not viable or realistic to position a CEO permanently at that location, but the presence of a CCTV camera would serve the same purpose. Likewise in busy high streets, where even short spells of illegal parking can very quickly cause localised congestion, a CEO will only be there intermittently, whereas a CCTV camera can provide a permanent presence and an effective deterrent.

The potential receipt of a parking ticket is often a significant enough threat to ensure motorists comply with parking regulations, although this is not always the case. There is a significant minority of drivers who fail to register their vehicles with DVLA, or register incorrectly. In this way it is very difficult for enforcement authorities to pursue payment of outstanding parking tickets and these drivers persistently evade payment. There are other motorists who see the cost of parking tickets as a mere inconvenience and who therefore persistently offend and fail to comply with parking regulations.

Legislation allows for the clamping and removal of vehicles that park illegally, and although in the past other authorities have been accused of being over zealous in their use of these sanctions, properly targeted use of clamping and removal can not only provide a stronger deterrent but can also have popular support. Providing a removal capability requires a significant initial outlay as there is the need for the removal lorries as well as a secure pound in which to store removed vehicles. Clamping does provide a much more readily available capability, with significantly lower overheads and start up costs. This would allow an authority to target persistent evaders and persistent offenders.

5.2.7 Cancellation policy

The guidance produced under the TMA 2004 encourages a transparent approach to parking enforcement and authorities are encouraged to publicise their policies and procedures. With its agents, the county council has developed a policy outlining the reasons why a penalty charge notice may be cancelled. This is shown as *Appendix 1: Penalty Charge Cancellation Policy*.

5.2.8 Targets for on street compliance

There is little compliance monitoring carried out in Surrey by either the county council or the borough/district councils. This makes it very difficult to evaluate the effectiveness of the parking enforcement operation and to recognise any changing trends in driver behaviour. The simplest method to check compliance is to carry out regular surveys of parked vehicles. Demonstrating compliance, and the associated benefits in terms of turnover and availability of parking space, can be an important tool in promoting public acceptance of civil parking enforcement.

5.3 Appraisal of Options

These potential solutions have been assessed using a simple appraisal framework considering the interventions against the following criteria:

- policy compatibility, by assessing the contribution interventions will make to meeting policy objectives and statutory duties and to meeting the objectives of the Surrey Transport Plan itself, including impacts in relation to climate change and air quality;
- cost of implementation and requirement for future maintenance/operation taking into account potential funding opportunities;
- deliverability and risk, considering the likelihood of being able to implement interventions successfully within the life of the Surrey Transport Plan.

This analysis has helped to inform the preferred strategy.

5.4 Preferred Strategy

The county council should:

- run its civil parking enforcement operation in line with government guidance
- introduce a consistent and more realistic charge for residents‘ parking permits across the county and revise the permit allocation
- look to introduce a scale of charges dependent on a vehicle's CO2 emissions during the life of LTP3
- introduce a consistent and more realistic charge for visitors' permits across the county and increase the number available to residents
- introduce on street charging for short and long term parking where demand is highest
- introduce a consistent charge for waivers and suspensions across the county
- explore all enforcement options with a view to providing the most efficient regime possible
- monitor the enforcement regime and its effectiveness
- embrace technological advances in payment processes, including ‘pay by phone’
- regularly review all fees to ensure that they are set at the appropriate level

5.5 Delivery of Preferred Strategy

Funding sources for the delivery of the preferred strategy will be drawn from:

- LTP capital funding;
- Revenue funding; and,
- Other funding sources, including development funding and potential opportunities presented by future central Government grants or challenge competitions.

At present there is significant uncertainty regarding future levels of funding. The Government’s Comprehensive Spending Review is due to be published in autumn 2010 and the county council’s 2011/12 budget will be finalised early in 2011.

Nevertheless, the county council will work with partners, including the boroughs and districts, to seek to secure funding to deliver this strategy.

The following will be of particular importance:

- In order to ensure that the parking account no longer runs at a deficit the county council will carry out the necessary amendments to its traffic regulation orders to introduce reasonable on street parking charges across the county.
- The county council will continuously look at ways to deliver a more efficient and cost effective on street parking management operation.

6 Parking provision and policies

6.1 Problems, Challenges and Opportunities

With the ever increasing numbers of vehicles on the road and consequent demand for parking space, the county council is mindful of the need to manage the use of the highway for parking. The provision and management of off street parking space is largely the domain of the borough and district councils, but there are two areas where the county has some influence. These are when new developments are built, both residential and business, and where new residents permit schemes are being introduced.

With regard to on street parking provision there are some further controls that the county council can use, which are more discretionary in nature. These are considered in this section

6.2 Options

6.2.1 Parking spaces for new developments

Although the borough and district councils have responsibility for planning applications and decisions, the county council produces guidance about how much parking should be provided when new developments are being built. This guidance is attached as Appendix 2. [*N.B. This is the latest version of new draft guidance which will be consulted on later this year, subject to the approval of the Transportation Select Committee at its meeting on 28 September 2010.*]

6.2.2 Off street spaces in resident permit schemes

As mentioned earlier, where there is a resident permit scheme, there should still be a limit on the number of permits issued if off street parking is available, in order to ensure that the use of off street parking is maximised. However many garages and off street spaces were built or installed at a time when cars were generally smaller than they are today and they are no longer large enough to be considered a usable parking space. It is therefore necessary to define the necessary dimensions for garages, hard standings and driveways to be considered large enough to count as an off street parking space. This is detailed in Appendix 3.

6.2.3 Access protection markings

Access protection markings are white elongated 'H' shaped lines that are painted onto the road to draw attention to a driveway or access. They are only advisory markings and have no legal standing. In the past they were widely used, to the extent that their impact and effectiveness was eroded, due to their proliferation. They are therefore now only installed on request either where the footway's kerb is noticeably low (height less than 50mm) making it difficult to notice the difference between the raised and dropped areas, or when properties on rural roads are set far back from the road and have long driveways that are concealed by trees or shrubbery or when there is an access within a parking bay marked out on the road.

6.2.4 Disabled parking bays

As well as providing disabled parking bays in areas where parking is controlled (see paragraph 4.2.4), we also provide bays on request in areas where parking is unrestricted, in order to make it easier for disabled people to park close to their home. Although these bays are only advisory and have no legal standing, they are in general respected by other drivers and left for the use of those that need them. In order for us to consider installing a bay, there must be a blue badge holder living at the property and the car that the blue badge holder uses has to be registered at the address. We will not install a bay if there is suitable off street parking or if the road is not wide enough to accommodate the bay and still allow the free flow of traffic (including larger vehicles). In all cases we carry out a site check before approving an application for a bay and we will only install one if we think it is necessary and the road conditions allow it (i.e. we would not put a bay within 10 metres of a junction or where a vehicle parked in it could cause a potential danger to other drivers).

6.2.5 Discretionary road markings

All road markings and road signs are prescribed by the Department for Transport (DfT) in the Traffic Signs Regulations and General Directions 2002 (TSRGD), and guidance on their use is provided in the Traffic Signs Manuals, The reason for the signs and road markings being prescribed is so that they are applied consistently nationwide, in order to reduce the chance of confusion or misunderstanding by motorists.

There are some variations, contained in the TSRGD, such as specifying which sort of permit holder may use a particular bay, but these variants are also prescribed. Where signs are needed that do not appear in the TSRGD, an application can be made to the Department for Transport (DfT) for special authorisation to use a non-prescribed sign. This is quite a lengthy process and the department will only grant authorisation if it is satisfied that the meaning of the sign is clear. However, the DfT is not keen on permitting non-prescribed signs to be used and will only do so with solid justification.

Similarly with road markings, there are some variations contained in the TSRGD, such as for the width of parking bays, in order to allow some accommodation of particular local circumstances, but the bays still have to conform to prescribed maximum and minimum dimensions. The widths of the lines used for bay markings should normally be 50 millimetres, although they can be 75mm if greater emphasis is needed, or 100mm in very specific circumstances in block-paved areas. Apart from a few specific types of bay, such as a taxi rank, all the road markings for parking bays are white.

There are three prescribed widths for yellow lines. They should normally be 75mm in roads with a speed limit of 40mph or less and 100 mm in roads with a higher speed limit. They may however be only 50mm wide in roads "in areas regarded as environmentally sensitive".

The colour of the yellow for these lines is also prescribed with standard yellow being used on all occasions, except in environmentally sensitive areas, where paler yellow (so called ‘primrose lines’) may be used if the standard colour is considered too obtrusive.

The thinner 50mm wide lines and paler colours must be restricted to areas which are environmentally sensitive, which are conservation areas, designated areas of outstanding natural beauty or sites of special scientific interest. Even in such locations it is not essential to use these variations, but they could be used if deemed appropriate.

The lines should not be used excessively or in inappropriate locations, as it would lessen their effectiveness and could give rise to challenges for any parking tickets that may be issued.

6.3 Appraisal of Options

These potential solutions have been assessed using a simple appraisal framework considering the interventions against the following criteria:

- policy compatibility, by assessing the contribution interventions will make to meeting policy objectives and statutory duties and to meeting the objectives of the Surrey Transport Plan itself, including impacts in relation to climate change and air quality;
- cost of implementation and requirement for future maintenance/operation taking into account potential funding opportunities;
- deliverability and risk, considering the likelihood of being able to implement interventions successfully within the life of the Surrey Transport Plan.

This analysis has helped to inform the preferred strategy.

6.4 Preferred Strategy

The county council should:

- encourage the provision of suitable amounts of off street parking on new developments
- encourage the maximum use of off street parking by residents and businesses
- provide disabled parking bays and access protection markings where appropriate
- only use discretionary road signs and markings sparingly and in accordance with the relevant guidelines

6.5 Delivery of Preferred Strategy

Funding sources for the delivery of the preferred strategy will be drawn from:

- LTP capital funding;
- Revenue funding; and,
- Other funding sources, including development funding and potential opportunities presented by future central Government grants or challenge competitions.

At present there is significant uncertainty regarding future levels of funding. The Government's Comprehensive Spending Review is due to be published in autumn 2010 and the county council's 2011/12 budget will be finalised early in 2011.

Nevertheless, the county council will work with partners, including the boroughs and districts, to seek to secure funding to deliver this strategy.

The following will be of particular importance:

Engagement with borough and districts and developers with regard to parking provision on new developments

- Control of the use of discretionary road markings to guard against over use.

Appendices

Appendix 1: Penalty Charge Cancellation Policy

The guidance produced under the TMA 2004 encourages a transparent approach to parking enforcement and authorities are encouraged to publicise their policies and procedures. With its agents, the county council has developed the following policy outlining the reasons why a penalty charge notice may be cancelled.

To be added for final version.

Appendix 2: Parking Standards and Development Control

[N.B. This is the latest version of new draft guidance which will be consulted on later this year, subject to the approval of the Transportation Select Committee at its meeting on 28 September 2010.]

General development standards
The District Councils are responsible for determining planning applications. Historically their recommendations and decisions have not always been consistent with County Council policy. These proposed standards have been developed to enable local flexibility to suit specific issues and areas.

These recommended parking standards have been developed in accordance with current national planning policy (Planning Policy Guidance (PPG) and Planning Policy Statements (PPS).

It is widely recognised that the availability of car parking has a major influence on the means of transport people choose for their journeys. It is therefore essential to try and get the balance right, not to require developers to provide more spaces than they themselves wish, to encourage the shared use of parking where appropriate and to take care not to create perverse incentives for development to locate away from town centres. It also recognises that Surrey is a county of contrasts, which produces a demand varying demand for travel, car use, and its resultant parking requirements. It would be inappropriate to apply a single standard across the spectrum of Surrey, so the intention is to apply a pragmatic and flexible approach, recognizing the real alternatives that actually exist on the ground.

A key objective of PPG13 is to use parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the private car. PPG13 asks that local planning authorities critically examine the standards they apply to avoid the profligate use of land for parking.

PPS3 recommends that developments should take a design-led approach to the provision of car parking, that is well integrated with a high quality public realm and streets that are pedestrian, cycle and vehicle friendly. Local Planning Authorities should develop residential parking policies for their areas, taking account of expected levels of car ownership, the importance of promoting good design and the need to use land efficiently. PPS3 states that residential parking should be provided as appropriate to local circumstances. Policy also recommends that adequate cycle and disabled parking be provided for all new development.

PPS4 recommends that Local planning authorities should, through their local development frameworks, set maximum parking standards for non-residential development in their area, ensuring alignment with the policies in the relevant local transport plan. Local planning authorities should not set minimum parking standards for development, other than for parking for disabled people.

Surrey exhibits a wide range of social and economic circumstances that necessitate a flexible approach to identifying appropriate levels of car parking provision. Such an

approach should provide a level of accessibility by private car that is consistent with the overall balance of the transport system at the local level.

Surrey County Council's vehicle and cycle standards are set out below. All standards relate to gross floor area and are Recommended Guidance Maximum unless otherwise stated. Provision for uses marked "individual assessment" will require their own justification and the inclusion of parking management plans, travel plans and cycle strategies where appropriate. Standards per member of staff should be calculated using the average of those employed on site at any one time.

Use Class	Standard
A1 Retail	
Food or non-food retail eg: small parades of shops serving the local community (up to 500m²)*	1 car space per 30m²
Food retail (500 m² to 1000m²)*	1 space per 25m²
Food retail (above 1000m²)*	1 car space per 14m²
Non-food retail (500m² or more)*	1 space per 25m²
*Reductions as stated or greater, to be applied based on location. Note: Retail parking to be provided as shared use where appropriate.	Town Centre 75% Edge of Centre 50% Suburban 25% Suburban/Edge/Village/Rural 0%
A3 Food and drink	
Restaurants, snack bars and café's. For sale & consumption on the premises (if located beyond Town Centre locations).	1 car space per 6m²
A4 Drinking establishments	
Public houses, wine bars or other drinking establishments but not nightclubs (if located beyond Town Centre locations).	Individual assessment
A5 Hot Food Takeaways	
For sale & consumption of hot food off the premises (if located beyond Town Centre locations).	1 car space per 6m²
B1 Business	
Offices, research & development, light industry appropriate in a residential area – threshold of 2500m²	A maximum range of 1 car space per 30m² to 1 car space per 100m² depending on location
B2 General Industrial	
General industrial use	1 car space per 30m²
B8 Storage or distribution (including open air storage)	
Warehouse – storage	1 car space per 100m² 1 lorry space per 200m²
Warehouse – distribution	1 car space per 70m² 1 lorry space per 200m²
Cash and carry	1 car space per 70m² 1 lorry space per 200m²
C1 Hotels	
Hotels, boarding and guest houses where no significant care is provided	Individual assessment

C2 Residential Institutions	
Care home Nursing home	Individual assessment
Hospitals	Individual assessment
Residential colleges	Individual assessment
Training centres	Individual assessment
C3 Dwelling houses (family houses, up to 6 residents living as a single household, including households where care is provided)	
1 – 4+ bedroom units	See below
Elderly (sheltered)	Individual Assessment
D1 Non-residential institutions	
Day Nurseries/Crèche	0.75 car spaces per member of staff plus 0.2 spaces per child
Doctor's practices	1 car space per consulting room remaining spaces on individual assessment
Dentist's practices	1 car space per consulting room remaining spaces on individual assessment
Veterinary practices	1 car space per consulting room remaining spaces on individual assessment
Libraries, museums and art galleries	Individual assessment
Public halls licensed for entertainment, Unlicensed youth and community centres and Scout huts etc	Individual assessment
Places of worship	Individual assessment
Schools/colleges	Individual assessment
D2 Assembly and leisure	Individual assessment
Sui Generis and all other uses not mentioned above	Individual assessment

Figure 1 - Surrey County Council general parking standards

Parking for disabled drivers should be designed and provided in accordance with the appropriate government guidance. As a starting point, for non-residential developments, 5% of total parking spaces should be allocated for disabled users or a minimum of 1 space per 750m² (whichever is the greater) and to meet demand. Such spaces should have dimensions of 3.6m by 5m and be located no further than 50m from an accessible entrance, ideally the main entrance, clearly signed and under cover.

Residential parking standards

The standards have been drafted in accordance with Planning Policy Guidance Note 13: Transport (March 2001), Planning Policy Statement 3: (Housing) November 2006, and Planning Policy Statement 4: (Planning for Sustainable Economic Growth). The residential element is heavily based upon extensive research undertaken in Kent, and are expressed as a guide, with the intention that they be applied flexibly according to local demand and characteristics.

