

## **CABINET MEMBER DECISION**

### **Decision:**

Petitions

#### **(i) Details of decision**

Petitions

#### **(ii) Reasons for decision**

To respond to the petition

#### **(iii) Details of any alternative options considered and rejected**

Also in attendance- Diane Doney

The petitioner raised a number of points during their presentation of the petition to the Cabinet Member. The petitioner was advised that a response to the points raised would be provided to them within seven working days.

#### **(iv) Details of any consultation and representations received not included in the published report**

None.

### **Conflicts of Interest and any Dispensations Granted**

**(Any conflict of interest declared by any other Cabinet Member consulted in relation to the decision to be recorded and any dispensations granted by the Audit and Governance Committee)**

### **Decision taken by:**

**(i) Name:** John Furey

**(ii) Portfolio:** Cabinet Member for Highways, Transport and Flooding

**Date of Decision:** 09 March 2016

**Date decision effective (i.e. 5 working days after date of publication of record of decision unless subject to call-in by the Economic Prosperity, Environment and Highways Board):** 16 March 2016

## **CABINET MEMBER DECISION**

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#### **(ii) Reasons for decision**

To respond to the petition.

#### **(iii) Details of any alternative options considered and rejected**

Also in attendance- Clayton Wellman (District Councillor for Holmwoods) & Claire Malcomson (District Councillors for Holmwoods)

The Cabinet Member for Environment and Planning informed the group that reducing the hours of Community Recycling Centres (CRCs) was necessary to support the future budget saving requirements. The chosen solution to reduce hours ensures that no CRCs have to be closed and all 11 around the County will remain operational. The reduction of hours had been based on data that showed that CRCs were used infrequently by residents at certain times and the decision was taken to close them at these times in order alleviate budget pressures.

It was noted that there was strong evidence to suggest that fly tipping would not increase from the reduction of CRC opening hours. Work has begun with partners to enforce fly tipping more rigorously and that this would be outlined in a fly tipping strategy that would be released in the coming weeks. This will be supported by a wide spread publicity campaign. The petitioner raised a number of points during their presentation of the petition to the Cabinet Member. The petitioner was advised that officers would provide a more detailed response to the points raised.

#### **(iv) Details of any consultation and representations received not included in the published report**

None.

### **Conflicts of Interest and any Dispensations Granted**

**(Any conflict of interest declared by any other Cabinet Member consulted in relation to the decision to be recorded and any dispensations granted by the Audit and Governance Committee)**

None.

### **Decision taken by:**

**(i) Name:** John Furey

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## **CABINET MEMBER DECISION**

### **Decision:**

Introduction of a Speed Limit Reduction on the A322

#### **(i) Details of decision**

Following consideration of the information presented in the report and accompanying the documents that the Cabinet Member for Highways, Transport and Flooding did not support the decision of Surrey Heath Local Committee and therefore did not approve changing the speed limit on the A322 from 40mph to 30mph, between Red Road (B311) and the Surrey Heath Borough.

#### **(ii) Reasons for decision**

The decision taken by the Surrey Heath Local Committee is contrary to existing County Council policy and the professional views of both Surrey Highways officers and Surrey Police. Based on comparative examples, introducing the proposed reduction in speed limit from 40mph to 30mph is likely to result in an increase in vehicle speeds and an increased risk to pedestrians and other highway user groups. Without physical traffic calming measures, which are largely not appropriate for this class of road, this would also lead to high levels of non-compliance, and ongoing enforcement issues for Surrey Police.

#### **(iii) Details of any alternative options considered and rejected**

The Local Member for Lightwater, West End and Bisley was also in attendance at the meeting.

The group was informed that Surrey Heath Local Committee took the decision to lower the speed limit on Bisley Road from 40mph to 30mph on 10 September 2015 following receipt of a petition. As the decision is contrary to the advice of Surrey County Council (SCC); the decision on whether or not to reduce the speed limit has been referred to the Cabinet Member for Highways, Transport and Flooding.

It was noted that the vertical traffic calming measures would be necessary to enforce the speed limit on Bisley Road and that these measures are inappropriate on a main road. Furthermore, it was highlighted that the cost of installing vertical traffic calming measures in order to enforce the 30mph speed limit would be in excess of £200,000. Without physical measures in place on the road, it would not be possible to reduce the speed limit on the road.

