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APPLICATION NUMBER	WA 12	1592
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DEVELOPMENT AFFECTING ROADS

TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Homes & Communities Agency

Location: Land Adjacent To:
Milford Hospital (Upper Tuesley),
Tuesley Lane
Godalming

Development: Outline application for demolition of existing buildings and redevelopment of land adjoining Milford Hospital, Tuesley Lane to provide 104 new class C3 residential units, works to 12 existing residential units (The Crescent), and works to Allison house to provide 4 residential units.

Road Name or Number	Tuesley Lane / D169	Consultation Date	24/10/2012	Use Class		Previous Applications
National Grid Reference	496150/132851	Amended Plan Date		Strat Con	No	
Contact Officer	Richard Cooper 02085417635	Planning Decision		Appeal		

The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who :

recommends an appropriate agreement should be secured before the grant of permission to secure the following:

Section 278 Highway Works:

Before first occupation of the development the applicant shall provide the following highway mitigation measures:-

1. Station Lane/Church Road junction capacity and pedestrian safety improvement scheme, comprising dedicated left and right turn lanes on Station Lane and pedestrian crossing west of the junction.

2. Pedestrian Safety/Traffic Management Improvements on Rake Lane, comprising:

-Rake Lane speed limit review/implementation of new speed limit.

-Pedestrian safety/traffic management measures between Rodborough School and the Rake Lane/Station Lane junction.

-Provision of Footway on south side of Rake Lane/Station Lane junction.

-Pedestrian Crossing facility (Dropped Kerbs and Tactile Paving), south of the Rake Lane/Station Lane junction.

3. Station Lane/Tuesley Lane (southern section) traffic management improvements, comprising:

-Shared footway for pedestrians and cyclists between the site and Milford Station.

-Speed Limit Review on Station Lane and Tuesley Lane and implementation of new speed limit.

-Localised carriageway narrowing on Tuesley Lane and associated lining and signage to discourage through traffic.

-Parking bays formalised on Tuesley Lane outside the existing hospital.

4. Northern section of Tuesley Lane (between northern site access and Minster Road), comprising:

-Speed Limit Review and implementation of new speed limit.

-Provision of formal passing places and associated 'gateway' entry features, carriageway surface treatment/signage and clear directional signage.

-Provision of anti-skid surfacing on bend adjacent to northern site access and associated safety 'gateway' feature.

An index linked transport contribution of £133,270 payable prior to first occupation to deliver the following:

1. Improvements to;

- Public Rights of way No's. 39 & 167, between the site and bus stops on Portsmouth Road.
- Public Right of Way No. 161 between the site and Milford Railway Station.
- Bus stop infrastructure on Portsmouth Road, including pedestrian accessibility improvements.

The Highway Authority also recommends the following conditions are imposed on any permission granted:

1 - Before any other operations are commenced the modified northern vehicular access to Tuesley Lane shall be constructed broadly in accordance with Parsons Brinckerhoff's Drawing "Figure 4 Rev D", all to be permanently maintained to a specification to be agreed in writing with the Local Planning Authority and the visibility splays shall be kept permanently clear of any obstruction between 0.6m and 2.0m above the carriageway.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

Policy: Policy M2 of Waverley Borough Council's Local Plan 2002.

2 - Before any other operations are commenced the proposed southern vehicular access to Tuesley Lane shall be constructed broadly in accordance with Parsons Brinckerhoff's Drawing "Figure 3 Rev. D", all to be permanently maintained to a specification to be agreed in writing with the Local Planning Authority and the visibility splays shall be kept permanently clear of any obstruction between 0.6m and 2.0m above the carriageway.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

Policy: Policy M2 of Waverley Borough Council's Local Plan 2002.

3 - The existing accesses from the site to Tuesley Lane made redundant by the development shall be permanently closed in accordance with details to be agreed in writing with the Local Planning Authority. All redundant sections of footway and kerbing shall be fully reinstated by the applicant, in a manner to be agreed in writing with the Local Planning Authority.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users.

Policy: Policy M2 of the Waverley Borough Council's Local Plan 2002.

4 - No new development shall be occupied until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. The parking/turning area shall be used and retained exclusively for its designated purpose.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

Policy: Policies M2 and M14 of Waverley Borough Council's Local Plan 2002.