Location	Town Centre	Edge of Centre	Suburban	Suburban/Edge/Village/Rural
Nature of guidance	Maximum (Note 1)	Minimum (Note 5)	Minimum (Note 5)	Minimum (Note 5)
1 & 2 bed flats	1 space per unit	1 space per unit	1 space per unit	1 space per unit
Form	Controlled (Note 2)	Allocated or unallocated	Allocated or unallocated	Allocated or unallocated
1 & 2 bed houses	1 space per unit	1 space per unit	1 space per unit	1.5 spaces per unit
Form	Controlled (Note 2)	Allocated or unallocated	Allocated or unallocated	Allocated or unallocated
3 bed houses	1 space per unit	1 space per unit	2 spaces per unit	2 independently accessible spaces per unit
Form	Controlled (Note 2)	Allocated or unallocated	Allocated or unallocated	Allocated or unallocated
4 + bed houses	1 space per unit	2 spaces per unit	2 independently accessible spaces per unit	2 independently accessible spaces per unit
Form	Controlled (Note 2)	Allocated or unallocated	Allocated	Allocated
Are garages acceptable? (Note 3)	Yes, but with areas of communal space for washing etc.	Yes, but not as a significant proportion of overall provision	Additional to amount given above only	Additional to amount given above only
Additional visitor parking (Note 4)	Public car parks	Communal areas 0.2 per unit maximum	On-street areas, 0.2 per unit	On-street areas, 0.2 per unit

Figure 2 - Surrey County Council residential parking standards

Notes
1. Reduced or even nil provision is encouraged in support of demand management and the most efficient use of land.
2. Parking/garage courts probably with controlled entry.
3. Open car ports or car barns acceptable at all locations, subject to good design.
4. May be reduced where main provision is not allocated. Not always needed for flats.

5. Lower provision may be considered if vehicular trip rate constraints are to be applied in connection with a binding and enforceable Travel Plan.

Cycle parking

Cycle parking should be designed and provided in accordance with the appropriate government guidance. Current guidance suggests that such parking should be undercover, lit, secure, adequately signed and as close to the destination as possible (within 20m). The following standards are suggested as a minimum:

Use Class	Standard
A1 Retail	
Food retail	1 space per 350m² (out of town) 1 space per 125m² (town/local centre)
Non-food retail	1 space per 1500m² (out of town /minimum 4 spaces) 1 space per 300m² (town/local centre)
Garden Centre	1 space per 300m² (min 2 spaces)
All other retail uses	Individual assessment
A3 Food and drink	
Restaurants, snack bars and café's. For sale & consumption on the premises (if located beyond Town Centre locations).	1 space per 20 seats (min 2 spaces)
A4 Drinking establishments	
Public houses, wine bars or other drinking establishments but not nightclubs (if located beyond Town Centre locations).	1 space per 100m² (min 2 spaces)
A5 Hot Food Takeaways	
For sale & consumption of hot food off the premises (if located beyond Town Centre locations).	1 space per 50 m² (min 2 spaces)
B1 Business	
Offices Research & development / light industry	1 space per 125m² (min 2 spaces) 1 space per 250m² (min 2 spaces)
B2 General Industrial	1 space per 500m² (min 2 spaces)
B8 Storage or distribution (including open air storage)	1 space per 500m² (min 2 spaces)
C1 Hotels/Guest houses	Individual assessment
C2 Residential Institutions	
Care homes/Nursing homes	Individual assessment
Hospitals	Individual assessment
Residential colleges	1 space per 2 students 1 space per 2staff
Training centres	Individual assessment
C3 Dwelling houses (family houses, up to 6 residents living as a single household, including households where care is provided)	
Flats / houses without garages or gardens:	
1 and 2 bedroom unit	1 space
3 or more bedroom unit	2 spaces
D1 Non-residential institutions	
Day Nurseries/Crèche	1 space per 5 staff plus

	minimum 2 spaces
Doctor's practices	1 space per 2 consulting rooms minimum 2 spaces
Dentist's practices	1 space per 2 consulting rooms minimum 2 spaces
Veterinary practices	1 space per 2 consulting rooms minimum 2 spaces
Libraries, museums and art galleries	Individual assessment
Public halls licensed for entertainment, Unlicensed youth and community centres and Scout huts etc	Individual assessment
Places of worship	Individual assessment
Schools/colleges	School Travel Plan required, to incorporate a site specific cycle strategy
D2 Assembly and leisure	Individual assessment
Sui Generis and all other uses not mentioned above	Individual assessment

Figure 3 - Surrey County Council cycle parking standards

Lorry parking
To be added

Best practice
As with most local authority activities, benchmarking and similar comparison exercises are a good means of ensuring best practice and keeping abreast of changes trends and variations

Appendix 3: Size of off-street parking spaces in relation to on-street permit schemes

These measurements are guidelines and like the parking standards in Appendix 2, there should be some flexibility in their application depending on the local circumstances. For example if a resident has a very small car, they would be expected to use an off street parking space if it were possible to do so, even if it was smaller than the sizes discussed below.

It is also important to note that these guidelines relate only to existing off street spaces, where a resident permit scheme is in operation or about to be introduced, and they have no link to the dimensions required for a new vehicle cross over, which are judged using different criteria.

A standard car parking space is 4.8 metres long by 2.4 metres wide, and is a starting point for consideration. The average length of a car today is about 4.5m with a width of about 1.8m, with larger family cars being about 4.8m long. A garage length of 5.0m should therefore be able to comfortably accommodate the vast majority of cars on the road. The width of cars varies less than the length and although 2.4m would be a sufficient width to be able to park a car in a garage, an extra width of 20 centimetres should be allowed to allow the driver to get in or out of the vehicle. This therefore gives a minimum size for a garage of 5.0m long by 2.6 m wide.

For hard standings and driveways, the standard space size of 4.8m by 2.4m should be sufficient as a minimum, where the space is unobstructed on at least two non-parallel sides. If however there is a structure (e.g. a wall, fence or cultivated hedge) on both sides, the minimum width should be the same 2.6m as for a garage. If the space is accessed through gates, the minimum length should be extended to accommodate the opening and closing of the gates.

Where there are two off street spaces in a line, the minimum length should be extended to 10m to allow some clearance between the two vehicles. If there are two off street spaces in parallel with each other, width should be extended to 5.0 metres if there is a structure on one side and to 5.2 metres if there is a structure on both sides of the spaces.

Appendix 4: Consultation survey questions

Question 1
Do you have any comments about our preferred approach to civil parking enforcement?

Question 2
Do you have any comments about our proposed management of on street parking?

Question 3
Do you have any comments about our policies relating to parking provision?

Question 4
Which of the following parking issues affects you the most?

	Most impact	Second most impact	Third most impact	Least impact
Inconsiderate parking				
School run parking				
Commuter parking				
Other (please specify below)				

If other, please specify:

Question 5
Are there any measures <u>not included</u> in the Parking Strategy that you think we should consider?

APPENDIX D

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SURREY COUNTY COUNCIL

Making Surrey a better place

Surrey Transport Plan: DRAFT Passenger Transport Strategy: Part 1 - Local Bus

For consultation, 14 September to 9 November 2010

Alternative formats

Surrey County Council has actively considered the needs of blind and partially sighted people in accessing this document.

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If you have other needs in this regard please contact Surrey County Council in one of the following ways.

In writing
Surrey County Council
Strategy Group (Room 420)
Environment & Infrastructure Directorate
County Hall
Kingston upon Thames
Surrey KT1 2DN

By fax
020 8541 9447

By phone
03456 009 009
Minicom: 020 8541 9698

Online
Email: surreytransportplan@surreycc.gov.uk
www.surreycc.gov.uk/surreytransportplan

APPENDIX D

Surrey Transport Plan, 2011-2026

Local Bus Strategy

September 2010

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Executive Summary

This is the consultation document for the emerging Local Bus Strategy, one of the core strategies of the Surrey Transport Plan.

The local bus network is an integral part of the transport system in Surrey. Buses provide access to schools and colleges for young people, to shopping and leisure facilities at the evenings and weekends and are a vital lifeline for older people who wish to maintain their independence. Buses can also be a more cost effective and environmentally friendly alternative to the car. In Guildford the thriving Park & Ride network helps to relieve congestion on key corridors and removes traffic from the busy town centre.

Surrey County Council, as the local transport authority, has an important role in the delivery of local bus services. The county council subsidises socially necessary services where they cannot be provided commercially, which amounts to around a third of the bus services operating in Surrey. Surrey County Council is also responsible for the highways on which the buses run, the traffic signals, junctions and bus lanes that can expedite their movement, as well as bus stop infrastructure, information and passenger waiting facilities that can make a big difference to a passenger's travel experience.

The proposed aim of the Local Bus Strategy is:

To deliver and maintain an effective, safe and sustainable bus network in Surrey

The proposed objectives are:

1. *To provide reliable and punctual bus services*
2. *To maintain a sustainable network of financially-supported bus services*
3. *To improve the accessibility of bus services for passengers*

Delivery of these objectives will be achieved through the following areas of work:

- Focussing on improvements to bus punctuality and journey time reliability through Bus Punctuality Partnerships
- Restructuring the supported bus service network to deliver better value for money and a better service for passengers
- Continued support for Park & Ride in Guildford
- Coordinating and supporting community transport and demand responsive transport provision in areas where it is more effective and sustainable than regular bus services
- Working with partners to ensure that passenger information and infrastructure is delivered in a cost effective manner

Partnership working with bus operators, the boroughs and districts, and with the wider Transport for Surrey Partnership will be essential to the delivery of this strategy. Maximising use of developer funding will also by a key factor in delivering the stated objectives, particularly in light of current financial constraints on the county council.

1 Introduction: this Local Bus Strategy consultation and Surrey Transport Plan

1.1 This Local Bus Strategy consultation document

This is the consultation document for the emerging Local Bus Strategy, part of the Passenger Transport Strategy. The Passenger Transport Strategy is one of the core strategies which will make up the Surrey Transport Plan.

A series of consultation documents relating to the development of the new Surrey Transport Plan will be published on the county council's website at www.surreycc.gov.uk/surreytransportplan.

Any person, organisation or business with an interest in the next local transport plan is invited to respond to these consultation activities.

1.2 How to have your say

There are three ways to respond to this Passenger Transport Strategy consultation:

- **Online survey**: To access click the hyperlink if viewing this document using a web browser;
- **By email**: Send your comments to surreytransportplan@surreycc.gov.uk with 'Passenger Transport Strategy' as the subject for the email; or,
- **By post**: Write to us at Surrey County Council, Strategy Group (Room 420), Environment & Infrastructure Directorate, County Hall, Kingston upon Thames, Surrey KT1 2DN

The survey questions are available in Appendix 1 at the end of this document.

This consultation will open for responses for 8 weeks from 14 September to 9 November 2010.

All consultation responses received will be analysed and summarised in a consultation summary report, which will be published on the county council's website at www.surreycc.gov.uk/surreytransportplan. In the consultation summary report, consultation responses may be attributed to the organisation, group, business, elected member of a council or MP that submitted them. The consultation summary report may also include the names of those organisations, groups, businesses, elected members of councils and MPs that respond to the consultation. Those persons submitting consultation responses as individuals will not be individually identifiable in the consultation summary report.

During and following this consultation, comments on any aspect of the Surrey Transport Plan can be submitted by email to surreytransportplan@surreycc.gov.uk. These will be recorded and considered as and when relevant elements of the Surrey Transport Plan are developed and reviewed.

1.3 The Surrey Transport Plan

Surrey's third local transport plan (LTP3) is to be called the Surrey Transport Plan. The new plan will commence from April 2011 and will look ahead to 2026.

The relationship between national and local policies, the overarching vision and objectives of the Surrey Transport Plan and the core strategies is summarised in a technical note which is available on the county council's website.

2 Background and terms of reference

The working vision and objectives for the Surrey Transport Plan were set out in an earlier consultation document which is available to view at http://www.surreycc.gov.uk/surreytransportplan. With regard to this, the emerging Local Bus Strategy will deliver against all four proposed objectives, as outlined below.

Effective transport:

- Stable, long-term bus network, including county council-funded supported services, providing confidence that the bus is a viable travel option
- Continuing innovation in marketing, ticket offers, new buses and driver training, delivered by commercial bus operators both independently and in partnership through Quality Bus Partnerships (QBPs) (now called Voluntary Partnership Agreements)
- Continuing provision of Guildford Park and Ride services which offers an attractive means to access key services and facilities in the county town; currently almost one million passenger trips per annum
- Education transport, Demand Responsive Transport, Community Transport and coach services help different people to access passenger transport in ways which meet their needs

Reliable transport: To improve the reliability of transport in Surrey.

- Recent research by Passenger Focus identified that improved reliability is bus passengers' top priority[1]
- Formalisation and expansion of measures to improve reliability, delivered through the creation of three area Bus Punctuality Partnerships covering the most congested areas of the county; building on the various quality bus partnerships in the county delivered during the LTP1 and LTP2 periods
- Continuation of Bus Voluntary Partnership Agreements (previously termed Quality Bus Partnerships) which deliver reliability improvements amongst other developments
- Maintenance of existing, and new provision of, bus lanes, bus gates and intelligent bus priority at traffic signals to help improve the reliability of bus services. Many buses are now fitted with Surrey's Real Time Passenger Information system, the on-bus components of which can be used to trigger suitably equipped traffic signals to allow late-running buses to have priority. External funding is likely to be required to deliver bus lanes and bus gates in the medium term future
- Buses will continue to provide an alternative to car travel; by providing this alternative, levels of congestion and unreliability for all users of the road network in Surrey are reduced

[1] Bus Passenger Priorities for Improvement (Passenger Focus, March 2010). 'More buses are on time or within five minutes of when they are scheduled to arrive' was the top ranked priority for improvement identified for 'All passengers' and also for each of the segments surveyed: 'Metropolitan', 'Urban' and 'Rural' and also 'Non-concessionary' and 'Concessionary' passengers. It was also the top ranked priority in the South East.

Safe transport: To improve the safety and security of the travelling public in Surrey.

- Increasing numbers of buses are being fitted with onboard CCTV cameras which can help dissuade crime and antisocial behaviour, and can help identify those who display such behaviours
- Improvements made to bus stops are always planned to enhance the personal safety of those waiting at them

Sustainable transport: To provide a transport system that protects the environment, keeps people healthy and provides value for money.

- Based on average loadings, buses are less polluting than cars. The Confederation of Passenger Transport says that according to the Department for Transport's Carbon Pathways Analysis, the CO2 per car passenger kilometre is 130g CO2, per bus/coach passenger kilometre it is 69g CO2.[2]
- Bu operators have been introducing newer buses with cleaner engines to their routes in Surrey
- In sensitive areas, such as the Surrey Hills, buses provide sustainable access along traffic-sensitive roads

2.1 Links with other county, regional and national policies

The Surrey Strategic Partnership Plan 2010-2020 sets out five key challenges facing the partnership: climate change, sustainability, internet connectivity, reduced spending and local decision-making. This strategy will play an important role in climate change by offering a more fuel efficient single-vehicle alternative to multiple cars making the same journey, and by improvements to bus engine technologies. It also supports reduced spending through use of our new criteria for supporting local bus services.

On a national policy level, our work on buses is expected to contribute to several of the main goals set out in "Delivering a Sustainable Transport System" (published by DfT in November 2008). The first national transport goal is to "support economic growth" in part by "maximizing the value for money from transport spending". This strategy emphasizes the need to work in partnership, delivering gains which are more than the sum of isolated improvements, and also encompasses our revised criteria for spending on support for local bus services.

The second of the national transport goals is to "reduce carbon emissions" – as with the Surrey Strategic Partnership Plan, buses will play their part in this by offering a more efficient single-vehicle alternative to multiple cars making the same journey, and by improvements to bus engine technologies. Schemes such as park and ride are specifically targeted at removing car trips from town centres, reducing local carbon emissions. The third national transport goal is "promote equality of opportunity" and the bus can play a key role here by providing travel for people without access to a car, and to specific groups such as the elderly and disabled (through the English National Concessionary Travel Scheme which gives free bus travel) and our student fare cards (reducing the cost of travel for 16-19 year olds in continuing education).

[2] http://www.greener-journeys.com/the-benefits/environment

2.2 Statutory duties

The Transport Act (1985) removed the previous system of licensing of local bus operators/services and the duties of local authorities to coordinate public transport in their areas. It replaced these with the system still in existence – bus operators with the freedom to register any service they see fit, with local authorities empowered to subsidise socially necessary bus services which the marketplace does not provide.

The Disability Discrimination Act (1995) requires buses to be made accessible to people with impairments, including those in wheelchairs. All new buses introduced into service are already accessible. All single deck buses used on public bus services must comply with access requirements from 2015 and double deck buses by 2017.

The Local Transport Act (2008) introduced changes to the legislation surrounding Quality Bus Partnerships and Quality Contracts, and gave more powers to the Traffic Commissioner to recommend work that local authorities should carry out to improve bus performance. The Traffic Management Act (2004) means that Local authorities have a responsibility to manage the highway network to promote efficient movement and reduce congestion, which was not the case during the second Local Transport Plan. These two Acts will feed into our work on Bus Punctuality Improvement Partnerships, and the County Council's Traffic Manager will play a key role in tackling the identified problems.

