

## **CABINET MEMBER DECISION**

### **Decision:**

Petitions

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

That the response, attached to this decision sheet as Appendix 1, be approved.

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

To respond to the petition.

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

None

#### **(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:** Colin Kemp

**(ii) Portfolio:** Cabinet Member for Highways Decisions

**Date of Decision:** 14 November 2017

**Date of Publication of Record of Decision:** 14 November 2017

**Date decision effective (This decision cannot be called in):** 14 November 2017

**Cabinet Member for Highways**

14 November 2017

**WE WOULD LIKE SURREY COUNTY COUNCIL TO USE THEIR INFLUENCE AND REACH TO ENSURE THAT HIGHWAYS ENGLAND ADD SOUND DAMPENING MEASURES DURING THEIR EXPANSION OF THE M23 FROM J8-J10**

Submitted by: Adam Connolly

Signatures: 307

**Response:**

Formal responsibility for noise pollution issues ultimately rests with Tandridge District Council's Environmental Health department, however as the Local Highway Authority, Surrey County Council has been a key stakeholder as Highways England has developed their proposals for the Smart Motorway Project between junctions 8-10 of the M23 and as such has been able to establish what measures Highways England intends to take regards mitigation of noise levels on the M23.

Surrey CC Officers have been advised that Highways England have completed a desktop 10 year noise modelling exercise to ascertain the impact of their Smart Motorway proposals, following their own guidance on the provision of environmental barriers adjacent to the strategic road network which they manage and recognising the threshold requiring mitigation measures is 68 decibels (dB) as per the Noise Insulation Regulations 1975 – amended 1988.

Highways England's modelling indicates that whilst there is one property in Pendell Road which is situated approximately 35m from the southbound carriageway, the rear façades of other properties are situated over 275m from the motorway at the closest point. These latter properties benefit from a landform that contributes to the attenuation of traffic noise from the motorway. As a result, day time noise levels at these properties would be approximately 63dB without any changes being made to motorway operation.

The model indicates a 1dB increase during scheme construction, however with 2 of the new 4 lanes of the motorway planned to be resurfaced with low noise surfacing the model indicates a reduction in noise levels of 0.6dB once the smart motorway construction works are completed. Even were resurfacing to be extended to the entire motorway, there would be little additional reduction in noise levels with no perceivable change being experienced at these properties.

As part of the approach to considering the viability of noise barriers Highways England undertook an assessment that applies a Defra methodology to monetise the benefits that accrue from a possible barrier. In these calculations, the number of properties that would benefit is an important factor as the greater the number of properties the greater the benefit that is assigned.

Such benefits are then contrasted with the estimated barrier purchase costs in addition to the estimated installation and maintenance costs. On performing this analysis, Highways England concluded that the value for money outcome was substantially less than one (i.e. the costs are substantially less than the benefits).

As such Highways England have concluded that provision of a barrier for these properties does not represent value for money.

Installation of such barriers have however been proposed at four other locations between M23 junctions 8-10.

Highways England have advised Surrey CC that their *full 'Environmental Scoping Report'* will be published soon on their M23 Smart Motorway Project webpage; <http://roads.highways.gov.uk/projects/m23-junctions-8-to-10-smart-motorway/>

Individual residents can apply to Highways England to establish whether or not their property qualifies for their noise insulation scheme at; <https://www.gov.uk/guidance/how-to-apply-to-highways-england-for-noise-insulation>

Construction of the M23 smart motorway scheme is due to begin in early 2018 and Highways England's construction delivery partner will provide advance notice of work and will be in touch with nearby residents to minimise any disruption during the works themselves.

Surrey CC does not have any formal powers under legislation to instruct Highways England on what noise mitigation measures they should put in place on their Strategic Road Network. Given the information received from Highways England on the consideration they have given to mitigating noise levels and the modelling work and value for money exercises they have completed, Surrey CC does not believe it is appropriate for the Local Highway Authority to suggest any alternate actions beyond those already under consideration.

Surrey CC will continue to actively engage with Highways England throughout the progression of the M23 Smart Motorway Project as a key stakeholder, considering carefully at all times the impact on Surrey residents during all stages of the scheme.

**Mr Colin Kemp**  
**Cabinet Member for Highways**  
**Surrey County Council**