5 - No development shall start until a Method of Construction Statement, to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works including:-
 - (i) measures for traffic management, and
 - (ii) timing and delivery works required to construct the new accesses
- (e) provision of boundary hoarding behind any visibility zones

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction period.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users.

Policy: Policy M2 of the Waverley Borough Council's Local Plan 2002

6 - Before any of the operations which involve the movement of materials in bulk to or from the site are commenced, facilities shall be provided as must be agreed with the Local Planning Authority, in order that the operator can make all reasonable efforts to keep the public highway clean and prevent the creation of a dangerous surface on the public highway. The agreed measures shall thereafter be retained and used whenever the said operations are carried out.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users.

Policy: Policy M2 of the Waverley Borough Council's Local Plan 200.

7 - No new development shall be occupied until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority to provide:

- (a) Secure integral cycle parking for every dwelling.
- (b) Electric vehicle charging points in line with Surrey County Council's Parking Guidance.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users.

Policy: Policies M5 and M10 of the Waverley Borough Council's Local Plan 2002.

8 - Prior to the commencement of the development the applicant shall submit for the written approval of the Local Planning Authority a Travel Plan, based on Parsons Brinckerhoff's Framework Travel Plan August 2012 (amended January 2013), to include the provision of information to new residents and shall include the following items:

- (a) A 'travel information leaflet' to be provided in the welcome pack for new residents when they move into their dwellings.
- (b) Provision of transport and travel information to residents (e.g. regular emails and/or setting up a web-based travel plan page for the site); and
- (c) Cycle purchase assistance vouchers.

The implementation of the travel plan and the ongoing provision of information and management of the travel plan web-page will be the responsibility of the site management company.

Reason: The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users.

Policy: Policies M2, M5 and M10 of Waverley Borough Council's Local Plan 2002.

Highway Informatives:

1. The permission hereby granted shall not be construed as authority to carry out works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that they will need to enter into a Section 278 Agreement with Surrey County Council before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway.

2. The applicant is advised that the S278 highway works will require payment of a commuted sum for future maintenance of highway infrastructure. Please see the following link for further details on the county council's commuted sums policy: <http://www.surreycc.gov.uk/environment-housing-and-planning/planning/transport-development-planning/surrey-county-council-commuted-sums-protocol>

3. The permission hereby granted shall not be construed as authority to carry out any works that may affect a drainage channel/culvert or water course. The applicant is advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see: <http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice/ordinary-watercourse-consents>

4. Design standards for the layout and construction of access roads and junctions, including the provision of visibility zones, shall be in accordance with the requirements of the County Highway Authority.

5. Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transport Development Planning Team of Surrey County Council.

6. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.

7. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highway Service Group.

8. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

9. Pedestrian inter-visibility splays of 2m by 2m shall be provided on each side of the residential accesses and parking courts, the depth measured from the back of the footway and the widths outwards from the edges of the access. No fence, wall or other obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.

10. When access is required to be 'completed' before any other operations, the Highway Authority will normally agree that wearing course material and in some cases edge restraint may be deferred until construction of the development is virtually complete, provided all reasonable care is taken to protect public safety.

11. The applicant is advised that Public Footpath No. 161 crosses the application site and it is an offence to obstruct or divert the route of a right of way unless carried out in complete accordance with appropriate legislation.

12. The applicant is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

13. The applicant is advised that in providing each dwelling with integral cycle parking, the Highway Authority will expect dedicated integral facilities to be provided within each dwelling for easily accessible secure cycle storage/garaging.

Informative Note for LPA Case Officer and Applicant:

1. Relevant Local and National Policy:

National Policy: The National Planning Policy Framework (2012) acknowledges that transport policies have an important role to play in facilitating sustainable development, however it also recognises that opportunities to maximise sustainable transport solutions will vary from urban to rural areas. The Highway Authority is satisfied that the proposed package of transport mitigation measures does improve accessibility to the site by non-car modes of travel, therefore the planning application does meet the transport sustainability requirements of the National Planning Policy Framework.

Local Policy: The Upper Tuesley Development Brief SPD established the principle of residential development on this site and laid out what would be required should any planning application be submitted. The original Transport Assessment (TA), and subsequent revisions, has established to the satisfaction of the Highway Authority that the proposed development is in accordance with the requirements of the SPD and the relevant Local Plan policies.