Consequently, the provision of attractive and effective bus services is a high priority.

3 Problems and challenges

3.1 Background to the local bus network

In order to understand the problems and challenges which are involved in providing Surrey's bus network, this section first looks at the roles and responsibilities of the various bodies involved in the provision of bus services in Surrey.

Bus operators: There are around 30 bus operators in Surrey, ranging in size from small independently owned companies to subsidiaries of large international bus and train operating groups. These various companies operate some 65% of the bus services in Surrey commercially. The other 35% of services are run by the operators and subsidised by either Surrey County Council or Transport for London.

Surrey County Council: Key roles in relation to the bus network are:

- As the local highway authority, responsible for the roads on which buses run, apart from motorways and trunk roads which account for a small fraction of bus routes in Surrey and are operated by the Highways Agency. Surrey County is also responsible for traffic management on the local road road network, and also the installation of bus lanes, bus priority measures, traffic signal priority for buses and the location of bus stops.
- As the local transport authority, responsible for the provision of socially necessary bus services where the commercial network cannot find a business case to so do, under the provisions of the 1985 Transport Act
- Ownership of the bus stop infrastructure, including poles, flags and timetable cases, except those belonging to Transport for London

Transport for London – London Buses: TfL London Buses is responsible for specifying the bus services to be operated across the whole of London. It operates its bus network differently to the way Surrey County Council does. London Buses puts out to tender each route, specifying fares, frequencies and times of operation. Because travel demand does not stop neatly at the London border, some of these London Buses services run into Surrey. TfL also installs bus stop poles and flags at stops served by its buses in Surrey, and these meet the same standards as our own new bus stops.

Surrey's eleven borough and district councils: Roles include:

- Responsible for bus shelter provision, primarily through their agreements with advertising shelter providers.
- May operate community transport/dial-a-ride services, and can also pay for conventional local bus services if they choose

Parish and town councils: Can fund and provide bus shelters, and can also pay for conventional local bus services if they choose.

3.2 Challenges

The county of Surrey provides a challenging environment in which to operate bus services:

- A generally high standard of living is reflected in high levels of car ownership and in the expectations of residents for the quality of services
- Congested roads and dispersed travel patterns present challenges for bus operation

- Expectations about the levels of fares and services on bus routes in Surrey could be raised by the lower fares and level of services provided in neighbouring Greater London, where a franchise system operates, especially where these bus services extend into Surrey. While bus services in London had an overall satisfaction rate of 80% in 2009[3], the figure for Surrey was 52%[4].

3.3 Opportunities

- Free off-peak travel concession for pensioners and people with disabilities helps build a 'bus habit' amongst these groups, sustaining the demand for travel by bus
- Future major housing developments proposed in areas of Surrey present an opportunity for the bus to play an effective role as an alternative to the private car
- Several high frequency bus routes which run into the county from London provide for significant numbers of journeys wholly within Surrey, usually at no cost to the county council
- Fares on London Buses services operating in Surrey are low in comparison with those on the rest of Surrey's bus network, and passengers using these routes have the option of using the quick and convenient Oyster smartcard as payment for bus fares
- Advances in technology are making information about bus travel easier to find (internet and bus real time passenger information), and making it easier to use buses (smartcards meeting the DfT's national standard for transport smartcards)
- The increasing cost of private motoring and greater public awareness of environmental issues give public transport an enhanced status and make it a more viable mode of travel for some.

[3] Public Transport Statistics Bulletin GB: 2009 Edition; Department for Transport
[4] NHT (National Highways & Transport Network) Public Satisfaction Survey 2009

4 Aim, objectives, indicators and targets

4.1 Aim and objectives

The aim and objectives for the Local Bus Strategy are proposed as follows:

Aim: To deliver and maintain an effective, safe and sustainable bus network in Surrey.

Objectives:

1. To provide reliable and punctual bus services
2. To maintain a sustainable network of financially-supported bus services
3. To improve the accessibility of bus services for passengers

4.2 Indicators and targets

The county council monitors bus punctuality and reliability on an annual basis, through manual surveys at key timing points on the bus network, through bus operator data, and increasingly through use of Surrey's real time passenger information system for buses. This meets the requirement of National Indicator 178 "Bus Services Running on Time". The county council also collects data on the patronage of buses in Surrey.

Large parts of the bus network in terms of both design and operation are not under the control of the county council. Targets may therefore be missed or substantially exceeded because of external factors (for instance any changes to the English National Concessionary Travel Scheme or even petrol prices). Setting realistic targets is therefore difficult. However, we propose that:

Target 1. We aim to maintain bus patronage at current levels or above.

Improved bus service reliability is a key driver for this strategy. Until the various Bus Punctuality Partnerships detailed in this document start work, the baseline reliability figures for these areas will not be known, and nor will it be clear what a challenging, but realistic, target and trajectory should be. The Department for Transport has set a general target of 90% punctuality for local bus services by 2014. We therefore propose the following:

Target 2. Bus reliability and punctuality should be maintained at today's levels. In areas with Bus Punctuality Partnerships, bespoke targets for improvement will be set.

The consultation period for this strategy will be used to refine these targets, and possibly set new ones, as appropriate.

5 Options

Bus services in Surrey, and improvements/enhancements to them, are presently delivered through a variety of measures and interventions.

There are also other options that could be used, or used more often or widely, that we have considered.

The full range of options is set out below, broken down by the proposed objective to which they most closely relate.

5.1 Options to provide effective local bus services

5.1.1 Commercial bus services

Bus operators run many commercial bus services at their own financial risk. Timetables and fares are set by the bus operators and although the County Council has no direct influence on the operation of these services, we work with operators in partnerships to deliver improvements to these services. Bus operators can also take commercial decisions to run marketing campaigns, invest in new buses and provide enhanced driver training.

5.1.2 Non-commercial bus services

Surrey County Council funds additional bus services in Surrey to meet the need for bus travel in areas where bus operators cannot run such services at a profit. (Transport for London also funds some bus services which operate in Surrey, having originated in the London area.) The situation is kept under continual review, because the commercial bus network itself is constantly changing.

5.1.3 Education transport

There is a duty placed on local authorities to provide free home-to-school transport for those “entitled scholars” living beyond the statutory distances from school. By integrated planning and scholar allocation processes in conjunction with local bus service planning, by the Passenger Transport Group, the County Council is able to place such students on transport in the most cost-effective way. Wherever practicable and appropriate, a Pass is issued to allow travel on a scheduled public bus service. There are also a number of ‘school special’ local bus services at school times, primarily to facilitate travel where the bus network, timing or capacity was lacking. Some are having to be withdrawn from September 2011 as a result of the ongoing Bus Review and limited budgets, but entitled scholars will continue to receive free travel.

For those students aged 16-19 attending school or college, and who are not entitled to free transport, the county council provides a Bus Student Farecard scheme, which allows them to travel on public bus services at child rather than adult rates, not only on the journey from/to home, but also on virtually all other services in the county at any time of day or day of the week

5.1.4 Demand Responsive Transport

One way in which we aim to meet the diverse travel needs of Surrey's residents is through Demand Responsive Transport (DRT) services, where these are seen as the most appropriate. Surrey's BUSES4U services in Mole Valley, Reigate, Tandridge and north Waverley (Farnham) are run to no fixed schedule and their routes are determined by the requests made by passengers. (NB - policies on DRT will be further developed in an upcoming Community Transport/Demand Responsive Transport Strategy.)

5.1.5 Community Transport

Developing transport schemes that meet the mobility needs of Surrey's vulnerable, disabled and/or geographically isolated residents is extremely important to the County Council. In partnership with our neighbouring borough and district councils, the County Council has helped develop dial-a-ride services and other community transport services in every area of the county. Support and technical advice is given annually to all dial-a-ride services, community bus groups and voluntary car schemes. Community Transport exists to meet the special travel needs of people who cannot travel on conventional public transport. It complements, rather than competes, with mainstream public transport. The county council is exploring the concept of a Social Enterprise Model for the Community Transport sector, which would allow individual operators to join together to bid for larger transport contract work. (NB - policies on Community Transport will be further developed in an upcoming Community Transport/Demand Responsive Transport Strategy.)

5.1.6 Services provided through Rural Bus Subsidy Grant

This is a targeted DfT grant made available to local authorities separately from general Revenue Support Grant. The sum allocated is based on the population living outside settlements of 3000 people or more. The Government's purpose for the grant is to improve the access of those living in rural areas to jobs, services or facilities. The money can be used to support the provision of new or enhanced services, or to assist with the retention of other services which have become vulnerable.

5.1.7 Services provided through Section 106 agreements

In some cases, buses can be funded through a section 106 agreement, where a developer provides funding to mitigate against the traffic impact of a new development. Several bus services in Surrey have been provided through such agreements. Only the largest developments are likely to result in section 106 funding for bespoke site-specific public bus services, and it is unlikely that any similar developments will be completed in the next few years. Our experience has also shown us that unless bespoke bus routes are actively marketed during their operation, they may not attract sufficient passenger numbers to make them commercially sustainable when the Section 106 funding runs out (usually after five years). This leaves the new development accessible only by private transport, and can strand those passengers who had come to rely on the bus. With reductions in Surrey County Council's revenue support for bus routes, there is very little chance that we will step in to support such routes once Section 106 funding runs out. However, some developments may be able to support modifications/diversion to an existing bus route which can achieve significant levels of bus access for the development site at a much more acceptable cost.

5.1.8 Coach services

Coach services are an important part of the longer-distance public transport scene, and like buses use roads maintained by the County Council. However, unlike buses, there is no statutory requirement upon the County Council to support socially necessary coach services.

A number of coach services call at locations in Surrey. We recognise that at present most of these have a limited impact on the Surrey public transport scene. However the 701 Woking RailAir service from Woking to Heathrow Airport is a key strategic link which shows how coach services can play their part in enhancing the local transport network. Around two-thirds of its passengers are interchanging to or from the local rail network, encouraging sustainable access to the airport. In the evenings, the 701 also provides a very useful link between Woking station (convenient for the town centre) and St Peter's Hospital.

5.1.9 Quality Contract Schemes

Quality Contract Schemes allow a local authority to replace the existing deregulated bus market in an area with a system of contracts, as in London. In order for this to take place, such a move must meet five 'public interest' criteria. A scheme proposal must also be considered by an independent board.

5.1.10 Qualifying Agreements

Qualifying Agreements apply to bus operators only, and cover arrangements which are to the benefit of the passenger (for example, two bus operators agreeing to coordinate timetables on a shared section of route) but which might otherwise fall foul of competition legislation. To confirm such an agreement requires the certification of the relevant local authority (in the case of agreements in Surrey, this would be Surrey County Council).

5.2 Options to improve the reliability of local bus services

5.2.1 Bus Punctuality Partnerships

Bus Punctuality Partnerships are formal agreements between a local authority and bus operators in its area to work together (including data sharing arrangements) to tackle the causes of bus unreliability. Such arrangements need to be notified to the relevant Traffic Commissioner, and template agreements for BPPs are published by the Department for Transport.

Improving bus punctuality will be key to improving the County Council's performance in National Indicator 178 "Bus Services Running on Time".

5.2.2 Quality Partnership Schemes

Quality Partnership Schemes is the new name for Statutory QBPs. Such schemes allow a local authority to specify the facilities that it will provide through a partnership, while operators of bus services wishing to use the facilities must undertake to provide services

to a certain quality standard. The Traffic Commissioners can take action against bus companies that use the improved facilities without meeting the agreed standards. As part of the Quality Partnership Scheme, the local authority and the bus operators can agree service frequencies, timetables (ensuring evenly-spaced services on routes with more than one operator) and maximum fare levels.

5.2.3 Voluntary Partnership Agreements

A Voluntary Partnership Agreement is the new name for what used to be called a Quality Bus Partnership (QBP), introduced by the Local Transport Act 2008. They are voluntary agreements to which bus operators, the County Council and third parties (such as Borough or District Councils, or businesses) sign up, to deliver benefits to bus passengers. They generally (but not exclusively) involve commercially operated bus services over which the County Council would otherwise have very little influence. They represent the main way in which the County Council can deliver improvements on the commercial bus network. Typically, the local authorities undertake to provide improved bus facilities (such as bus stop improvements or bus priority measures) and the operators undertake to provide bus services to an improved standard, through measures such as new buses and improved staff training.

We have implemented a range of successful QBPs, comprising corridor schemes concentrating on a principal travel routes and area-based schemes incorporating many routes and several operators. We have demonstrated effective working with other local authorities as part of the Magna Carta QBP and the Blackwater Valley Area QBP.

5.2.4 Park and Ride schemes

Park and Ride schemes, though not themselves conventional local bus schemes, show how buses can play an essential part in tackling congestion in town centres and, by replacing multiple car journeys with a single bus, particularly if it is equipped with a clean engine, improve the environment. So far, Guildford has been the only Surrey town where we have implemented a Park and Ride network, helping to protect its historic town centre environment and narrow streets from untrammelled growth in car traffic.

Following the introduction of the Merrow park and ride site, there are now three sites serving Guildford, and the service carries nearly a million passenger journeys a year.

5.2.5 Bus lanes

Bus lanes can significantly assist buses to operate more reliably by ensuring that buses can by –pass traffic congestion, and they can also allow bus journey times to be reduced.

5.2.6 Intelligent bus priority/selective vehicle detection

This uses Surrey’s bus real time passenger information system to track buses as they approach traffic lights. Where buses are running late, traffic lights are changed in favour of the bus. We aim to introduce such measures at locations which will benefit services by reducing journey times and increasing the reliability of services.

5.2.7 Bus gates

We seek to implement bus-only gates as part of new or existing developments to enable buses to more effectively access developments which otherwise seek to restrict general traffic. This will improve the accessibility of major developments while preserving the local streetscape and environment

5.2.8 Traffic management measures

Complementary traffic measures, such as traffic calming and yellow lines, can help bus routes operate more reliably. However, insensitively designed traffic calming can make bus access more difficult. We will follow best practice and work with colleagues to deliver effective traffic management solutions. This will also be a key theme of our Bus Punctuality Partnerships.

5.3 Options to improve the accessibility of local bus services

5.3.1 Bus passenger infrastructure measures

Surrey County Council owns the roadside bus stop infrastructure (bus stop poles, flags and timetable cases). Over the last ten years we have delivered a major programme of new and improved bus stops in Surrey, and have now replaced around half of the bus stops in Surrey with modern equipment. We also undertake an ongoing process of assessment of the need for bus stops. This encompasses any need for new stops, requirements for relocation of existing stops, and sometimes the continued requirement for bus stops which have become very lightly used due to demographic or land use changes. Guidance from the DfT on best practice for inclusive mobility suggests that no household on a bus route should be more than 400m from a bus stop, and changes in the location of houses may mean from time to time that new bus stops need to be added, or locations changed.

5.3.2 Improving bus shelters

The County Council recognises that a high quality passenger waiting environment is fundamental in improving and promoting passenger transport, and bus shelters are an integral part of this. Indeed, the provision of a good, clean, well-lit shelter with good levels of information can be the key factor in the decision process for people deciding which mode of transport to use.

Traditionally the responsibility of providing bus shelters in Surrey lies with the boroughs/districts and some parish councils. The majority of shelters are sourced through agreements with commercial bus shelter advertising companies. Over the course of LTP2, the County Council has taken an increasing interest in either providing grants to borough or parish councils to contribute to their efforts to buy bus shelters, or in directly purchasing shelters for key locations where no one else is willing to fund a bus shelter. To facilitate this, the County Council has set up a framework contract with a number of suppliers for the provision and maintenance of bus shelters.

5.3.3 Improving accessibility at bus stops

Raised kerbs at bus stops make buses easier to access for vulnerable sections of society who would otherwise be excluded, improve accessibility and social inclusion. We have usually concentrated such improvements on QBP routes, especially those on which low-floor accessible buses are deployed, allowing the whole service to be advertised as easily accessible for passengers with mobility difficulties, or with bulky shopping, or with buggies etc. Guidance from the DfT on best practice for inclusive mobility suggests that kerbs should be 160mm high.

We are fully aware of our responsibilities under the Disability Discrimination Act. While operators are responsible for replacing their vehicles with DDA compliant ones by the statutory deadlines, our work is concentrated at bus stops. Whenever a bus stop is installed or relocated, we try to ensure (subject to affordability constraints) that hard standing is provided, that crossovers with dropped kerbs are constructed to allow access to the other side of the road (provided that doing so would not introduce a new safety risk). We are also taking all reasonable steps to ensure that the layout of shelters, bus stop poles and queuing areas are arranged to meet guidance from the DfT on best practice for inclusive mobility. However, with responsibility for 5,500 bus stops throughout the county we have to be mindful of the fiscal realities in achieving DDA compliance. We also seek to influence borough and district councils over shelter locations to ensure that they align properly with bus entry/exit doors. In addition, we also recognise that a holistic approach needs to be taken to the provision of DDA compliant infrastructure. Raised kerbs allowing level access to buses are of no help unless dropped kerbs are available nearby to allow travellers with mobility difficulties to get to the bus stop in the first place.