The Area Team Manager for North West Surrey indicated that data from other sites had actually resulted in average speeds increasing.

The Local Member for Lightwater, West End and Bisley drew attention to a highways consultation document produced in 1999 which put forward proposals for traffic management on the A322 and that some of these proposals, such as a 30mph speed limit, had been adopted on the A322 near Knapphill. The Cabinet Member noted that the volume of traffic on Bisley Road will only have increased since the document was published and that he would meet with the Local Member to discuss why a 30mph speed limit had been adopted at Knapphill but not on Bisley Road.

The Area Team Manager indicated that there appears to be no pattern to accidents on Bisley Road and agreed to circulate accident statistics to Cabinet Member and Local Member.

It was noted that a school was being built as part of a new development in West End. The Cabinet Member indicated that he would meet with highways officers, Surrey Police, Parish Councillors and the school's Headteacher to discuss the possible impact of the new school on speed limits in the area.

The Cabinet Member requested that the new development near the Brown's factory on the A322 be flagged to the Transport, Development and Planning Department.

**(iv) Details of any consultation and representations received not included in the published report**

None.

**Conflicts of Interest and any Dispensations Granted**

**(Any conflict of interest declared by any other Cabinet Member consulted in relation to the decision to be recorded and any dispensations granted by the Audit and Governance Committee)**

None.

**Decision taken by:**

- (i) Name:** John Furey
- (ii) Portfolio:** Cabinet Member for Highways, Transport and Flooding

**Date of Decision:** 09 March 2016

**Date of Publication of Record of Decision:** 10 March 2016

**Date decision effective (i.e. 5 working days after date of publication of record of decision unless subject to call-in by the Economic Prosperity, Environment and Highways Board):** 16 March 2016

**RESPONSE TO PETITION CONCERNING EXCETERA BUSES**

## The Petition

### **Get Excetera Buses to vastly improve their service or put in another company to run the St Andrews School Ashtead buses service and give our children a reliable bus service**

Excetera buses are the contractors for the school buses to St Andrews school in Ashtead - the service and communication has been mostly appalling from the start of the school year. We have seen the fares double in price and yet still the bus drivers are not trained to an acceptable and safe standard with drivers not knowing the routes and missing out sections of bus stops until the children point this out to them. The service is often late because of the above and therefore unreliable resulting in the children being left at bus stops for long periods of time with no idea when a bus may arrive and missing the start of school on a very regular basis. The communication with the company is poor - emails are never responded to and calls to the office often go unanswered when trying to complain. We believe this service is unacceptable for our children and too expensive to continue to pay for unless some drastic improvements are made.

Submitted by Anna Smith  
Signatures: 139 signatures

## Response

The local bus services to St Andrews School, Ashtead provided by Buses Excetera are operated on a wholly commercial basis. Surrey County Council does not contract or fund these bus services and therefore it has no direct control over their operation or delivery. However, the County Council does understand the concerns expressed by parents and has entitled pupils allocated to these services so also wishes to improve the delivery of these important local bus services. A meeting is therefore proposed, facilitated by the Council, between Buses Excetera, parent representatives together with St Andrew's School to discuss the concerns highlighted in the petition and to agree how collectively improvements can be made and the services grown to benefit pupils and St Andrew's School in the future.

Looking specifically at the issue of fares, during the summer of 2015 Buses Excetera reviewed all their local bus services. The company maintained that in order to keep these services operating commercially they needed to increase their revenue. As a result the company decided that they had been charging below the average fare charged by most other operators in the County and implemented a fares review. Although the County Council has no jurisdiction over commercial bus operations, the Council suggested to the company that two smaller fares increases be implemented, however they choose to implement one large fares increase. The initial increase was therefore implemented in September 2015.

The current weekly pass for school children is £15 (£3 per day) and is also valid for travel at weekends on Buses Excetera services.

The 'annual Excetera plus pass' is £510 per year (£2.68 per day). Termly and half termly passes are available at £180 or £90 respectively, which is equivalent to £2.84 per day.

These passes also offers the following benefits:

- Season ticket that will save you money
- Stop having to find cash for your children each day
- Valid during half term to travel on Buses Excetera regular bus services
- Valid weekends to travel on Buses Excetera regular bus services
- Photographic Excetera School Plus ID.
- Free Travel for pass holder & ONE friend on any of Buses Excetera's regular bus services at weekends.