2. Existing and Proposed Traffic Generation:

The site has a lawful C2 planning use and this is a material planning consideration that the Highway Authority has to recognise when assessing the transport impact of the development proposal. It is normal practice to discount vehicle trips that could be generated by a lawful use of a site, from the vehicle trips that could be generated by the proposed development. Any net increase in trips is then used to assess

the impact on the local highway network. In this instance, because of residents' concerns, the Highway Authority has ensured that the methodology used in the TA is particularly robust and realistic;

- The existing trip generation is based on the volume of existing redundant hospital buildings located on the site, which equates to 8,000sqm or 40 hospital beds and a 100 bed staff nursing home. The Highway Authority has not accepted for example, a private hospital C2 use on which to base the existing trip generation, given this use could generate more than 2000 two-way vehicular movements per day. It is important to note that the existing use of the site has the potential to generate this number of vehicular movements without the need to obtain planning permission. The Highway Authority therefore cannot question the viability of this site operating under its lawful use.
- The existing and proposed trip generation assessments are based on trip rates obtained from the TRICS database. The Highway Authority has assessed the assumptions used by the applicant to calculate the trip rates and is satisfied that they provide a realistic comparison to the application site.
- It is normal practice for any development to consider the amount of traffic that the site can generate without the need for planning consent. If the existing redundant hospital buildings were brought into use as 40 hospital beds and a 100 bed staff nursing home, a certain level of traffic would enter and leave the site and use the local road network. The Highway Authority has compared this existing potential trip generation with the proposed residential trip generation, during the peak AM (8:00-9:00) and PM (17:00-18:00) periods on the local highway network. This assessment shows that the development once constructed could create an increase in traffic flows (23 vehicles) in the morning peak hour and an increase in traffic flows (44 vehicles) in the evening peak hour, when compared to the likely C2 use detailed above. It has been previously established in the Upper Tuesley Development Brief SPD, that the daily traffic generation for the proposed residential development should not exceed the daily trip generation for the existing lawful use. The assessment of the daily trip generation shows that the existing lawful use (8,000sqm or 40 hospital beds and a 100 bed staff nursing home) could generate 570 daily trips and the proposed residential use could generate 571 daily trips.
- The DfT document 'Guidance on Transport Assessment' advises that the existing traffic flows should be taken into account when estimating the potential changes to traffic using the site. In this instance, within the context of the volume of traffic on the surrounding highway network, the increase in trips in the AM peak would be marginal and in the PM peak could have a slight impact on highway safety and capacity. An assessment on this basis would have given the Highway Authority limited scope to secure a comprehensive package of highway mitigation measures. In contrast, the approach agreed with the applicant was to undertake a transport assessment that provided a worst-case scenario for the residential C3 use. This scenario assumes that the site does not have an existing lawful use, therefore the proposed trip generation figures have not been discounted to account for any existing potential trip generation. The methodology used to assess the impact of development traffic on the local highway network is therefore very robust, and has enabled the Highway Authority to secure a comprehensive package of transport mitigation measures.

3. Development Traffic Distribution:

The applicant has assumed that 20% of traffic will access the site via the northern section of Tuesley Lane. The applicant states that this distribution is based on 2001 Census journey to work distribution data for the Milford Ward. The Highway Authority has undertaken sensitivity analysis on this distribution assumption, using data obtained for other Godalming wards. Based on this analysis the Highway Authority considers the 20% assumption is not appropriate and is likely to underestimate the proportion of development traffic arriving and departing the site via Godalming.

The Highway Authority has assessed the impact of 40% of development generated traffic using the northern section of Tuesley Lane during the AM and PM peak periods, when background and

development traffic flows are at their highest. It is considered that this 40% proportion of traffic travelling via the northern section of Tuesley Lane is a more realistic assumption.

Analysis of the data using a 40% assumption shows that:

- In the AM peak period (8-9), existing background traffic volumes are 300 vehicles travelling north and only 30 vehicles travelling south on the stretch of Tuesley Lane north of the hospital. There is therefore a high degree of 'tidal flow' in the northerly direction. Development traffic in the AM peak would mirror this pattern, with 16 vehicles departing the site and 6 vehicles arriving at the site via the northern section of Tuesley Lane.
- The AM peak development trips would likely result in an average increase of 1 vehicle travelling northbound every 4 minutes and 1 vehicle travelling southbound every 10 minutes.
- In the PM peak period (17.00-18.00), existing background traffic flows are much lower than AM peak, with approximately 20 vehicles travelling north and 40 vehicles travelling south on the stretch of Tuesley Lane north of the hospital. As expected, the estimated development traffic generation would mirror the southerly tidal flow, with 17 vehicles arriving at the site and 10 vehicles departing the site via the northern section of Tuesley Lane.
- The PM peak development trips would likely result in an average increase of 1 vehicle travelling northbound every 6 minutes and 1 vehicle travelling southbound every 4 minutes.