5.3.4 Passenger transport information

The County Council's Passenger Transport Information Strategy will be published separately, covering in more detail the whole of our work in providing passenger transport information over all modes, and through all media. The purpose of the strategy is to define the minimum standard of information provision required of all operators in Surrey, and work on information through QBPs and other similar initiatives. Provisions within the strategy to enforce these standards will be used to deliver consistent quality.

In addition to traditional methods of communicating bus information, over the last five years we have also become more heavily involved in methods of electronic information distribution. Timetables for all bus routes in Surrey are now downloadable from the Surrey County Council website, and real time information is available through a different website. We are also investigating how best to implement information through mobile phone text messaging facilities.

5.3.5 Influencing commercial fare levels

Fares levels on commercial services are not a matter on which the County Council is allowed to dictate policy, although we will assist operators through endorsing Qualifying Agreements where appropriate (see section 7.2). Commercial operators are free to set fares on their own services without specific regard to the impact on local authority objectives, but we enjoy excellent working relationships with Surrey's bus operators, and

believe that we can offer advice/influence on fares which will deliver mutual benefits both for the bus operators' commercial objectives and our own LTP objectives.

5.3.6 Fares on tendered services

When tendering a service we may set only a maximum fare or we may choose to develop a complete faretable as part of the tender agreement. We take into account the fares charged on any nearby commercial services when setting fares. Where routes are shared, fares on supported services will not undercut those charged on the commercial services.

5.3.7 Ticketing schemes

Surrey County Council administers the English National Concessionary Travel Scheme (which gives free bus travel throughout England) for senior citizens and people with disabilities on behalf of the 11 Surrey districts and borough councils, and from April 2011 will have full responsibility for the scheme.

Surrey County Council also provides both a train and bus student fare card scheme, giving savings on public transport ticket prices. The scheme is administered by Passenger Transport Group and resourced by the Children and Young People directorate. Both student fare card schemes have an integral role within Surrey County Council's policy on post-16 transport provision

5.3.8 Intermodal integrated ticketing

We have worked with bus and train operators over the last five years to introduce Rail-Bus tickets in locations such as Woking. We intend to remain open to any opportunities that present themselves, particularly when there is a commercial imperative from the operators, to implement new integrated ticketing schemes. More information on bus/rail integration will be available in the forthcoming Rail Strategy in 2011/12.

5.3.9 Smartcard ticketing

Both South West Trains and Southern, the county's two major train operators, expect to introduce an ITSO-standard smartcard ticketing system within the next few years. ITSO is the DfT-mandated national standard that ensures that transport smartcard tickets issued by any operator can be used on the services of any other operator provided that an appropriate travel ticket has been loaded onto it. If current DfT-led work progresses as planned, ITSO and London's Prestige-standard Oyster smartcard will soon be able to 'talk' to each other. The proof-of-eligibility passes for the English National Concessionary Travel Scheme are also issued as ITSO-standard smartcards. Taken together, these three schemes will comprise a substantial mass of smartcard ticket holders in Surrey. Several operators have started the process of fitting their buses with smartcard readers, and the first of these have now entered service on Stagecoach buses in Surrey.

As a single smartcard, no matter whom it is issued by, can hold a variety of different tickets, there is a significant potential to use smartcards to make it easier to make journeys comprising more than one bus operator, or a train-bus combination. Pre-loaded credit could be deducted from a passenger's smartcard, and with suitable back-office

systems, deductions could be capped at the price of any area- or operator-based travelcard.

5.3.10 Improved integration with other transport modes

The bus network is part of the overall passenger transport network in Surrey. We are always keen to promote multi-modal passenger transport journeys where possible and practical, and to promote sustainable access to passenger transport facilities. We have spent considerable sums of money during the last two Local Transport Plan periods in improving interchange between buses and trains in particular.

The development of smartcards will eventually help passengers make multi-modal journeys by removing the need to buy separate tickets. Timetable integration between buses and trains where bus stops and railway stations are close together is a worthy goal. However in a county with a dense rail network and bus services which often pass more than one railway station, it is difficult to ensure that buses can always meet trains at every railway station. With a limited budget for supporting bus services, it is not realistic to promise that all supported services will run as late into the evening as trains do.

6 Appraisal of options

These potential solutions have been assessed using a simple appraisal framework considering the interventions against the following criteria:

- policy compatibility, by assessing the contribution interventions will make to meeting policy objectives and statutory duties, as identified in section 2.1, and to meeting the objectives of the Surrey Transport Plan itself, including impacts in relation to climate change and air quality;
- cost of implementation and requirement for future maintenance/operation taking into account potential funding opportunities;
- deliverability and risk, considering the likelihood of being able to implement interventions successfully within the life of the Surrey Transport Plan.

This analysis has helped to inform the preferred strategy.

7 Preferred strategy

The main areas the strategy will focus on are:

- Low-cost measures to improve bus service punctuality/reliability
- Encouraging commercial bus services, and commercially driven initiatives from bus operators;
- Providing supported services using prioritisation methodology;
- Continuation and development of partnership arrangements between the county council and bus operators
- Continued support for Guildford Park and Ride
- Support for the development and provision of Demand Responsive Transport, Community Transport and coach services
- Continuation and development of passenger transport information provision
- Continuation of physical works to improve bus stops and enhance integration with other modes

7.1 Low-cost measures to improve bus service punctuality and reliability

Because improved reliability is the number one priority for bus passengers, this is the objective on which we intend to focus the most improvement work, as it offers the chance to get the most reward for the level of resource required. The terms ‘reliability’ and ‘punctuality’ are used differently by transport operators and passengers. What most passengers would refer to as ‘reliability’ (whether the bus is on time or not) is what transport operators would term ‘punctuality’, while transport operators use the term ‘reliability’ to indicate whether the service operated at all.

During the lifetime of this strategy, we intend to develop three BPP working groups covering (1) Guildford and Woking, (2) the Blackwater Valley, and (3) Redhill and Reigate. The Guildford and Woking BPP working group held its inception meeting in May 2010. The Transport for Surrey Passenger Transport Working Group will oversee the work of these three groups to ensure a countywide consistency of approach. If necessary, the Transport for Surrey Passenger Transport Working Group will be able to take issues arising from the BPPs to the Transport for Surrey Partnership Board itself to enable key partners to be involved in delivering solutions to problems identified through the BPP.

We plan that our BPPs will identify the full range of issues that need to be tackled in order to improve the punctuality/reliability of bus services. However, with limited budgets for capital improvements likely to be available, there will be a close focus on low-cost measures that have a measurable difference. We are already beginning to identify changes to parking restrictions and enforcement, and re-phasing of traffic signals, as two such opportunities.

7.2 Encouraging commercial bus services and commercially driven initiatives from bus operators

The county council will seek any opportunity to encourage bus operators to provide bus services in Surrey commercially. This will apply both when one operator decides that it is no longer prepared to operate a service commercially and we want to see the service continued (or reinstated if the bus operator has actually ceased operations), and also

when a new need has arisen. If no bus operator is prepared to provide a service commercially, we will test the service against our priorities (see section 7.3) and available budget.

We will give our support to Qualifying Agreements where these deliver improvements for Surrey's current or potential bus users.

We are particularly keen to explore with bus operators opportunities to extend ITSO-standard smartcard acceptance onto local buses. We would expect bus companies to install this equipment themselves on a commercial basis, following the example of several operators in Surrey who have already embarked on this process. However, we will look at how we can potentially exploit our responsibility for the English National Concessionary Travel Scheme, which is based on smartcards, to build up the transport smartcard offer. We will also take forward discussions with train operators, when appropriate, to introduce rail-bus tickets onto smartcards.

We do not currently propose to take forward any Quality Partnership Schemes (as these have a statutory basis which we have not found necessary to date in our work in partnership with bus operators) or Quality Contract Schemes. Rather, we will focus on Voluntary Partnership Agreements to take forward a partnership approach to improving commercial bus services (see section 7.4)

7.3 Providing supported bus services where prioritised

We have a limited revenue budget for supporting bus services. We have therefore developed a prioritisation methodology for the supported bus network, which has underpinned recent work on the county council's Bus Review and will continue to be used in future years to identify bus services which need the financial support of the county council.

The prioritisation methodology is based on the following principles:

- Focus on the areas with strongest demand
- Have routes that complement one another
- Have a network which is simple and easy to understand
- Have a reduced need for subsidy in the long term
- See an increase in some services where this is identified as necessary
- Serve areas of greatest social need
- Should have improved reliability
- Avoid having services which are under used; and,
- Where possible, have evenly spaced services where common sections of routes are served

We consider that these principles will ensure that the supported local bus network best meets the transport requirements of Surrey's residents, businesses and visitors given the financial resources available.

Where development-related Section 106 funding is planned to support a bus route serving the development, we will only agree to the funding of such a service where there is a realistic and achievable plan in place to attract sufficient usage to ensure that the routes can be operated commercially by the time Section 106 funding ceases, or where the route will form an important route within a coordinated bus network.

7.4 Continuation and development of partnership arrangements between the county council and bus operators

The successful delivery of QBPs in Surrey over the last ten years leads us to propose that Voluntary Partnership Agreements (rather than statutory schemes) will be the preferred mechanism for the delivery, where funding allows, of bus service improvements on a holistic, route-long basis. We intend that the key improvements to be delivered through VPAs should be:

- Real Time Passenger Information. This gives confidence to passengers about exactly when their bus will arrive, using displays at key bus stops. The introduction of RTPI also allows on-bus displays giving information about the next bus stop being approached, helping passengers unfamiliar with the route. Given the funding required to introduce and then operate RTPI, the system gives the best return when introduced along with other quality upgrades, best delivered through Voluntary Partnership Agreements.
- Improved passenger waiting infrastructure on the roadside, including bus shelters
- Bus priority measures, such as bus lanes, bus gates and intelligent bus priority at traffic lights. We will ensure that any physical measures are compatible with the operation of reliable bus services in the vicinity, and that solutions are consistent with the scale of the general traffic pressure on the road. We will monitor and review the effectiveness of existing bus lanes in Surrey, and work with bus operators to identify any changes which might become necessary, as well as to identify future needs.
- Improved information, delivered through the most appropriate and cost-effective media.
- Improved driver training to deliver more fuel-efficient driving techniques, further improved customer care, and enhanced awareness of the needs of passengers with impairments, including those who have “invisible disabilities”.

7.5 Continued support for Park and Ride

We intend to ensure the continuing success of the current Guildford park and ride network, reviewing car park capacity, bus service frequencies, fares and other quality measures from time to time, as appropriate. As part of the “Guildford Hub Major Scheme” package of transport improvements being pursued through the Regional Funding Allocation (RFA) process, further park and ride sites are being investigated, including Manor Farm to the southwest of Guildford. A second RFA-funded scheme, the “Redhill-Reigate Hub Major Scheme”, is also considering the potential for park and ride. We will consider further how support for park and ride can assist Guildford’s parking issues as the county council develops its parking strategy.

7.6 Support the development and provision of Demand Responsive Transport, Community Transport and coach services

Where conventional bus travel is not the answer to the need for passenger transport provision in some areas, DRT, Community Transport, or indeed taxi provision, might provide an answer. More details on this subject can be found in the Community Transport and Taxi Strategies which will be produced by the county council in the near future. In terms of coach services, we will (where possible) encourage coach operators to provide services which are complementary to Surrey’s public transport network, and which meet the present and future needs of passengers.

7.7 Development of a strategy for delivery of passenger transport information

Good quality, relevant, and easy-to-use information about passenger transport alternatives to car travel is essential for people to make fully informed choices about their travel behaviour. There are many different opportunities for passengers to be presented with information about bus travel, with different requirements depending on what stage of the journey a passenger is at (pre-planning, itinerary-checking, on-the-move updates).

More details on this subject can be found in the Passenger Transport Information Strategy, published separately.

7.8 Works to improve infrastructure and enhance integration with other modes

We intend that proposals for new bus passenger waiting infrastructure should take into account increased understanding of personal security issues, and we may remove old bus stops which are in unsafe locations and where improvements to personal safety and security are otherwise impossible. To deliver best value for taxpayers, we may consider allowing bus operators to improve roadside infrastructure and/or information, or upgrade existing outdated roadside equipment. As bus stops are traffic signs, ultimate responsibility for them rests with the county council, so any new infrastructure installed by third parties would need to be approved by the county council in terms of location and design, to meet our standards.

We will continue to make all reasonable efforts to implement the provisions of the DDA as they apply to our work. Bus stop layouts should take account of accessibility when they are changed, and raised kerbs implemented when possible. Guidance from the DfT on best practice for inclusive mobility suggests that all bus stops should have a 24-hour clearway marking and the ban on parking should be enforced, and we will investigate this.

Passenger Transport Group remains of the opinion that a countywide contract for the supply of bus shelters would offer strategic advantages and full integration with the passenger transport planning functions undertaken by the County Council. We would like to move from a situation where the boroughs/districts hold separate contracts with bus shelter advertising companies to one where such agreements (or a single agreement) are made with the County Council. However, this will require the consent and cooperation of all the boroughs and districts, most of whom are in the middle of multi-year agreements.

Physical integration of buses and trains is something we remain keen to explore too. While it is unlikely that we will be able to construct new facilities of the scale of the award-winning Horley station bus/rail interchange (delivered using LTP funding three years ago) in the near future, we will explore low-cost ways of making bus stops more visible to rail travellers through better information and signage about local bus services, and vice versa, involving train and bus operators in delivering improvements whenever possible.

Having been very successful in increasing the amount of cycle access to railway stations, we would also like to take forward ideas for installing good quality cycle facilities at key bus stops to increase the catchment area for bus services.

8. Delivery of the preferred strategy

Delivery of the strategy will be led by Surrey County Council's Travel and Transport Group, which sits within the Environment & Infrastructure Directorate.

The reality of the budgetary situation in Surrey at present is that there will be little or no capital money available to be spent on bus measures for the next few years as all transport capital funding will be allocated to maintenance. The Surrey Transport Plan will not contain a funded implementation programme of bus measures, so it is intended that the Local Bus Strategy's capital elements read as an aspirational programme. As financial resources become available, through developer contributions, private sector investment or central government funding, these are the measures that the county council intends to prioritise.

Good partnership working will be essential to identify external funding opportunities, hence the emphasis of the Local Bus Strategy on Bus Punctuality Partnerships and Voluntary Partnership Agreements.

In terms of revenue funding, we will continue to financially support local bus services, in line with our statutory responsibilities. However the quantum of that support will be lower, and will be spent in line with the priorities we have established for local bus support (see section 7.3). We will also seek new and innovative funding opportunities for bus services, working with large businesses, or major trip generators like airports, to see if it is possible to construct new bus services which could generate mutual benefits without significant cost to the County Council.

Appendix 1: Consultation survey questions

Question 1
Do you agree with the aim and objectives (section 4.1)? If not, please suggest alternatives/additions.

Question 2
Do you agree with our targets (section 4.2)? If not, please suggest alternatives/additions.

Question 3
Are there any additional options (section 5) we should include in our preferred strategies?

Question 4
If you could choose only one of the eight elements of our preferred strategy (section 7), which would it be?

Low-cost measures to improve bus service punctuality and reliability	
Encouraging commercial bus services and commercially driven initiatives from bus operators	
Providing supported bus services where prioritised	
Continuation and development of partnership arrangements between the county council and bus operators	
Continued support for Park and Ride	
Support the development and provision of Demand Responsive Transport, Community Transport and coach services	
Development of a strategy for delivery of passenger transport information	
Works to improve infrastructure and enhance integration with other modes	

Question 5
Do you have any other comments in relation to this Local Bus Strategy?

APPENDIX E

www.surreycc.gov.uk

SURREY COUNTY COUNCIL

Making Surrey a better place

Surrey Transport Plan: DRAFT Air Quality Strategy

For consultation, 14 September to 9 November 2010

Alternative formats

Surrey County Council has actively considered the needs of blind and partially sighted people in accessing this document.

We are happy to give information in either large print or in another language. If you want this service please call us on 03456 009 009.

If you have other needs in this regard please contact Surrey County Council in one of the following ways.

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By fax
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Online
Email: surreytransportplan@surreycc.gov.uk
www.surreycc.gov.uk/surreytransportplan

Surrey Transport Plan, 2011-2026

Air Quality Strategy

August 2010

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Executive Summary

This is the consultation document for the emerging Air Quality Strategy, one of the core strategies of the Surrey Transport Plan.