**Mr John Furey**  
**Cabinet Member for Highways, Transport and Planning**  
**9 March 2016**

## **RESPONSE TO PETITION CONCERNING TRAFFIC MODELLING STATISTICS**

### **The Petition**

#### **Validate Traffic Modelling Statistics**

We the undersigned call upon Surrey County Council to agree to undertake traffic monitoring around all new development sites: 1 month after release of each phase for large, phased developments, or completion for smaller sites and again 3 months after full occupation, to validate the data provided by the developer at the time of the application and to assess whether the input data was accurate or flawed, or whether the modelling software used by developers requires to be adapted. This information should include a manual count travel direction survey for larger sites of 50+ new homes, and large retail, school, offices or similar buildings. The results are to be compiled into a report, to include accident statistics in the vicinity of the new development, and the incremental traffic increases since the last traffic surveys in the vicinity. The report is to be published on Surrey County Council's website within two calendar months of each survey and provided to all SCC Highways Officers responsible for assessing the suitability of planning applications, and all Borough Councils' planning departments, for informing their decisions regarding new planning applications.

Submitted by Diane Doney  
Signatures: 128

### **Response**

This is a pertinent issue and something that comes up from time to time. It is not a practical suggestion, even taking the view that it might be a good idea. It would involve SCC in a great deal of expense at a time when SCC needs to make savings.

It would be impossible, impractical, and too expensive for Surrey to initiate such a data collecting exercise after every development over a certain size was fully opened. However, on those large scale developments with travel plans, we do ask for post opening surveys, that do provide some information that could be used as an after study to compare the forecast with the predicted. However, where these are carried out, there is never any analysis undertaken to compare the original Transport Assessment, with what actually happens on site. To do this would require an unenforceable condition, so we could never require it of a developer.

Surrey are co-owners of TRICS, which is the world's largest database of exactly the sort of information that the petition is seeking. The database is a very comprehensive collection of counts of all sorts of development related traffic and people movements, but does not specifically look back at original Transport Assessments that justified the development in the first instance. TRICS information is used as a matter of course in every planning application of any scale to assess exactly what the likely traffic impacts might be. However it is unlikely that outcomes derived from a post opening survey would exactly coincide with the modelled flows from the planning application, as flows are never going to be replicated in their entirety for a whole variety of reasons. It is always understood that the TRICS output data will

provide a starting point for any assessments, and a before and after comparison could generate disputes that were beyond the control of the planning system. We don't therefore ask for after TRICS surveys unless they're required as part of the travel planning monitoring process, or to trigger a piece of mitigation or financial contribution.

Having said that, TRICS is looking to potentially research whether post studies could usefully draw any comparison with Transport Assessments undertaken in support of an application, and if there is an opportunity to require such work to be done as follow up to an application then this will be considered.

**Mr John Furey**  
**Cabinet Member for Highways, Transport and Planning**  
**9 March 2016**



**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (SURREY HEATH)**



**DATE: 10 DECEMBER 2015**

**LEAD OFFICER: ANDREW MILNE**

**SUBJECT: PETITION RESPONSE – SPEED LIMIT & PEDESTRIAN FACILITIES ON THE A322 (WEST END)**

**DIVISION: SURREY HEATH**

**SUMMARY OF ISSUE:**

Response to petition received at the Local Area Committee in March 2015. The petition requested a 30mph speed limit along the A322 and pedestrian facilities at the junction with Brentmoor Road.

The petition stated: We the undersigned support the content of this petition to Surrey County Council to reduce the speed limit on the A322 at West End to 30mph and to upgrade or provide a safer crossing point adjacent to the Inn at West End and the Brentmoor Road crossroads. Children cross this road to access the primary and secondary schools in West End. Residents with school age children and those with disabled family members have also expressed concern at the difficulty in crossing this road. A confusing mix of the heavy traffic, reduced sight lines, bus stop and pelican crossing in close proximity to road junction traffic signals contribute to the dangers at this natural crossing point. Put simply, the highways infrastructure here is not conducive to road safety.