The northern section of Tuesley Lane has a steep gradient and in some places there is not sufficient width to allow two-way movement of traffic. The Highway Authority has undertaken a robust assessment on the impact that development related traffic would have on safety and capacity on this section of Tuesley Lane. It is important to note that the narrow and steep section of Tuesley Lane already causes disruption to the free flow of traffic resulting in delay and inconvenience to drivers. During site visits the Highway Authority has observed congestion on this stretch of Tuesley Lane caused by vehicles having to reverse when meeting on the narrowest sections. The alignment and gradient of the carriageway does however keep vehicle speeds very low and this is supported by the accident data provided in the Transport Assessment, which shows there is no serious safety problem along this stretch of carriageway.

The Highway Authority considers development related traffic could exacerbate the existing localised congestion and delay that can occur on the northern section of Tuesley Lane and has therefore advised the developer that they need to provide an improvement scheme that will mitigate this impact. Further details on the two options that have been proposed by the developer are provided in section 7 below.

Development traffic in the peak periods travelling north into Godalming would dissipate onto the surrounding highway network, continuing along Tuesley Lane towards Godalming town centre, turning right onto roads towards Busbridge or left along Shackstead Lane. It is acknowledged that queuing and delays already can occur on Shackstead Lane during peak periods. This is caused by on-street parking which narrows the width of the carriageway, restricting two-way movement in some places. Development generated traffic could have a marginal impact on the existing flow of traffic on Shackstead Lane, but it is not considered that development traffic would have a severe impact on highway safety or capacity.

4. Traffic Flow Data:

The Highway Authority has interrogated the applicant's traffic survey methodology and is satisfied that the data is robust for the purposes of assessing the impact of development traffic on the highway network. In particular, survey data from Church Road/Station Lane and Church Road/Portsmouth Road junctions was undertaken on 24 May, therefore taking account of the increase in movements associated with the Tuesley Lane fruit farm during the summer months. Tuesley Lane background traffic flows are

significantly higher during the AM peak compared to the PM peak. The Highway Authority note that AM peak data for Tuesley Lane was collected on 10 January, when all schools in the area were fully operating, therefore it is considered that the level of background traffic surveyed is robust.

5. Cumulative Impact of Development:

The TA process does consider where appropriate the cumulative impact of development on the highway network, for development that is either subject to the planning consultation process or been granted planning permission. There is currently a live planning application for 46 residential dwellings at Godalming College. The Transport Assessment for this proposal has considered the cumulative impact of traffic generated by the Milford Hospital Development.

6. Development Layout:

The Highway Authority will assess the internal layout of the site when details are submitted with any reserved matters application for the site. Any request made by the developer for the adoption of roads within the application site will be considered in accordance with the county council's policy on road adoption.

7. Highway/Transport Mitigation Package:

It is important to note that the robust analysis provided by the developer has enabled the Highway Authority to secure a much more substantial package of Section 278 & S106 mitigation, than would strictly be the case had only the net increase in vehicular movements been considered.

Parsons Brinckerhoff's document "Summary of Transport Mitigation Projects" dated 21 May 2013 provides a detailed overview of the transport mitigation package that has been secured. The Highway Authority has the following comments on the proposed highway mitigation measures (page numbers in brackets refer to the Parsons Brinckerhoff's document "Summary of Transport Mitigation Projects").