Air quality is key to the health of humans and ecosystems. Road traffic is one of the major contributors to air pollution in Surrey. Air pollution is the presence of contaminant or pollutant substances in the air at a concentration that interferes with human health or welfare, or produces other harmful environmental effects.

Surrey's boroughs and districts have a statutory duty to identify Air Quality Management Areas (AQMAs) where current, and likely future, air quality in their areas is unlikely to meet the Government's national air quality objectives. Twenty six AQMAs have been declared in Surrey as of August 2010, distributed between seven of the eleven boroughs and districts. These have been declared in relation to excessive nitrogen dioxide (NO_2), or both nitrogen dioxide and particulate matter (PM10). The main source of both these pollutants in Surrey is road traffic.

There are various factors which, alone or in combination, contribute to air pollution exceedances in specific locations on the road network. Factors can include narrow streets with residential properties close to the kerb, high flows of buses or heavy goods vehicles, congestion, and busy junctions.

Surrey County Council, as the highways authority for the county road network, has a statutory duty to bring forward proposals to help meet the national air quality objectives in declared AQMAs.

The proposed aim of the Air Quality Strategy is: To improve air quality in Air Quality Management Areas on the county road network such that Surrey's borough and districts are able to undeclare these areas as soon as possible, with regard to other strategies and funding constraints.

The proposed objectives are:

1. To incorporate transport measures and interventions in the appropriate infrastructure schedules, for future implementation as and when funding becomes available, in order to reduce air pollution from road traffic sources in designated Air Quality Management Areas, and with regard to other strategies; and,
2. To consider air quality impacts when identifying and assessing transport interventions and measures in Surrey.

A twin-track preferred strategy approach is proposed:

- **A focus on AQMAs** through incorporating appropriate physical measures in infrastructure schedules, enforcing existing regulations for parking, loading and utility works schedules, supporting travel choices that are better for air quality and considering air quality issues in borough and district-led planning processes and areas of responsibility;
- **Countywide air quality improvements** delivered through synergies with other Surrey Transport Plan strategies and other county council strategies when and where these tend to restrain traffic growth, reduce vehicle delay, reduce vehicle emissions and improve the provision of travel information to people on the air quality impacts of their travel choices.

Partnership working with the boroughs and districts, the Highways Agency and with the wider Transport for Surrey Partnership will be essential to the delivery of this strategy.

1 This Air Quality Strategy consultation and the Surrey Transport Plan

1.1 This Air Quality Strategy consultation document

This is the consultation document for the emerging Air Quality Strategy. The Air Quality Strategy is one of the core strategies which will make up the Surrey Transport Plan.

A series of consultation documents relating to the development of the new Surrey Transport Plan will be published on the county council's website at www.surreycc.gov.uk/surreytransportplan.

Any person, organisation or business with an interest in the next local transport plan is invited to respond to these consultation activities.

1.2 How to have your say

There are three ways to respond to this Air Quality Strategy consultation:

- **Online survey**: To access click the hyperlink if viewing this document using a web browser;
- **By email**: Send your comments to surreytransportplan@surreycc.gov.uk with 'Air Quality Strategy' as the subject for the email; or,
- **By post**: Write to us at Surrey County Council, Strategy Group (Room 420), Environment & Infrastructure Directorate, County Hall, Kingston upon Thames, Surrey KT1 2DN

The survey questions are available in Appendix 3 at the end of this document.

This consultation activity will open for responses for 8 weeks from 14 September to 9 November 2010.

All consultation responses received will be analysed and summarised in a consultation summary report, which will be published on the county council's website at www.surreycc.gov.uk/surreytransportplan. In the consultation summary report, consultation responses may be attributed to the organisation, group, business, elected member of a council or MP that submitted them. The consultation summary report may also include the names of those organisations, groups, businesses, elected members of councils and MPs that respond to the consultation. Those persons submitting consultation responses as individuals will not be individually identifiable in the consultation summary report.

During and following this consultation, comments on any aspect of the Surrey Transport Plan can be submitted by email to surreytransportplan@surreycc.gov.uk. These will be recorded and considered as and when relevant elements of the Surrey Transport Plan are developed and reviewed.

1.3 The Surrey Transport Plan

Surrey's third local transport plan (LTP3) is to be called the Surrey Transport Plan. The new plan will commence from April 2011 and will look ahead to 2026.

The relationship between national and local policies, the overarching vision and objectives of the Surrey Transport Plan and the core strategies is summarised in a technical note which is available on the county council's website.

2 Introduction and background

2.1 Definition of air pollution, pollutants and sources

The European Environment Agency defines air pollution as "the presence of contaminant or pollutant substances in the air at a concentration that interferes with human health or welfare, or produces other harmful environmental effects."

There are a range of air pollutants, which cause a variety of effects on the environment and health.

The main sources of air pollution are fossil fuel combustion, heating systems and motor vehicles.

2.2 Statutory duties

The Environment Act 1995 introduced the system of local air quality management (LAQM). Since then, local authorities have been required to periodically review and assess the current, and likely future, air quality in their areas against the national air quality objectives. These objectives are set out in the Air Quality Strategy for England, Scotland, Wales and Northern Ireland (Defra, July 2007) and are reproduced as Appendix 1 in this document. Reviews to the national Air Quality Strategy are on a pollutant-by-pollutant basis, driven by policy and scientific developments. The objectives of the national Air Quality Strategy are either equivalent or more stringent than those currently described under European Union Directives.

Where any objective is unlikely to be met by the relevant deadline, local authorities must designate those areas as air quality management areas (AQMAs). This area could be a small area consisting of one or two houses, or it could be much bigger taking in whole towns or administrative areas. Once an AQMA is declared, the local authority will put together a plan to improve the air quality - a Local Air Quality Action Plan.

In two tier local authority areas such as Surrey, it is the borough and district councils who monitor air quality, declare AQMAs and prepare the action plans. Certain obligations are also placed on county councils by the Environment Act 1995. Under section 86(3): “Where a district council is preparing an action plan, the county council shall, within the relevant period, submit to the district council proposals for the exercise (so far as relating to the designated area) by the county council, in pursuit of the achievement of air quality standards and objectives, of any powers exercisable by the county council.”

Road traffic is one of the main contributors to air pollution in Surrey’s AQMAs. Therefore Surrey County Council, as the highways authority for county roads, has a significant role to play in the mitigation of air pollution. This strategy focuses on roads for which the county council is the highway authority.

The Highways Agency, as the Department for Transport’s (DfT) executive organisation responsible for managing the national strategic road network, has this role for those AQMAs in Surrey which are on the motorways and trunk roads that pass through Surrey. The county council will liaise and work in partnership with the Highways Agency, as described in section 6.2.

2.3 Links with vision and objectives of the Surrey Transport Plan

The working vision and objectives for the Surrey Transport Plan were set out in an earlier consultation document which is available to view at http://www.surreycc.gov.uk/surreytransportplan. The Air Quality Strategy has been developed within this context, and seeks to balance the objectives for *effective*, *reliable* and *safe* transport with the objective for *sustainable* transport.

2.4 Links with other county and national policies

The Surrey Strategic Partnership Plan 2010-2020 sets out five key challenges facing the partnership: climate change, sustainability, internet connectivity to promote economic vitality, reduced spending and local decision-making. This strategy has an important role in delivering against strategic priorities related to:

- health outcomes for children and young people, particularly the vulnerable and disadvantaged (Priority A);
- sustainable lifestyles (Priority G); and,
- sustainable developments (Priority H).

From a national perspective, the statutory duties under the Environment Act 1995 for air quality were set out in section 2.2 above. In addition, two of the five goals of national transport policy as set out in Delivering a Sustainable Transport System[1] are particularly relevant:

- "to **contribute to better safety, security and health** and longer life-expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health"
- "to **improve quality of life** for transport users and non-transport users, and to promote a **healthy natural environment**"

Consequently, tackling air pollution is a high priority.

[1] Delivering a Sustainable Transport System (DaSTS), November 2008

3 Problems and challenges

3.1 Effects of air pollution on human health and the environment

Air pollution in the UK harms human health and the environment:

> "Air pollution can have a serious effect on people's health. Exposure to air pollution can have a long-term effect on health, associated in particular with premature mortality due to cardiopulmonary (heart and lung) effects. In the short-term, high pollution episodes can trigger increased admissions to hospital and contribute to the premature death of those people that are more vulnerable to daily changes in levels of air pollutants. Air pollution also has negative impacts on our environment, both in terms of direct effects of pollutants on vegetation, and indirectly through effects on the acid and nutrient status of soils and waters"
> (Air Quality Strategy for England, Scotland, Wales and Northern Ireland (Defra, July 2007), Volume 1, para 14)

It is estimated that poor air quality reduces the life expectancy of everyone in the UK by an average of seven to eight months[2] and up to 50,000 people a year may die prematurely because of it.[3] To illustrate the significance of the impact of air quality on life expectancy, it is worth noting that road traffic accidents result in 1 to 3 months reduction in the average person's life.

3.2 Long term UK trends in air quality

Overall, the long term trend for air quality in the UK is of general improvement. Air is cleaner today than at any time since before the industrial revolution. This improvement has been achieved through tightening controls on emissions of pollutants from industry, transport and domestic sources (Defra, 2007).

In the transport sector, there are two main trends which historically have worked in opposite directions: new vehicles are becoming individually cleaner in response to European emission standards legislation, but total vehicle kilometres are increasing. Overall, emissions of key air pollutants from road transport have fallen by about 50% over the last decade, despite increases in traffic, and are expected to reduce by a further 25% or so over the next decade. This is mainly a result of progressively tighter vehicle emission and fuel standards agreed at European level and set in UK regulations (Defra, 2007). The most recent set of standards are the Euro V standards which became mandatory in 2009.

Historic and forecast emissions of nitrogen oxides (NOx) and particulate matter (PM10) per vehicle are shown below:

[2] Air Quality Strategy for England, Scotland, Wales and Northern Ireland (Defra, July 2007)
[3] House of Commons Environmental Audit Committee; Air Quality; Fifth Report of Session 2009-10; Volume 1 (22 March 2010)

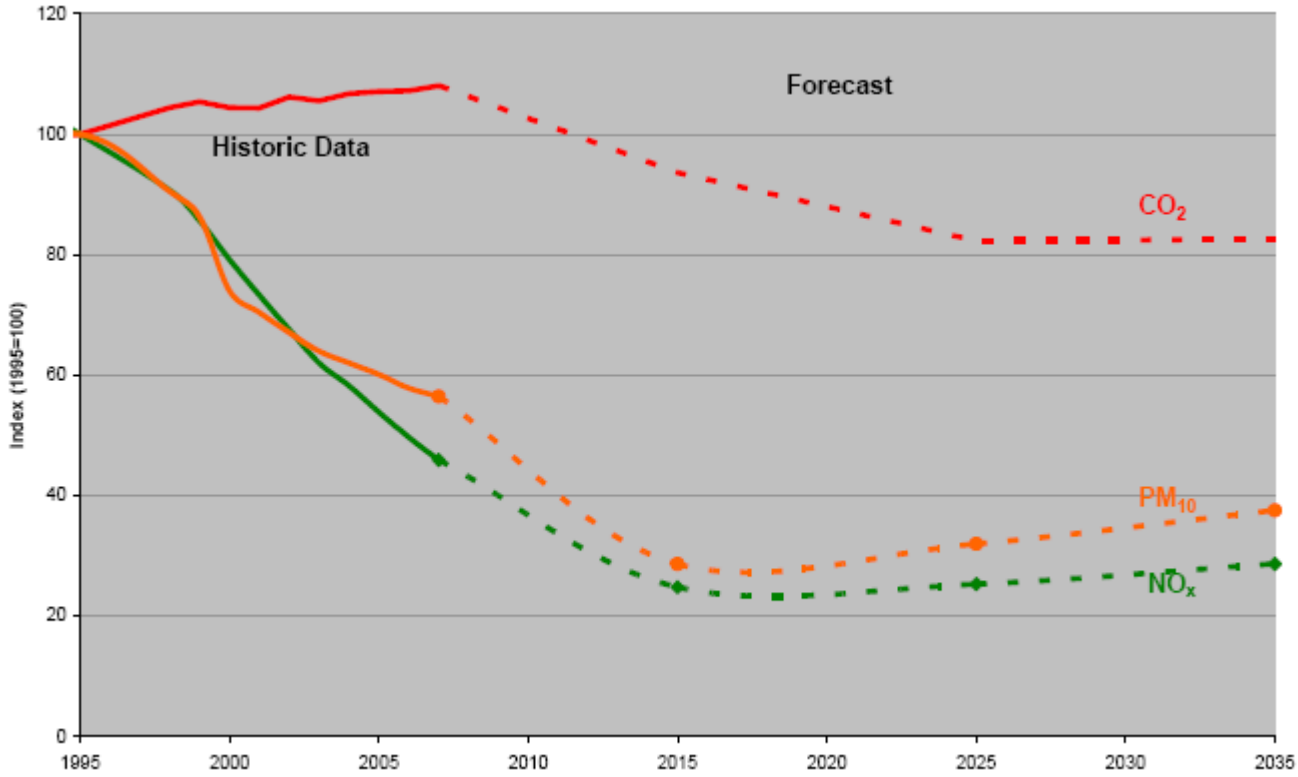

Figure 3-1: Historic and forecast tailpipe CO2, NOx and PM10 transport emissions for England *(Source: Historic emissions data from Defra (2009); forecasts from the NTM; Figure 9 reproduced from Road Transport Forecasts 2009, DfT, March 2010)*

Despite the long term improvement in air quality overall across the UK, air pollution continues to harm human health and the environment, as explained in section 3.1.

The next section considers the designated AQMAs in Surrey. At a local level, Defra consider that “Action taken at the local level can be an effective way of tackling localised air quality problems, leading to an overall improvement of air quality across the UK” (Defra, 2007)

3.3 AQMAs in Surrey

There are currently 26 AQMAs declared in Surrey distributed between seven of the eleven boroughs and districts. Guilford, Mole Valley, Tandridge and Woking have not declared any AQMAs.

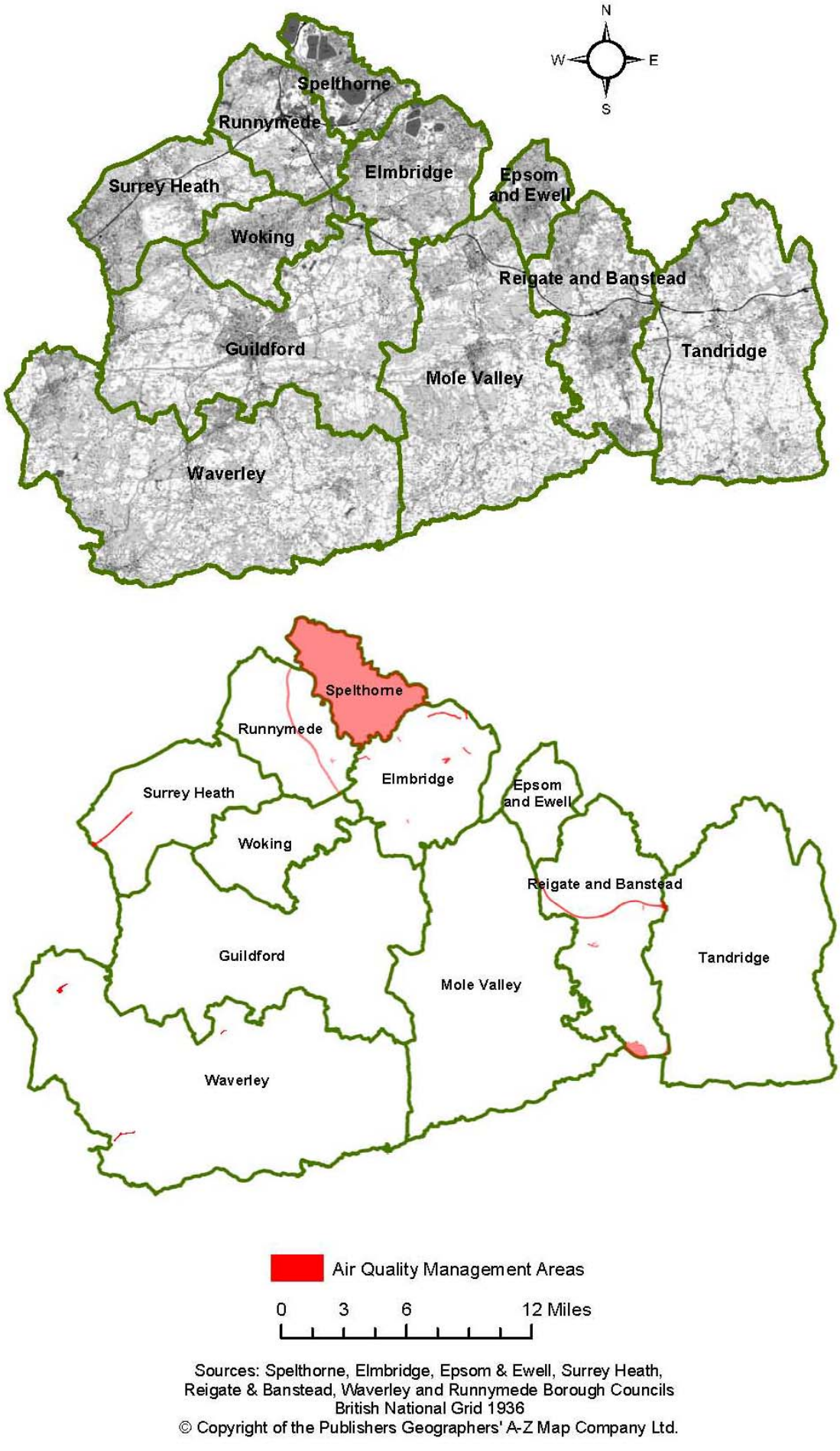

Figure 3-2: Location of AQMAs in Surrey (updated August 2010)