**RECOMMENDATIONS:**

**The Local Committee (Surrey Heath) is asked to note that:**

- (i) The recent traffic survey does not support reducing the speed limit along this stretch of road down to 30mph
- (ii) The possibility of introducing a dedicated pedestrian phase within the traffic lights is being reviewed with the option to fund during the next financial year.

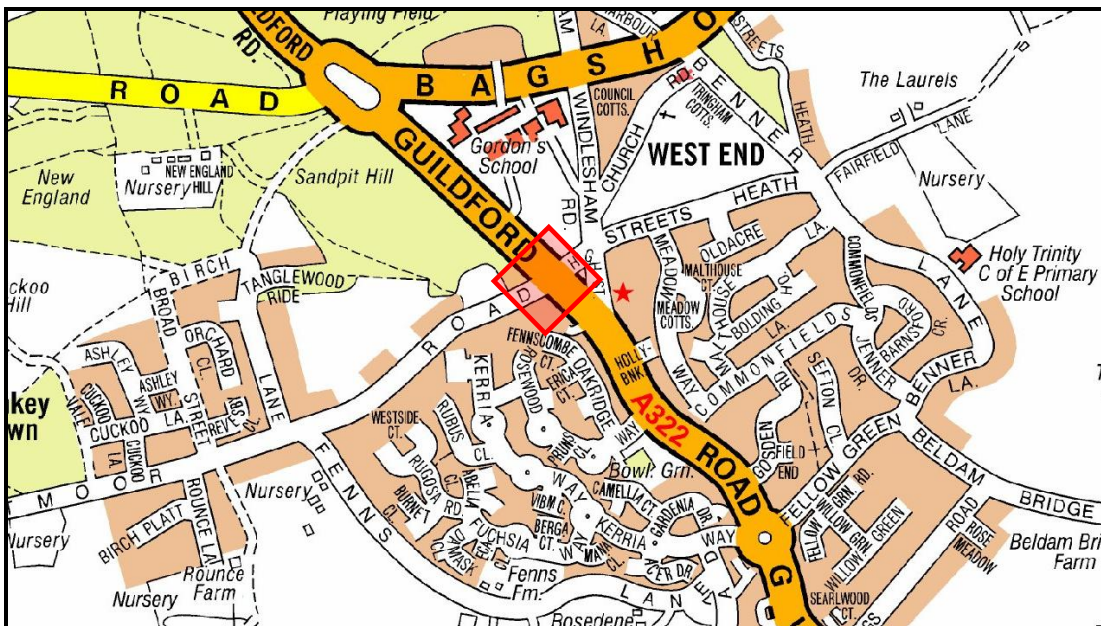
**REASONS FOR RECOMMENDATIONS:**

The traffic survey undertaken on Guildford Road (A322) in November 2015 indicated that the current Setting Speed Limits policy would not support reducing the speed limit without additional features to enforce the speed limit.

Similar speed reductions in other areas of Surrey have shown that lowering the speed limit on such roads could increase vehicles speeds due to the requirement to remove repeater signs. Being part of Surrey's Priority Network, the A322 is subject to gritting and plowing during winter months. As a result, physical traffic calming features would not be appropriate.

## 1. INTRODUCTION AND BACKGROUND:

- 1.1 Guildford Road (A322) is part of the Surrey Priority Network and is part of the route from Guildford through to Bracknell, also giving easy access to other locations such as Woking, Lightwater and Reading. The A322 also has junctions with the A30 and the M3.
- 1.2 As part of the primary route, this road is a priority during winter weather and is gritted as a priority when temperatures drop. This route is also plowed during severe snow fall to maintain movement across the county as much as reasonably possible.
- 1.3 The junction between Brentmoor Road and Guildford Road (A322) is located approximately 450m southwest of the roundabout with Bagshot Road (A319) and Red Road (B311). The traffic signals have two phases, one for those on the A322, the second for Brentmoor Road and Streets Heath.
- 1.4 The junction layout includes traffic islands with dropped kerbs to provide safe locations for pedestrians whilst crossing. However, there is no formal pedestrian phase, relying on pedestrians to assess traffic movement before they cross.



- 1.5 Within 50m of the junction there is a controlled pedestrian crossing and a bus stop. Other points of interest for pedestrians near the junction are a number of schools, West End village centre, and West End Common.
- 1.6 An assessment of the junction is currently being progressed under the Local Area Committee's capital spend this financial year. The assessment will consider the impact of an additional phase at the traffic light signals for both pedestrians and motorists.
- 1.7 In addition to this petition, another was received asking for a speed limit reduction through from the junction with Red Road to the borough boundary. As the two petitions cover the same section of road, the review within this response will also consider the speed limit through Bisley and up to the borough boundary.