P1 – Church Road/Station Lane (Pg. 5)

The junction modelling work in the Transport Assessment shows that development traffic would have a severe impact at the Station Lane/Church Road junction, therefore mitigation measures have been proposed at this location, to help alleviate congestion and improve safety for pedestrians. The highway works proposed will reduce queuing along Station Lane at the junction with Church Road and provide pedestrian crossing safety improvements across Station Lane. **The applicant has provided swept path drawings showing that a 16.5m articulated HGV can safely negotiate the proposed layout. The applicant is also proposing to provide a zebra crossing on Church Road, to the west of the parking bays which are adjacent to the local shops. The detailed design and exact location of the zebra crossing will be subject to a Road Safety Audit as part of the S278 Agreement with the county council.**

P2 – Rake Lane (Pgs. 6-7)

To mitigate the impact of development traffic on Rake Lane and to improve safety for children walking from the proposed residential development to Rodborough School, the developer will provide a comprehensive traffic management and safety scheme on Rake Lane, between Rodborough School and its junction with Station Lane. The illustrative sketches show that narrowing points along Rake Lane will provide safe refuge areas for pedestrians to wait whilst traffic passes and will also serve to slow the speed of traffic using Rake Lane. Furthermore, the developer will provide an informal crossing and safe waiting area at the Rake Lane/Station Lane junction. This will improve safety for pedestrians crossing Station Lane and provide a properly surfaced waiting area for school children.

P3 – Station Lane and Tuesley Lane South (Pgs. 8-11)

Between the Rake Lane/Station Lane junction and the northern vehicular access to the application site, the developer is proposing traffic management and accessibility improvement works designed to mitigate the impact of traffic generated by the development. The Highway Authority considers the provision of a 2.5m wide combined cycleway/footway between the application site and Milford Railway Station will improve accessibility by walking and cycling from the site and provide future residents of the development with a viable alternative to travelling by private car. In particular, the provision of a convenient and safe walking/cycling link to Milford Railway Station will enable future residents to use the train for their commute to work, thereby helping to mitigate the impact of development traffic during the AM and PM peak periods.

The proposed traffic management and safety measures between the Station Lane/Tuesley Lane junction and the northern vehicular access are designed to reduce traffic speeds and volumes along Tuesley Lane. In conjunction with the lower speed limit that will be implemented following a speed limit review, the Highway Authority considers these measures will help to reduce the background traffic flows on Tuesley Lane during the AM peak period. This is the time period between 8am and 9am when traffic flows on Tuesley Lane are significantly higher than at any other time during the day. Analysis of the traffic flow data in the Transport Assessment shows that 27% of all AM peak northbound traffic and 21% of AM peak southbound traffic travelling along Tuesley Lane is “through” traffic i.e. drivers using Tuesley Lane to travel between Milford and Godalming instead of the A3100 Portsmouth Road. Reducing even a small number of these journeys will help to lower background traffic flows and thereby help to mitigate the impact of development related traffic. The proposals will also deliver significant benefits for non-car modes of travel, providing a safe and attractive environment for walking and cycling on Tuesley Lane, not only for future residents but also for local people using the excellent network of public footpaths within the local area.

The Transport Assessment has identified a pattern of accidents on Tuesley Lane adjacent to the northern vehicular site access. Interrogation of the accident data reveals that these accidents are caused by vehicles approaching the tight bend too fast and losing control of the vehicle. The impact of additional development related traffic could exacerbate this safety problem. The developer therefore proposes to install anti-skid surfacing and traffic calming features on the tight bend. In conjunction with a lower speed limit, the Highway Authority is satisfied that this measure will improve safety and thereby adequately mitigates the impact of traffic associated with the development.

The Highway Authority also welcomes the applicant’s proposal to formalise and improve the parking arrangement adjacent to the hospital on Tuesley Lane.

It should be noted the applicant has demonstrated using swept path drawings that a 16.5m articulated vehicle with a 4m wide load can negotiate the Tuesley Lane traffic management features.

P4 – Tuesley Lane North (Pgs. 12-15)

The northern section of Tuesley Lane has a steep gradient and in some places there is insufficient width to allow two-way movement of traffic. As noted above in Section 3, the Highway Authority has undertaken a robust assessment on the impact that development related traffic could have on the safety and capacity of Tuesley Lane (and its associated junctions) north of the application site towards Godalming.

It is important to note that the narrow and steep section of Tuesley Lane already causes disruption to the free flow of traffic resulting in delay and inconvenience to drivers. The Highway Authority has visited the site and observed congestion on this stretch of Tuesley Lane caused by vehicles having to reverse when meeting on the narrowest sections. The alignment and gradient of the carriageway does however mean

vehicle speeds are very low and this is supported by the accident data provided in the Transport Assessment, which shows there is no serious safety problem along this stretch of carriageway.