Table 3-1: AQMAs in Surrey (updated August 2010)

Borough or district	Name of AQMA	Pollutants	Highway authority
Elmbridge BC	Esher High Street	NO_2	Surrey CC
	Walton Road, Molesey	NO_2	Surrey CC
	Weybridge High St	NO_2	Surrey CC
	Walton High Street	NO_2	Surrey CC
	Cobham High Street	NO_2	Surrey CC
	Hampton Court	NO_2	Surrey CC
	Hinchley Wood	NO_2	Surrey CC
Epsom & Ewell BC	Ewell High Street	NO_2	Surrey CC
Guildford BC	No AQMAs declared		
Mole Valley DC	No AQMAs declared		
Reigate & Banstead BC	M25	NO_2	Highways Agency
	M23 (South)	NO_2	Highways Agency
	Horley (near Gatwick)	NO_2	Highways Agency
	A217 / Rushworth Road	NO_2	Surrey CC
	A23 / Dean Lane	NO_2	Highways Agency
	A217 / Blackhorse Lane	NO_2	Surrey CC
	A2022/A240 Drift Bridge	NO_2	Surrey CC
	Reigate High Street / West Street	NO_2	Surrey CC
	A23 Merstham High Street	NO_2	Surrey CC
Runnymede BC	M25 – North of Junction 11	NO_2 & PM_{10}	Highways Agency
	M25 – South of Junction 11	NO_2 & PM_{10}	Highways Agency
	Addlestone town centre	NO_2	Surrey CC
Spelthorne BC	Spelthorne	NO_2	Surrey CC and Highways Agency
Surrey Heath BC	Camberley AQMA	NO_2 & PM_{10}	Highways Agency
Tandridge DC	No AQMAs declared		
Waverley BC	Farnham AQMA	NO_2	Surrey CC
	Godalming AQMA	NO_2	Surrey CC
	Hindhead AQMA	NO_2	Surrey CC and Highways Agency
Woking BC	No AQMAs declared		

Note: Weblinks in the table link to the each borough council's webpages on air quality.

All 26 AQMAs in Surrey are declared in relation to excessive nitrogen dioxide (NO2), or both NO2 and particulate matter under 10 microns (PM10). Appendix 2 describes the health and environment effects of these pollutants. The main source of both these pollutants in Surrey is road traffic.

Whilst the designated AQMAs highlight where air quality is the poorest, there may be some other locations where air pollution levels are such that an AQMA could be declared in future if, for instance, there was a small increase in traffic. The number of monitoring locations are limited by cost and practical reasons, therefore it is possible that some undesignated areas could exceed the national air quality objectives.

This suggests that, in addition to developing mitigation measures for designated AQMAs, measures which offer air quality benefits over wider areas or indeed across the whole of Surrey should be considered.

3.4 AQMAs - contributory road traffic sources

Road traffic is one of the main contributors to air pollution in Surrey's AQMAs.

The typical road traffic conditions that give rise to air pollution in exceedance of the national air quality objectives are as shown below:

Road traffic sources	Explanation
Narrow congested streets with residential properties close to the kerb	Concentrations are often higher where traffic is slow moving, with stop/start driving, and where buildings on either side reduce dispersion
Busy streets where people may spend 1-hour or more close to traffic	There will be some street locations where individuals may regularly spend 1-hour or more, for example, streets with many shops and streets with outdoor cafes and bars
Roads with a high flow of buses and/or Heavy Goods Vehicles	There will be some street locations where traffic flows are not necessarily high (fewer than 20,000 vehicles per day) but there is an unusually high proportion of buses and/or HGVs
Junctions	Concentrations are usually higher close to junctions, due to the combined impact of traffic emissions on two roads, and to the higher emissions due to stop start driving
Roads with significantly changed traffic flows	For instance due to new developments
Bus and coach stations	There may be exposure to air pollution at bus stations or sections of bus stations that are not enclosed, including at nearby residential properties

Source: Based on Box 5.3: Updating and Screening Checklist, from Defra, February 2009, Local Air Quality Management: Technical Guidance LAQM.TG(09).

An assessment has been undertaken of the AQMAs in Surrey using data provided by the borough and district councils as to the contribution to the air pollution problems by source. This is broken down into background, cars and Light Goods Vehicles, and Heavy Goods Vehicles.

4 Aim, objectives, indicators and targets

4.1 Aim and objectives

The proposed aim and objectives for the Air Quality Strategy are:

Aim: To improve air quality in Air Quality Management Areas on the county road network such that Surrey's borough and districts are able to undeclare these areas as soon as possible, with regard to other strategies and funding constraints.

Objectives:

1. To incorporate transport measures and interventions in the appropriate infrastructure schedules, for future implementation as and when funding becomes available, in order to reduce air pollution from road traffic sources in designated Air Quality Management Areas, and with regard to other strategies; and,

2. To consider air quality impacts when identifying and assessing transport interventions and measures in Surrey.

4.2 Indicators and targets

The boroughs and districts in Surrey have been monitoring levels of NO2 and PM10 for a number of years and they report to Defra annually on air quality in their areas. These reports are the basis for the detailed assessments of problem areas and the declarations of AQMAs.

A county council outcome-type indicator and target has been identified which will utilise this monitoring data; this is indicator 1 below.

In addition, for this strategy, it is appropriate to set output-type indicators and targets, given the supporting role that the county council assumes to the boroughs and districts in the delivery of their statutory duty for air quality; these are indicators 2 and 3 below.

The proposed indicators and targets are:

Indicator		**Target**
1	Nitrogen dioxide annual mean concentrations in designated AQMAs located on the county road network, in comparison with 2010 baseline, based on three-year rolling averages.	Baseline for 2010 is to be determined. Targets will be set with respect to the national Air Quality Objectives for nitrogen dioxide of a maximum concentration of 40 µg/m3 annual mean.
2	Percentage of borough/district consultations on Local Air Quality Action Plans responded to formally by county council within specified consultation deadline during each financial year	Achieve 100% each financial year
3	Percentage of published borough/district Local Air Quality Action Plans for which the county council has agreed actions	Achieve 100% each financial year

5 Preferred strategy including option appraisal

A twin-track preferred strategy approach to addressing air quality in Surrey is proposed, as described below.

5.1 Focus on AQMAs

As and when the county council contributes to the development of an Air Quality Action Plan for an AQMA, the county council will work with borough or district to:

- **Incorporate** appropriate **physical measures in infrastructure schedules**, and implement as and when funding becomes available;
- Identify and agree options for the **enforcement of existing regulations** for parking, loading and utility works schedules, and implement as and when funding becomes available;
- Identify and agree options for **supporting travel choices that are better for air quality**, and implement as and when funding becomes available; and,
- **Consider air quality issues in borough and district-led planning processes and areas of responsibility**.

Specific transport measures and interventions are used to deliver these key elements, as shown in the Air Quality Strategy toolbox overleaf. Each measure or intervention should achieve one or more of the following outcomes:

- Restrain or reduce traffic volumes;
- Reduce traffic delays;
- Reduce tailpipe emissions of air pollutants per vehicle; or,
- Improve the provision of information to people on the air quality impacts of their travel choices.

Further information on each of the elements is given below.

Incorporating physical measures in infrastructure schedules
Option appraisal of potential physical transport measures and interventions will be carried out. The county council, working in partnership with the borough of district, will incorporate agreed transport measures and interventions in the appropriate infrastructure schedules. These will subsequently be brought forward as and when funding becomes available.

The county council will closely track ongoing air quality monitoring in order to determine whether or not there is a need to implement further measures and interventions. The county council will be minded to bring forward lower cost transport measures and interventions first.

Enforcement of existing regulations
A review of the enforcement of existing parking and loading regulations, of the enforcement of utility works schedules and the potential for roadside emissions testing will be undertaken. Agreed options can be implemented as and when funding becomes available.

Supporting travel choices that are better for air quality
A review of behaviour change-type options for supporting travel choices that are better for air quality will be undertaken. Agreed options can be implemented as and when funding becomes available.

Air Quality Strategy Toolbox

APPENDIX E

Countywide air quality improvement via other strategies:

- Accessibility Strategy
- Congestion Strategy
- Freight Strategy
- Parking Strategy
- Passenger Transport Strategies
- Transport Climate Change Strategy
- Travel Planning and Information Strategy

Typical examples of local transport AQMA interventions and measures

	Interventions and measures	*Restrain or reduce traffic volumes*	*Reduce traffic delays*	*Reduce tailpipe emissions*	*Information provision*
Incorporating physical measures in infrastructure schedules	• New or enhanced public transport interchanges and hubs	✔			
	• 'Noxer' paving, tree planting and green roofs within schemes	✔			
	• Cycle lanes and priorities, and cycle parking provision	✔			
	• Park & ride and park & stride schemes	✔			
	• Physical arrangements for on-street parking, loading and traffic routing		✔		
	• Developing Urban Traffic Control and traffic signal strategies		✔		
	• Improving traffic movement by signal implementation or removal		✔		
	• Providing infrastructure to support use of hybrid/electric vehicles			✔	
	• Advisory signage to inform drivers of air quality issues and solutions (e.g. drive less, turn off engine at level crossings)				✔
Enforcement of existing regulations	• Enhanced enforcement of parking and loading restrictions		✔		
	• Enhanced enforcement of utility works schedules		✔		
	• Roadside emissions testing			✔	
Supporting beneficial travel choices that are better for air quality	• Promotion of sustainable modes, car sharing and car clubs	✔			
	• School and workplace travel plans	✔			
	• Developing Freight Quality Partnerships		✔		
	• Promotion of eco-driving			✔	
	• Preferential parking charges and spaces for low emission vehicles			✔	
	• Inclusion of air quality information in journey planning applications				✔
	• Encouraging internet use to facilitate access to services and home working				✔
Borough and district-led planning processes and responsibilities	• Working with partners to consider air quality issues:				
	• in Local Development Framework process to plan location and type of development and local infrastructure improvements and controls	✔	✔		
	• in identification of appropriate developer-funded mitigation schemes	✔	✔		
	• in setting parking standards	✔	✔		
	• Introduction by boroughs and districts of minimum emissions standards or vehicle age restrictions into taxi licensing procedures			✔	

Borough and district-led planning processes and responsibilities
The county council will support the boroughs and districts to consider air quality issues in planning processes and in relation to other areas of responsibility such as taxi licensing procedures.

The county council will also work with other partners and stakeholders as required, such as neighbouring authorities and developers.

5.2 Synergies with other strategies to deliver countywide air quality improvements

Countywide air quality improvements will be delivered through other Surrey Transport Plan strategies and other county council strategies when and where these tend to restrain traffic growth, reduce vehicle delay, reduce vehicle emissions and improve the provision of travel information to people on the air quality impacts of their travel choices.

The strategies which deliver these outcomes include:

- Accessibility Strategy
- Congestion Strategy
- Freight Strategy
- Parking Strategy
- Passenger Transport Strategy
- Transport Climate Change Strategy
- Travel Planning and Information Strategy

6 Delivery of the preferred strategy

6.1 Funding

Funding sources for the delivery of the preferred strategy will be drawn from:

- LTP capital funding;
- Revenue funding; and,
- Other funding sources, including development funding and potential opportunities presented by future central Government grants or challenge competitions.

At present there is significant uncertainty regarding future levels of funding. The Government's Comprehensive Spending Review is due to be published in autumn 2010 and the county council's 2011/12 budget will be finalised early in 2011.

Nevertheless, the county council will work with partners, including the boroughs and districts, to seek to secure funding to deliver this strategy.

6.2 Delivery in partnership

Boroughs and districts

The statutory duties of Surrey's boroughs and districts and the county council for air quality were explained in section 2.1.

The county council will continue to work in partnership with the boroughs and districts to discharge these statutory duties:

Specifically, the county council will:

- Attend meetings of the Surrey Air Quality Officers Group;
- Seek to meet reasonable requests for traffic and other data;
- Incorporate appropriate physical measures in infrastructure schedules, agree options for enforcing existing regulations, agree options for supporting travel choices that are better for air quality and consider air quality issues in borough and district-led planning processes and other areas of responsibility; and,
- Bring air quality-related proposals forward to the appropriate member committees (e.g. the relevant local committee).

Highways Agency

The Highways Agency is the DfT's executive organisation responsible for managing the national strategic road network. A number of the AQMAs in Surrey are on the strategic road network, as shown in Table 3-1.

In conjunction with the relevant lead borough or district, the county council will continue to work in partnership with the Highways Agency to address air pollution.

For instance, the county council is working closely with the Highways Agency on the agency's Integrated Demand Management scheme for the section of the M25 motorway between junctions 8 (Redhill) and 11 (Chertsey).

The Highways Agency is also represented on the board of the Transport for Surrey Partnership, as described below.

TfS Partnership and the Surrey Strategic Partnership
The county council will also work with partners in the Transport for Surrey Partnership, which is itself part of the Surrey Strategic Partnership.

The Transport for Surrey Partnership was launched in 2008 and brings together the county council, the boroughs and districts, the Highways Agency, bus and train operators, representatives of business and other interested organisations. It comprises a board and a number of task groups.

The aim of the Transport for Surrey Partnership ("TfS Partnership") is to provide an integrated transport system for Surrey through:

- Providing a better service to Surrey residents;
- Improving coordination and partnership working;
- Making the best use of resources by reducing waste and duplication of effort; and,
- Trialling innovative ways of tackling problems of congestion, accessibility, safety and damage to the environment using both transport and non-transport solutions.

Appendix 1: National air quality objectives

Pollutant	Objective	Averaging Period	Date to be achieved
For the protection of human health			
Particulate Matter (PM_{10})	50μg/m^3, not to be exceeded more than 35 times a year	Daily mean	31/12/2004
	40μg/m^3	Annual mean	31/12/2004
Particulate Matter ($PM_{2.5}$) Exposure reduction	25μg/m^3	Annual mean	2020
Nitrogen Dioxide	200μg/m^3 not to be exceeded more than 18 times per year	Hourly mean	31/12/2005
	40μg/m^3	Annual mean	31/12/2005
Ozone	100μg/m^3 not to be exceeded more than 10 times per year	8 hour mean	31/12/2005
Sulphur dioxide	266μg/m^3 not to be exceeded more than 35 times per year	15 minute mean	31/12/2005
	350μg/m^3 not to be exceeded more than 24 times per year	Hourly mean	31/12/2004
	125μg/m^3 not to be exceeded more than 3 times per year	Daily mean	31/12/2004
Polycyclic aromatic hydrocarbons	0.25ng/m^3 B[a]P	Annual mean	31/12/2010
Benzene	16.25μg/m^3	Running annual mean	31/12/2003
	England & Wales: 5μg/m^3	Annual mean	31/12/2010
1,3-butadiene	2.25μg/m^3	Annual mean	31/12/2003
Carbon monoxide	210mg/m^3	Max daily running 8 hour mean	31/12/2003
Lead	0.5μg/m^3	Annual mean	31/12/2004
	0.25μg/m^3	Annual mean	31/12/2008
For the protection of vegetation & ecosystems			
Nitrogen oxides	30μg/m^3	Annual mean	31/12/2000
Sulphur dioxide	20μg/m^3	Annual mean	31/12/2000
	20μg/m^3	Winter mean	31/12/2000
Ozone: protection of vegetation & ecosystems	Target value of 18,000μg/m^3 to be calculated from 1 hour values from May to July, and to be achieved so far as possible by 2010	Average over 5 years	01/01/2010

Source: Table 2, Air Quality Strategy for England, Scotland, Wales and Northern Ireland (Defra, July 2007, Defra, July 2007

Appendix 2: Health and environmental effects of nitrogen oxides and particulate matter

The air pollutants which cause exceedances of the national air quality objectives in Surrey are nitrogen oxides (NOx) and particulate matter (PM). A summary of each is given below.