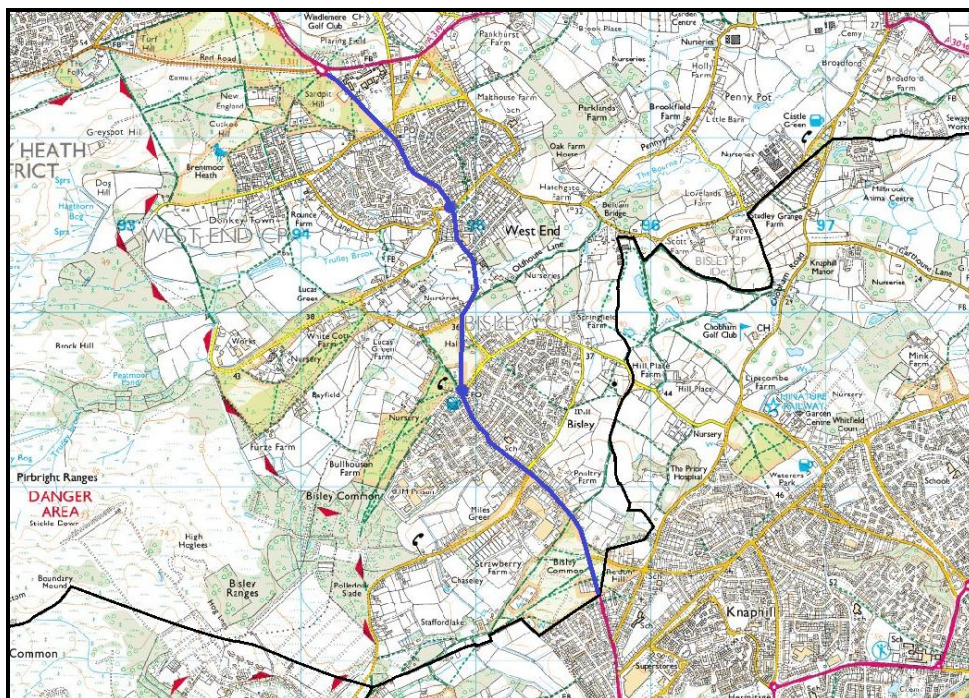


## 2. ANALYSIS:

2.1 Surrey County Council's Setting Speed Limits policy discourages the setting of speed limits less than 600m long. However, given the A322 is a primary route within Surrey, motorists are likely to travel the full length and could subsequently travel through numerous speed limits during their journey and become confused with changes every 600m. As a result, the review of the speed limit has been over the full length of the identified area, between Red Road and the borough boundary.



2.2 The review for a dedicated pedestrian phase at the junction is still ongoing, with a result expected so that the Local Area Committee can consider it as an option for the forthcoming financial year. Given the nature of the A322, and the relatively short distance to Red Road and the Lightwater By-Pass, part of the assessment is to model the impact of the pedestrian phase on vehicle movements to determine what effect it will have on congestion on the road.



2.3 Following the original response to the petition, it was agreed that a traffic survey was necessary to determine the extent of the issue and to review whether the proposal would meet Surrey County Council Policy.