The Highway Authority considers development related traffic could exacerbate the existing localised congestion and delay that can occur on the northern section of Tuesley Lane and has therefore advised the developer that they need to provide an improvement scheme that will mitigate the impact of development related traffic.

An option previously considered by the Highway Authority was the creation of a one-way section of Tuesley Lane (northbound only), to prevent through traffic. Whilst it may initially have some merit there are reasons as to why the Highway Authority feels that it would not be appropriate. Existing residents in parts of Tuesley Lane would be disadvantaged by having to travel a greater distance when travelling to and from local destinations. This could add to congestion in some areas and increase overall journey mileage. One way sections of road unless carefully managed can lead to increased vehicle speeds. If drivers know that they will be unopposed by vehicles from the opposite direction, it is possible that their speed will increase. On a road without footways, this could be harmful not only to other drivers, but also pedestrians, horse-riders and cyclists. Whilst a one way section would clearly prohibit drivers travelling south, the unrestricted passage of vehicles heading north could lead to greater increases in traffic in the morning peak hour as drivers become aware that their journey will not be delayed by oncoming traffic.

The developer is proposing two highway improvement options on the northern section of Tuesley Lane.

Option A – Shuttle Working Signals (Pg. 13)

The installation of traffic lights on the narrow section of Tuesley Lane between Lower Lake and Ladywell Convent has some benefit in that it acts as a deterrent to traffic from further afield that might otherwise use alternative routes into and out of Godalming. However there are safety and technical reasons as to why this is not possible. The Highway Authority has sought the advice of its Road Safety Auditors and Traffic Signals team. The key areas of concern are:

- The distance between the two stop lines is excessive such that the time taken for a vehicle to pass between the stop lines (the controlled area) would be beyond acceptable parameters. For cyclists it would take much longer. The length of time a driver would have to wait before receiving green light could be as much as 2 minutes, creating driver frustration and violation of a red light. This is especially more likely when the roads are quieter and a night time.
- Whilst queuing at the signals would not be excessive compared to some traffic lights, the road could only accommodate approximately 3 queuing cars. This is particularly the case at the top of the hill. As a result vehicles waiting for a green light could very easily begin to block the carriageway obstructing those approaching vehicles exiting the controlled area.

Option B – Provision of Formal Passing Places on Narrowest Sections of Carriageway (Pg. 15)

Tuesley Lane currently benefits from informal areas where the carriageway naturally widens, allowing vehicles to pass one another. It is possible that these areas could be formalised by widening the carriageway at 5 locations between Lower Lake and the Ladywell Convent vehicular access in a manner that is sympathetic to the rural nature of the lane. This arrangement accommodates and manages traffic flow, without increasing vehicles speeds or creating an environment which is unsafe. This option is supported by the County Councils Road Safety Team. In addition to other traffic management measures, such as those already laid out, (clear directional signage/'gateway' entry features/carriageway surface treatment/signage) the formalisation of passing places combines to manage and reduce the impact of traffic using Tuesley Lane.

S106 Obligations (Pgs. 16-17)

The applicant is providing a financial contribution towards passenger transport infrastructure and public footpath improvements, to encourage the use of public transport and walking by residents.

A considerable proportion of the surface of Footpath 39 Godalming lies very wet, passable only in wellington boots in all but the most prolonged dry spell of weather. The S06 contribution would be used to improve the surface on this section by building it up with imported material and/or installing a boardwalk, so that the footpath can be used far more easily by the public where it runs between the Portsmouth Road and the Guildford to Portsmouth Railway line.

Footpath 167 Busbridge continues on from 39 Godalming on the east of the railway line. A short part of this footpath (approx 50mts) is not following its definitive route and as part of physically correcting this, some surface improvements might be required. The rest of this route heading east towards the hospital site is typical of a footpath in a rural area having not been 'made up', but is in a good state of repair and no works are proposed to take place to this section.

The developer intends to provide a financial contribution towards a shuttle bus service that would travel between the site and key destinations (e.g. Milford railway station and local schools). The shuttle bus would further enhance the transport sustainability of the site, increasing the likelihood of future residents travelling to and from the site by non-car modes of travel.

Other Transport Mitigation Issues

Overall, in accordance with the requirements of the Upper Tuesley Development Brief, it is considered that the very robust transport mitigation package will preserve or enhance highway safety, help manage traffic capacity and encourage the use of public transport, walking and cycling.

Signed:

Date: 17/06/2013