Pollutant	Health effects	Environmental effects	Road traffic contribution
Nitrogen oxides (NOX – made up of NO and NO2)	Can cause inflammation of the airways, affect lung function and respiratory symptoms. Involved in the formation of PM and ozone. The effects of long-term exposure are less certain than the effects of shortterm exposure.	Oxides of nitrogen contribute to smog formation and acid rain and indirectly, through reactions with other chemicals in the air, produce powerful greenhouse gases.	Road transport is responsible for approximately 40% of the NOx produced in the UK, most of which is oxidised in the air to create nitrogen dioxide (NO2). Research suggests that catalytic converters fitted to vehicle exhausts, designed to reduce emissions of particulate matter, are resulting in an increase in emissions of nitrogen dioxide.
Particulate matter (PM2.5 and PM10, secondary PM)	Short and long term exposure can worsen respiratory and cardiovascular illness and increase mortality.	Particulate matter can combine with other atmospheric chemicals to produce nitrates and sulphates, which are associated with the acidification of water courses.	Road vehicles emit about a quarter of the primary particle air pollution in the UK. Particles may be emitted from the exhaust, disturbed from the road surface or generated as abrasion products from tyre, brake and road wear. Diesel exhaust contains much higher particle concentrations than petrol exhaust.

Appendix 3: Consultation survey questions

Question 1
Do you agree with the proposed objectives of the Air Quality Strategy?

Strongly Agree	
Agree	
Neither agree nor disagree	
Disagree	
Strongly disagree	

Reason for your view:

Question 2
Do you agree with the proposed targets for the Air Quality Strategy?

Strongly Agree	
Agree	
Neither agree or disagree	
Disagree	
Strongly disagree	

Reason for your view:

Question 3
Could you rank which of the following personal interventions you would be most willing to undertake in order to improve air quality?

	1st preference	2nd preference	3rd preference
Car share for journeys			
Home working			
Use public transport more frequently			
Cycle more frequently			
Walk more frequently			
Access more services using the internet			
Eco-driving techniques to maximise fuel economy			
Switch off vehicle engine whilst waiting at level crossings			

Question 4

For each of the following interventions and measures, would you support or oppose its implementation in order to improve air quality?

	Strongly support	Support	Neither support or oppose	Oppose	Strongly oppose
Promotion of sustainable modes, car sharing and car clubs					
Workplace travel plans					
Enhanced enforcement of parking and loading restrictions					
Roadside emissions testing					
Preferential parking charges and spaces for low emission vehicle					
Inclusion of air quality information in journey planning applications					

Question 5

From reading this strategy is it clear what Surrey County Council's responsibilities are in relation to air quality?

Question 6

Do you have any other comments in relation to the draft Air Quality Strategy?

FARNHAM TOWN COUNCIL

F

Minutes

Planning Consultative Group

Time and date
6.30pm on Thursday 19 August 2010

Place
Town Clerks Office, South Street, Farnham

Members Present

* Cllr C G Genziani (Lead Member)
* Cllr D J Attfield (Deputy Lead Member)
* Cllr V Duckett
* Cllr L Fleming
* Cllr R D Frost
* Cllr G Hargreaves
* Cllr J E Maines
* Cllr O'Grady
* Cllr C Storey

* Present
0 Apologies for absence.

PCG 054/10 PLANNING APPLICATIONS - CONSIDERATIONS

NOTE: The comments and observations from Waverley Borough Councillors are preliminary ones prior to consideration at Borough Council Level and are based on the evidence and representations to the Town Council.

1. Apologies for Absence

There were no apologies for absence.

2. Disclosure of Interests

Name of Councillor	Application Number	Subject	Type of Interest	Reason
V Duckett	WA 2010/1228	Squires Garden Centre,	Personal	Members of Farnham

		Badshot Lea Road, Farnham		in Bloom Working Group
J Hargreaves	WA 2010/1228	Squires Garden Centre, Badshot Lea Road, Farnham	Personal	Members of Farnham in Bloom Working Group
S O'Grady	WA 2010/1228	Squires Garden Centre, Badshot Lea Road, Farnham	Personal	Members of Farnham in Bloom Working Group
J Hargreaves	WA 2010/1240	Hoghatch Farm, Hoghatch Lane, Farnham	Personal	
V Duckett	WA 2010/1281	1 – 4 Great Austins House, Tilford Road, Farnham	Personal	
J Maines	WA 2010/1281	1 – 4 Great Austins House, Tilford Road, Farnham	Personal	
D Attfield	WA 2010/1285	Land at St Georges Road, Badshot Lea	Personal/Prejudicial	Neighbour

3. **Planning Applications Considered**

.

NMA 10/0120 – Amendment to WA/2010/0619 to provide a change to the position and appearance of the porch, construction of a metal flue instead of brick chimney to include hipped ends to the proposed new roof
Old Compton Dene, Old Compton Lane, Farnham

No comment

TM 10/0087 – Application for tree works to a tree subject of Tree Preservation Order 2/00
21 Bourne Firs, Farnham

No objections subject to the agreement of the Arboricultural Officer

TM 10/0088 – Application for works to a tree subject of Tree Preservation Order 47/99
Land adjacent to 20 Meadow Way, Farnham

No objections subject to the agreement of the Arboricultural Officer

TM 10/0090 – Application for works to a tree subject of Tree Preservation Order WA339
Magnolia House, 10 The Avenue, Rowledge, Farnham

No comment

WA 10/1220 – Erection of a detached dwelling. .
Woodview, Bourne Grove, Lower Bourne, Farnham

The Town Council wished to reiterate its previous comments: It has no objection in principle but requests that the planning and landscaping be strictly enforced. The Town Council would remind the Planning Authority of the Design Guidelines for the Bourne 'New development should reflect the special character of the Bourne, design should respect and be sympathetic to the immediate architectural surroundings in

terms of pattern, scale, materials and form. That trees and hedges are an essential feature of the Bourne and residents should work with planners to maintain their number and variety.'

WA 10/1221 – Erection of extensions and loft conversion
21 Lynch Road, Farnham

No objections.

WA 10/1222 – Erection of ground and first floor extensions and double garage
69 Lodge Hill Road,, Farnham

No objections.

WA 10/1224 – Application for a Certificate of Lawfulness under Section 192 of the Town and Country Planning Act 1990 for a loft conversion incorporating roof hips and side and rear dormers.
8 Black Pond Lane, Lower Bourne, Farnham

Concerned about the adverse impact on the residential amenities of the neighbouring properties.

WA 10/1226 – Application for Listed Building consent for new fascia sign and hanging sign
4 – 5 Town Hall Buildings, Farnham

No objections subject to the approval of the Listed Buildings and Conservation Area Officer. The signage must be made from natural materials. Refer to Farnham Design Guidelines for Town Centre 'restrictions on inappropriate shop frontages, with regard to colour, lighting and size must be strengthened. Internally illuminated signs should continue to be resisted within the Conservation Area'.

WA 10/1227 – Advertisement Consent to display an externally illuminated fascia sign and an externally illuminated hanging sign (revision of WA/2010/0719)
4 -5 Town Hall Buildings, Farnham

No objections subject to the approval of the Listed Buildings and Conservation Area Officer. The signage must be made from natural materials. Refer to Farnham Design Guidelines for Town Centre 'restrictions on inappropriate shop frontages, with regard to colour, lighting and size must be strengthened. Internally illuminated signs should continue to be resisted within the Conservation Area'.

WA 10/1228 – Erection of extensions to seating and kitchen areas, new atrium roof, glazed canopy and alterations
Squires Garden Centre, Badshot Lea Road, Farnham

No objections.

WA 10/1233 – Erection of ancillary spa building
Moor Park House, Moor Park Lane, Farnham

The Town Council is concerned that the building is out of character and not in keeping with a Grade 11 Listed Building. Refer to Farnham Design Statement Guidelines on Moor Park 'the character of the area should be preserved and modern additions should not be allowed to destroy the overall character of this area'. This matter should be closely reviewed by the Listed Buildings Officer.

WA 10/1234 – Change of use from 2 flats to a single dwelling and erection of conservatory and alterations
2 High Park Road, Farnham

No objections

WA 10/1235 – Erection of two storey extension and alterations
4 Hampton Road, Farnham

No objections

WA 10/1237 – Construction of a bay window
44 Woodside Road, Farnham

No objections

WA 10/1240 – Outline application for the erection of 4 dwellings following demolition of the existing bungalow
Hoghatch Farm, Hoghatch Lane, Farnham

Object, overdevelopment, overlooking and intrusive on properties in Derwent Close. The Town Council is concerned about this development with regard to its close proximity to the SPA. The Town Council wishes to refer the Planning Authority to the Farnham Design Statement regarding Hale and Heath End and in particular the following:
'New development should reflect the existing pattern of houses in Hale and further infill development should be discourage where it is considered to harm the character of the area. New development should consider carefully the traffic implications associated with additional vehicle movements. The effect of cumulative development on the current infrastructure should be carefully considered'.

WA 10/1242 – Erection of two dwellings with ancillary parking
Land to the rear of 22 Little Green Lane, Farnham

Farnham Town Council reiterates its previous comments of 17 April 2008:

a. **Concerned that this development is located behind an operational retail carpet business, increasing the volume of traffic.**
b. **This is overdevelopment for the site.**
c. **Concerned about the impact on the residential amenities of the neighbouring properties.**

d. **Concerned about the narrow road access along the side of the development and subsequent access by Emergency and Utility vehicles.**
e. **Concerned that this will be a precursor to further development.**

WA 10/1243 – Installation of CCTV camera and cabinet based pole into Gostrey Meadow on the east edge of the public park.
Gostrey Meadow, Union Road, Farnham

No comment

WA 10/1244 – Application for a Certificate of Lawfulness under Section 192 of the Town and Country Planning Act 1990 for a side and rear extensions
8 Templar Avenue, Farnham

No objections

WA 10/1245 – Erection of single storey extension and conversion of garage to habitable accommodation
1 Chartwell, Farnham

No objections

WA 10/1250 – Erection of two storey and single storey extensions and erection of garage
Losehill House, Crondall Lane, Farnham

Concerned about the adverse impact on the residential amenities of the neighbouring properties.

WA 10/1265 – Erection of extension to garage and demolition of part of garage, construction of pitched roof.
52 Lynch Road, Farnham

Concerned about the adverse impact on the residential amenities of the neighbouring properties.

WA 10/1267 – Application for advertisement consent for an externally illuminated fascia sign and an internally illuminated projecting sign
5 East Street, Farnham

No objections subject to the approval of the Listed Buildings and Conservation Area Officer. The signage must be made from natural materials. Refer to Farnham Design Guidelines for Town Centre 'restrictions on inappropriate shop frontages, with regard to colour, lighting and size must be strengthened. Internally illuminated signs should continue to be resisted within the Conservation Area'.

WA 10/1269 – Conversion of garage to habitable accommodation
9 St David's Close, Farnham

Concerned about the loss of secure parking.

WA 10/1271 – Erection of single storey extension and alterations including construction of raised patio and steps and siting of cold store in rear garden and demolition of existing single storey extension.
Bear and Ragged Staff, 48 The Street, Wrecclesham

No objections subject to the approval of the Listed Buildings Officer.

WA 10/1272 – Application for Listed Building Consent for the erection of extensions and alterations and demolition of existing extension.
Bear and Ragged Staff, 48 The Street, Wrecclesham

No objections subject to the approval of the Listed Buildings Officer.

WA 10/1279 – Erection of detached dwelling.
Land at Westwind, Fernhill Close, Farnham

No objection, although concerned about the impact on Farnham Park Drive and its proximity to the SPA.

WA 10/1281 – Erection of extensions to provide 1 new flat (follows invalid application WA/2009/1825)
1 – 4 Great Austins House, Tilford Road, Farnham

No objections provided materials are in keeping with the building.

WA 10/1282 – Erection of detached outbuilding for use as a hobbies room.
12 Crondall Lane, Farnham

No objections

Councillor D Attfield left the meeting having declared a Personal and Prejudicial interest in planning application WA 10/1285.

WA 10/ 1285 – Use of land for the stationing of caravans for the residential purposes for 1 gypsy pitch together with the formation of hard standing and utility/dayroom ancillary to that use.
Land at St Georges Road, Badshot Lea

The Town Council strongly objects.
This is inappropriate development within the Strategic Gap, "it is vital that the narrow belt of open country which separates Badshot Lea from Weybourne and Hale ultimately Aldershot known locally as the Strategic Gap is retained if Badshot Lea is to retain its distinctive community".
This development is encroachment on green open space and is considered to be out of character with other buildings in the immediate vicinity.
The Town Council wishes to refer the Planning Authority to the Farnham Design Statement Guidelines for Weybourne and Badshot Lea and in particular 'the essential rural character of Badshot Lea should be preserved, by respecting the pattern of development in the village. Green spaces around the village of Badshot

Lea should be protected. The impact of new development should be carefully considered to avoid putting undue pressure on the existing infrastructure and issues of flooding should always be addressed'.

Councillor D Attfield returned to the meeting.

WA 10/1286 – Construction of new vehicular access
Losehill House, Crondall Lane, Farnham

No objections subject to the approval of the Highways Authority.

WA 10/1292 – Erection of two storey and single storey extensions, alterations and provision of dormers
8 Copse Way, Farnham

Concerned about the adverse impact on the neighbours and would suggest that materials should be in keeping with the existing.

WA 10/1293 – Erection of extensions and alterations
12 Chapel Road, Farnham

No objections provided there is no adverse affect on the residential amenities of the neighbouring properties.

WA 10/ 1298 – Erection of single storey and two storey extensions (revision of WA/2010/0823)
5 Cherry Tree Road, Farnham

Previous comments on 01.07.10 were as follows: Any new development should maintain the character of the village and respect the local architecture in terms of scale, form and materials as stated in FDS. Concerned about the size of the proposed extension and the impact on the street scene and the amenities of the neighbouring properties.

Previous comments on 1 July 2010 still stand.

WA 10/1300 – Erection of single storey extension, internal alterations, formation of bedroom in loft with rooflights and dormer.
89 Weydon Hill Road, Farnham

Object, concerned about the impact on the neighbours, the proposed development is aesthetically inappropriate and out of character with the other buildings. In particular with the proposed dormer.

WA 10/1302 – Erection of dwelling and garage following demolition of existing
Minadhu, Manley Bridge Road, Rowledge

No objections.

WA 10/1315 – Erection of ground and first floor extensions, alterations, dormer windows and enlarged drive area.

2 Chapel Road, Rowledge

No objections although concerned about parking and accessibility.

WA 10/1318 – Erection of a pair of semi detached dwellings
Land at 21 Wellington Lane, Farnham

Object, inappropriate development. Concerned about the impact on the residential amenities of the neighbouring properties. Concerned about the impact on traffic. The Town Council wishes to refer the Planning Authority to the Farnham Design Statement and Hale and Heath End Guide Lines.

The meeting closed at 8.15pm.

Date Chairman

FARNHAM TOWN COUNCIL

G

Minutes

Planning Consultative Group

Time and date

6.30pm on Thursday 2 September 2010

Place

Town Clerks Office, South Street, Farnham

Members Present

* Cllr C G Genziani (Lead Member)
o Cllr D J Attfield (Deputy Lead Member)
* Cllr V Duckett
o Cllr L Fleming
o Cllr R D Frost
o Cllr G Hargreaves
* Cllr J E Maines
* Cllr O'Grady
o Cllr C Storey

* Present
0 Apologies for absence.

PCG 055/10 PLANNING APPLICATIONS - CONSIDERATIONS

NOTE: The comments and observations from Waverley Borough Councillors are preliminary ones prior to consideration at Borough Council Level and are based on the evidence and representations to the Town Council.

1. **Apologies for Absence**

Apologies for absence were received from Councillors Attfield, Fleming, R Frost, G Hargreaves and C Storey.