- 2.4 Due to the congested nature of the A322, finding locations for surveys was difficult due to the number of features that could affect the free flow speeds and give misleading results. However, six locations were agreed and were surveyed on the week commencing 2 November. The survey was specifically chosen for early November to include school traffic and minimise the influence of road works on traffic flow and speeds along the A322. The location of the surveys, and their subsequent average and 85<sup>th</sup> percentile speeds have been provided in Annex A.
- 2.5 Although actual traffic counts varied slightly, the typical traffic flow along the road was around 20,000 vehicles a day.
- 2.6 Unfortunately, Site 4, near the junction with Church Road, was positioned incorrectly. The loop was too close to the roundabout and traffic was either slowing down before or speeding up after the junction. As a result, the average and 85<sup>th</sup> percentile speeds were artificially low.
- 2.7 The data for Sites 5 and 6 are also felt to have been effected by queues for the nearby traffic lights, with average speeds for traffic heading southbound , towards traffic signals, are far lower than the opposite direction.
- 2.8 Although average speeds along the road vary quite considerably, 85<sup>th</sup> percentile speeds were fairly constant along the whole road. With all 85<sup>th</sup> percentile speeds around 40mph, it suggests that free flowing traffic along the A322 is likely to be travelling naturally closer to 40mph than 30mph.
- 2.9 Although some of the locations showed lower average speeds, the data provided would not support the reduction of the speed limit to 30mph under the current speed limit policy without additional measures for enforcement. Given the A322 is a primary route, physical traffic calming measures are not supported due to the nature of the road. This includes the requirement the road to be plowed in severe adverse weather.
- 2.10 It should be noted that unlike other speed limits, lowering the speed limit to 30mph on a road with street lighting legally requires the removal of repeater signs. Experience of similar schemes within Surrey have shown that lowering the speed limit to 30mph has lead to an increase in vehicle speeds. Due to the removal of terminal signs at the junctions, the increase is also likely to affect adjacent roads. As a result, Surrey Highways does not support or recommend the reduction of the speed limit to 30mph.

### **3. OPTIONS:**

- 3.1 It is recommended that the decision regarding the pedestrian facilities at the Brentmoor Road junction is delayed until after the review of the junction currently being undertaken.
- 3.2 The recommended option regarding the speed limit is to retain the 40mph speed limit.
- 3.3 Although it is within the power of the Local Area Committee to implement a 30mph speed limit along the A322, doing so is expected to increase average vehicle speeds along the A322 and adjacent roads.

#### **4. CONSULTATIONS:**

- 4.1 Surrey Police have been consulted on the proposal to reduce the speed limit and do not support the proposed reduction, making specific point of:
- The high 85<sup>th</sup>ile indicate that drivers will drive at around 40mph in free flow traffic.
  - a predicted average reduction for the speed limit change on the A322 without measures would mean that roughly 3,000 vehicles a day would be travelling in the region of 8-10mph over the speed limit.
  - Similar reductions, such as on the A283 Witley, resulted in an increase in vehicle speeds. Additional signage and much enforcement eventually resulted in similar speeds as before, effectively changing nothing.
- 4.2 It should be noted that the Surrey County Council Setting Speed Limits Policy states “There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as it could result in an unreasonable demand on police resources.”

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

- 5.1 The cost of assessment of the junction is being funded through the Local Area Committee’s Borough Wide Signal Update.

#### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. Appropriate and proportionate consultation is carried out with residents, and bodies representing particular user groups, to ensure that the interests of all highway users are considered.

#### **7. LOCALISM:**

- 7.1 Through the views and needs expressed by local communities, and accommodating where possible the involvement of local communities in looking after the public highway, localism is routinely considered as part of the consultation and bidding processes for highway-related works. Specific details regarding localism are included in individual reports as appropriate.

#### **8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

## **9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 Improvements to the junction between Guildford Road and Brentmoor Road has been added to the ITS scheme list and is being considered for funding during the financial year 2016/17
- 9.2 The traffic survey data collected shows that the current policy would not support the reduction without additional features.
- 9.3 Given the nature of the A322 as a major route through the borough, particularly the gritting and plowing of the route in adverse weather, physical features would not be appropriate on this road.
- 9.4 The recorded 85<sup>th</sup> percentile speeds were regular along the whole road, being between 38 and 43, indicating that the 40mph speed limit is in line with free flowing traffic.
- 9.5 Experience of similar schemes suggests that lowering the speed limit without additional features could increase average speeds along this road and adjacent roads, because of the removal of repeater and terminal signs
- 9.6 It is recommended that Surrey Heath Local Area Committee consider improvements to the junction between Guildford Road and Brentmoor Road, but do not progress the speed limit reduction any further.

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

- 10.1 Once the review of the proposed pedestrian phase has been within Guildford Road and Brentmoor Road traffic signals as part of next year's ITS program.

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### **Contact Officer:**

Peter Orchard – Traffic Engineer (0300 200 1003)

### **Consulted:**

Surrey Police

### **Annexes:**

Annex A – Traffic survey locations and results

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

*26/15 – Petition Response – Speed Limit & Crossing on the A322 at West End*

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