2. Disclosure of Interests

Name of Councillor	Application Number	Subject	Type of Interest	Reason
V Duckett	WA 2010/1358	Brocas Dene, Tilford Road, Farnham	Personal	Knew architects
J Maines	WA 2010/1358	Brocas Dene, Tilford Road, Farnham	Personal	Knew architects
V Duckett	WA 2010/1404	Brocas Dene, Tilford Road, Farnham	Personal	Knew architects
J Maines	WA 2010/1404	Brocas Dene, Tilford Road, Farnham	Personal	Knew architects
C Genziani	WA 2010/1401	Fernbrae Cottage, The Long Road, Rowledge	Personal/Prejudicial	Related to applicant
C Genziani	WA 2010/1403	Fernbrae Cottage, Tthe Long Road, Rowledge	Personal/Prejudicial	Related to applicant

3. Planning Applications Considered

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NMA 10/0131 – Amendment to WA/2009/1776 to substitute new brick wall in place of existing fence.
28 Coleson Hill Road, Farnham

No comment

NMA 10/0132 – Amendment to WA/2009/1203 to provide a solid wall in place of screen on rear balcony and changes to rear balustrade railing and window.
8 Gong Hill Drive, Lower Bourne, Farnham

No comment

WA 10/1323 – Erection of extensions and alterations together with detached garage building to include workshop and greenhouse.
5 Old Park Lane, Farnham

No objections in principle however, any development should be sensitive to the historic value of this property being designed by Harold Falkner as such a development would be local historical architecture of importance and therefore it should be ensured that the materials are in keeping with the original building.

WA 10/1324 – Erection of an attached dwelling
Land at 2 Willow Way, Farnham

Objection. The Town Council considerers this to be overdevelopment and is concerned about any such development on the street scene. In particular the Town Council would refer the Planning Authority to the Farnham Design Statement and the guidelines for Hale and Heath End in particular its comments regarding new development within the area

WA 10/1325 – Refurbishment and alterations including new gable/dormer window extensions, rooflights and disabled access (revision of WA/2010/0881)
Daniel Hall, Long Garden Walkl, Farnham

No objections subject to the approval of the Conservation Officer.

WA 10/1326 – Erection of porch and replacement of existing windows
6 Edward Road, Farnham

No objections.

WA 10/1331 – Erection of a dwelling with detached garage/store
Land at 11 Pottery Lane, Wrecclesham, Farnham

Object, due to loss of greenery in the central area and concerned about impact on the Conservation Area. Farnham Town Council wishes to refer the Planning Authority to the Farnham Design Statement regarding the guidelines for the Wrecclesham Area and in particular the impact on green spaces.

WA 10/1333 – Replacement shop front
6 East Street, Farnham

No objections subject to the approval of the Conservation Area Officer due to its proximity to the Farnham Town Centre Conservation Area. The Town Council wishes to refer the Planning Authority to Farnham Design Guidelines for Town Centre 'restrictions on inappropriate shop frontages, with regard to colour, lighting and size must be strengthened. Internally illuminated signs should continue to be resisted within the Conservation Area'.

WA 10/1335 – Erection of single storey side extensions and alterations
58 Frensham Road, Lower Bourne, Farnham

No objections

WA 10/1336 – Erection of two storey rear extension (revision of WA/2010/0836)
94 Upper Hale Road, Farnham

No objections.

WA 10/1339 – Erection of two storey extension following demolition of existing side extension
5 High Street, Rowledge, Farnham

Concerned about the impact on the residential amenities of the neighbouring properties – see Farnham Town Design Statement page 29 bullet points 2 and 4.

WA 10/1344 – Erection of two storey and first floor extension (revision of WA/2010/0548)
10 The Warren, Farnham

No objections. However, the Town Council would be concerned if the development had an impact on the trees on the site.

WA 10/1345 – Erection of first floor extension.
The Shieling, Upper Hale Road, Farnham

Concerned about the impact on the residential amenities on the neighbouring properties and concerned that the proposed development is not in keeping with the street scene.

WA 10/1352 – Change of use from 2 flats to single dwelling and alterations
8 Wayside, Fullers Road, Farnham

No objections.

WA 10/1353 – Retention of extensions and alterations following demolition of existing extensions.
175 Upper Hale Road, Farnham

The Town Council deplores retrospective applications although has no objections.

WA 10/1356 – Erection of single storey and two storey extensions and alterations following demolition of conservatory.
Westfield Farm, 50 Wrecclesham Hill, Farnham

No objections.

WA 10/1357 – Provision of roof top cooler units and replacement condensing unit.
J Sainsbury PLC, Water Lane, Farnham

No objections

WA 10/1358 – Application for a Certificate of Lawfulness under Section 192 of the Town and Country Planning Act 1990 for the erection of two storey and single storey extensions (revision of WA/2010/0841)
Brocas Dene, Tilford Road, Farnham

No objections.

WA 10/1359 – Erection of extensions and alterations to form chalet bungalow.
35 Alfred Road, Farnham

Concerned about the adverse impact on the residential amenities of the neighbouring properties particularly numbers 33a and 37 and would suggest garage should be conditioned for private garage use only.

WA 10/1361 – Erection of detached garage and garden store.
Mulberry Farmhouse, Lower Hale, Farnham

No objections but would suggest the application be conditioned for private garage and garden store use only.

WA 10/1362 – Erection of single storey side extension and replacement conservatory.
38 Shortheath Crest, Farnham

Concerned about the adverse impact on the residential amenities of the neighbouring properties.

WA 10/1365 – Erection of two storey dwelling and detached garage following demolition of existing bungalow and garage.
Pinecroft, Dene Lane West, Lower Bourne, Farnham

The Town Council has no objections in principle however would ask the planning authority to consider the impact of Policy BE3 under the Local Plan (2002) and direct the Planning Authority to the Farnham Design Statement guidelines regarding development within the Bourne and in particular with regard to the issues of new development and building heights.

WA 10/1369 – Erection of two storey extension (follows invalid application WA/2010/0660)
17 Cobbetts Way, Farnham

No objections however would wish the register the Town Councils concerns about the standard of plans and drawings submitted which in their opinion were not satisfactory.

WA 10/1371 – Change of use of existing offices (Class B1) to retail (Class A1) on part of the ground floor. Change of use of offices to restaurant (Class A3) on part of the ground floor and first floor. Erection of a two storey extension to provide additional restaurant floor space.
31/32 East Street, Farnham

No objections.

WA 10/1372 – Replacement of existing flat roof with pitched roof.
Wrecclesham Community Centre, Greenfield Road, Farnham

No comment

NMA 10/0140 – Amendment to WA/2008/0652 to provide a reduction in height if plinth from 2m to 1.7m
Roundabout At Crosby Way, Farnham

No comment

TM 10/0102 – Application for works to trees subject of Tree Preservation Order Far 80
1 The Glade, Farnham

No objection subject to the approval of the Arboricultural Officer

TM 10/0105 – Application for works to trees subject of Tree Preservation Order 6/99

23 Longhop Drive, Wrecclesham, Farnham

No objection subject to the approval of the Arboricultural Officer

WA 10/1373 – Erection of extensions including first floor extension over garage and front canopy following demolition of conservatory, garage roof and existing canopy.
Orchard House, 18a Great Austins, Farnham

The Town Council has no objections in principle and would request that this matter be considered by the Conservation Officer but would require that any extensions are sympathetic with the existing building and are not out of keeping with other properties.

WA 10/1374 – Application for Conservation Area consent for the demolition of conservatory, garage roof and existing canopy
Orchard House, 18a Great Austins, Farnham

The Town Council has no objections in principle and would request that this matter be considered by the Conservation Officer but would require that any extensions are sympathetic with the existing building and are not out of keeping with other properties.

WA 10/1375 – Application for new planning permission to replace extant permission WA/2007/1480 for the erection of extensions following demolition of existing garage.
51 Sandrock Hill Road, Farnham

Farnham town council would reiterate previous comments: concerned about the loss of parking and the impact on the residential amenities of neighbouring properties.

WA 10/1378 – Erection of single storey extension and alterations.
11 & 12 Brockhurst Lodge, Farnham

No objections

WA 10/1380 – Erection of extensions
54 Crooksbury Road, Farnham

No objections

WA 10/1389 – Application for new planning permission to replace an extant permission WA/2007/1586 erection of a replacement shop front and provision of canopy blind.
8 Downing Street, Farnham

Farnham Town Council would reiterate previous comments –
No objection subject to approval by the Conservation Officer and appropriate materials are used to reflect the buildings in the Conservation Area.

WA 10/1390 – Application for replacement Listed Building Consent to replace extant consent WA/2007/1682 (application for Listed Building Consent for a replacement shop front and provision of a canopy blind together with internal alterations)
8 Downing Street, Farnham

Farnham Town Council would reiterate previous comments –
No objection subject to approval by the Conservation Officer and appropriate materials are used to reflect the buildings in the Conservation Area.

WA 10/1391 – Erection of a porch
48 Grove End Road, Farnham

No objections

Councillor C Genziani left the meeting due to a personal and prejudicial interest in planning applications WA 10/1401 and WA 10/1403.

WA 10/1401 – Application for a Lawful Development Certificate under Section 191 for a garage extension and partial conversion to form study and storage.
Fernbrae Cottage, The Long Road, Rowledge

No objections.

WA 10/1403 – Application for a Certificate of Lawfulness under Section 192 for the erection of a conservatory
Fernbrae Cottage, The Long Road, Rowledge

No objections.

Councillor C Genziani returned to the meeting.

WA 10/1404 – Application for a Certificate of Lawfulness under Section 192 of the Town and Country Planning Act 1990 for the erection of a swimming pool and ancillary swimming pool building
Brocas Dene, Tilford Road, Farnham

No comment.

The meeting closed at 7.30pm.

Date Chairman

FARNHAM TOWN COUNCIL

H

Minutes

Planning Consultative Group

Time and date
6.30pm on Thursday 8 September 2010

Place
Town Clerks Office, South Street, Farnham

Members Present

- o Cllr C G Genziani (Lead Member)
- * Cllr D J Attfield (Deputy Lead Member)
- Cllr V Duckett
- * Cllr L Fleming
- Cllr R D Frost
- * Cllr G Hargreaves
- Cllr J E Maines
- o Cllr O'Grady
- o Cllr C Storey

* Present
0 Apologies for absence.

PCG 056/10 PLANNING APPLICATIONS - CONSIDERATIONS

NOTE: The comments and observations from Waverley Borough Councillors are preliminary ones prior to consideration at Borough Council Level and are based on the evidence and representations to the Town Council.

1. Apologies for Absence

Apologies for absence were received from Councillors Genziani, O'Grady and Storey.

2. Planning Applications Considered

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NMA 10/0136 – Amendment to WA/2009/1319 to include changes to the internal mansion plans and layout, changes to the external elevations of the cottages and the elevations of the new build dwelling adjoining the mansion.

Moor Park House, Moor Park Lane, Farnham

No objections.

NMA 10/0142 – Amendment to WA 07/2602 to make the following changes: the en-suite bathroom to bedroom 1 has been removed, bedroom 1 becomes the sitting room, a cupboard has been formed in the passage leading to bedroom 1, the bathroom becomes a store, the sitting/dining room has been reduced in size and becomes bedroom 2 with a built in wardrobe, the cupboard in the hall has been omitted and a new store created next to it.
1 The Borough, Farnham.

No objections.

WA 10/1377 – Erection of a dwelling following demolition of existing garage building.
Land Adjacent to 2 Crondall Lane, Farnham

Object. Concerned about traffic implications. There is no provision for parking for this proposal and this area is already congested with traffic. This is against the principles of the Farnham Design Statement.

WA 10/1386 – Erection of 14 dwellings, new access from Heath Lane, associated parking and landscaping following demolition of existing building.
Heath House, Heath Lane, Farnham

Object. Concerned about the impact on traffic and infrastructure for this area as this development is in a rural and narrow lane and there are junctions at top and bottom of the lane. Overdevelopment and infill in this last remaining green area of Hale.
With reference to the Farnham Design Statement, page 23 – Design Guidelines:
1. New development should reflect the pattern of existing houses in Hale. Further infill development should be discouraged where it is considered to harm the character of the area.
2. New development should reflect the surrounding area in terms of scale, mass and bulk. Care must be taken to ensure that any new development sits well in the street-scene and the form of any new development must be appropriate for the site in which it sits.
3. New development near the older areas of Hale and Heath End should reflect the existing materials and pattern of existing development. Space around development is of as much significance as its architecture.
4. The setting of traditional flint and brick buildings should be preserved and nearby development should preserve or enhance their appearance.
5. New development should consider carefully the traffic implications associated with additional vehicle movements.
6. The effect of cumulative development on the current infrastructure should be carefully considered.

WA 10/1399 – Erection of 6 semi-detached dwellings following demolition of existing house and coach house.
Land at 2 Shortheath Road, Farnham

Strongly object.

This development is out of keeping with the existing street scene and extends beyond the current building lines, to the front and the rear, in Shortheath Road.
The increase of vehicle movements will exacerbate the existing traffic problems in the area.
Concerned about the cumulative effect of development in this area with consideration to the proposed development at No. 66 Ridgeway Road.
With reference to the Farnham Design Statement, page 21 – Design Guidelines:
1. **New development in Firgrove should reflect the distinctiveness of individual roads.**
2. **Tree-lines avenues should be retained and enhances and in-filling which harms the character of the area should be avoided, in order to retain mature gardens.**

With reference to the Farnham Design Statement, page 31 – Design Guidelines:
1. **Lawned gardens with mature trees should be protected along distinctive roads such as Shortheath Road and Boundstone Road and not be replaced with large areas of hard-standing for parking.**
2. **New development should respect the pattern of existing development, in terms of scale and materials.**
3. **The pattern of existing development should be respected.**

WA 10/1407 – Erection of a detached dwelling
Land Adjacent to Rowan House, The Close, Farnham

Object. This is considered to be a precursor to further infill development. Contrary to Farnham Design Statement Guidelines.
With reference to the Farnham Design Statement, page 33 – Design Guidelines:
1. **Sub-division of large plots should be avoided, if it is considered to result in a detrimental impact on the existing character of the area.**
2. **Undeveloped areas, which preserve the spacious aspect of the area should be retained.**

WA 10/1408 – Erection of 4 semi-detached dwellings and provision of off street parking following demolition of dwelling (revision of WA/2010/0419)
66 Ridgway Road, Farnham

Strongly object.
The increase of vehicle movements will exacerbate the existing traffic problems in the area.
Concerned about the cumulative effect of development in this area with consideration to the proposed development at No. 2 Shortheath Road.
With reference to the Farnham Design Statement, page 21 – Design Guidelines:
1. **New development in Firgrove should reflect the distinctiveness of individual roads.**
2. **Tree-lines avenues should be retained and enhances and in-filling which harms the character of the area should be avoided, in order to retain mature gardens.**

WA 10/1410 – Installation of CCTV camera and cabinet based pole into Gostrey Meadow on the east edge of the public car park (follows invalid application WA 10/1243).
Gostrey Meadow, Union Road, Farnham.

No comment.

WA 10/1414 – Erection of ground floor extensions and first floor extension over enlarged property including increase in height of roof, and demolition of garage (revision of WA 10/0873).

12 Abbots Ride, Farnham.

Concerned about the size and mass of the proposed extensions compared to the size of the plot.

WA 10/1416 – Erection of orangery and single storey extension.
102 The Street, Wrecclesham, Farnham.

No objections subject to the consent of the Listed Buildings Officer and the Conservation Officer.

WA 10/1417 – Application for Listed Building Consent for the erection of an orangery to the south west elevation and single storey to north west elevation.
102 The Street, Wrecclesham, Farnham.

No objections subject to the consent of the Listed Buildings Officer and the Conservation Officer.

WA 1419 – Erection of single storey rear extension.
8 Compton Way, Farnham.

No objections.

WA 10/1421 – Erection of extensions and detached garage.
3 Highlands Road, Farnham.

A condition should be enforced to prevent multiple occupancy of this dwelling.

WA 10/1424 – Construction of dormer windows to provide loft conversion.
1 Mayfield, Farnham.

No objections.

WA 10/1425 – Application for a new planning permission to replace extant permission WA 07/1568 (retention of detached garage/store following demolition of existing) to extend time limit for implementation.
Croft Cottage, 21 Gong Hill Drive, Farnham.

Farnham Town Council is concerned that it does not have sufficient information to make an informed observation.

WA 10/1427 – Application for a Certificate of Lawfulness under Section 192 of the Town and Country planning Act 1990 for the erection of a single storey side and two storey rear extension.
The Coach House, Leigh Cottage, Tilford Road, Lower Bourne, Farnham.

No objections.

WA 10/1428 - Erection of extensions and alterations.
Apple Tree Cottage, 5 Firfield Road, Farnham.

No objection subject to materials used to match existing.

WA 10/1433 – Erection of single storey and first floor extension and demolition of part of existing bungalow (revision of WA 10/0176).
Park Farm, Middle Old Park, Farnham.

No objections.

WA 10/1434 – Erection of replacement dwelling following demolition of existing dwelling.
The Lodge, 44 Frensham Vale, Farnham.

No comment.

WA 10/1436 – Erection of extensions and alterations including first floor extension and car port.
1 Vicarage Hill, Farnham.

A condition should be enforced to prevent multiple occupancy of this dwelling.

The meeting closed at 7.30pm.

Date Chairman