

Notice of Meeting

Cabinet Member for Transport Decisions

**Date & time**

Tuesday, 15 September
2020 at 4.30 pm

Place

Remote

Contact

Angela Guest
angela.guest@surreycc.gov.uk

Chief Executive

Joanna Killian

Please note that due to the Covid-19 situation this meeting will take place remotely.

Please be aware that a link to view a live recording of the meeting will be available on the Cabinet Member for Transport Decisions page on the Surrey County Council website. This page can be accessed by following the link below:

<https://mycouncil.surreycc.gov.uk/mgCommitteeDetails.aspx?ID=637>

Cabinet Member

Mr Matt Furniss (Cabinet Member for Highways)

AGENDA

1 DECLARATIONS OF INTEREST

All Members present are required to declare, at this point in the meeting or as soon as possible thereafter

- i. Any disclosable pecuniary interests and / or
- ii. Other interests arising under the Code of Conduct in respect of any item(s) of business being considered at this meeting

NOTES:

- Members are reminded that they must not participate in any item where they have a disclosable pecuniary interest
- As well as an interest of the Member, this includes any interest, of which the Member is aware, that relates to the Member's spouse or civil partner (or any person with whom the Member is living as a spouse or civil partner)
- Members with a significant personal interest may participate in the discussion and vote on that matter unless that interest could be reasonably regarded as prejudicial.

2 PROCEDURAL MATTERS

a Members' Questions

The deadline for Members' questions is 12pm four working days before the meeting (9 September 2020).

b Public Questions

The deadline for public questions is seven days before the meeting (8 September 2020).

c Petitions

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

3 CHERTSEY BRIDGE WEIGHT LIMIT

(Pages 5
- 18)

It is proposed that a new traffic regulation order is made imposing the 18 tonne weight limit on Chertsey Bridge on environmental grounds, including the standard exemptions that would normally apply to an environmental weight limit.

4 BUS LANE A30 LONDON ROAD CAMBERLEY

(Pages
19 - 26)

This report seeks approval to consult on the amendment of hours of operation and seeks approval to consult on the removal of some sections of the bus lane.

5 SPELTHORNE ELECTRIC VEHICLE CHARGING POINT TRIALS

Report seeks approval to advertise the change in Traffic Regulation Orders (TROs) required to deliver the electric vehicle charging infrastructure: 20 parking bays in the Borough of Spelthorne. Local committees would normally consider TROs. Covid prevented the local

committees from running and as the TRO decision is a time-sensitive one then a Cabinet Member decision is sought, hence the report as in terms of the constitution the Cabinet Member becomes the default decision maker.

6 WOKING ELECTRIC VEHICLE CHARGING POINT TRIALS

Report seeks approval to advertise the change in Traffic Regulation Orders (TROs) required to deliver the electric vehicle charging infrastructure: 20 parking bays in the Borough of Woking. Local committees would normally consider TROs. Covid prevented the local committees from running and as the TRO decision is a time-sensitive one then a Cabinet Member decision is sought, hence the report as in terms of the constitution the Cabinet Member becomes the default decision maker.

**Joanna Killian
Chief Executive**

Published: Monday, 7 September 2020

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SURREY COUNTY COUNCIL

CABINET MEMBER FOR TRANSPORT DECISIONS

DATE: 15 SEPTEMBER 2020



LEAD OFFICER: KATIE STEWART, EXECUTIVE DIRECTOR FOR ENVIRONMENT, TRANSPORT & INFRASTRUCTURE

SUBJECT: CHERTSEY BRIDGE WEIGHT LIMIT

SUMMARY OF ISSUE:

Chertsey Bridge on the borough boundary between Spelthorne and Runnymede carries the B375 Bridge Road/Chertsey Bridge Road over the River Thames and is subject to an 18 tonne weight limit.

The weight limit was originally introduced due to the bridge being weak. Whilst the bridge has subsequently been strengthened, the weight limit has been retained for environmental reasons (i.e to prevent the use of the bridge by vehicular traffic of a kind which is unsuitable having regard to the existing character of the bridge). However, the traffic order imposing the weight limit has not been remade to reflect the weight limit now applies on environmental rather than structural grounds. As a result, there are currently no exemptions to the weight limit.

It is therefore proposed that a new traffic regulation order is made imposing the 18 tonne weight limit on Chertsey Bridge on environmental grounds, including the standard exemptions that would normally apply to an environmental weight limit.

RECOMMENDATIONS:

It is recommended that:

1. a notice is advertised in accordance with the Road Traffic Regulation Act 1984, the effects of which would be to revoke any existing traffic orders necessary, and impose an 18 tonne weight limit across Chertsey Bridge on environmental grounds including the exemptions detailed in Annex 2; and
2. any objections to the Traffic Regulation Order should be considered and resolved by the Cabinet Member for Highways in consultation with the North West and North East Area Highways Managers and the Chairmen of the Runnymede and Spelthorne Joint Committees.
3. the Order be made once any objections have been considered and resolved.

REASON FOR RECOMMENDATIONS:

The existing 18 tonne weight limit on Chertsey Bridge is currently imposed on structural grounds and includes no exemptions. However, after the bridge was previously strengthened, the traffic regulation order imposing the weight limit should have been remade on environmental grounds. It is also normal practice to include a

limited number of exemptions (such as for emergency service vehicles, vehicles in local authority service and vehicles associated with carrying out essential works required over the length of the restriction) to an environmental weight limit.

The existing order therefore needs to be revoked and remade on environmental grounds, so the restriction is brought into accordance with appropriate guidance and good practice.

The introduction of the standard exemptions for an environmental weight limit as part of this process will simply formalise existing necessary activity and is not expected to cause any increase in large vehicles passing over Chertsey Bridge or result in any impacts for residents.

DETAILS:

Background

1. Chertsey Bridge (which carries the B375 Bridge Road/Chertsey Bridge Road over the River Thames) is on the borough boundary between Spelthorne and Runnymede (the river is the boundary). The bridge is subject to an 18 tonne weight limit, the extent of which is indicated on the location plan attached as Annex 1.
2. A weight limit was originally introduced on the bridge in 1985 due to the bridge being identified as a weak structure. However, the bridge was refurbished and strengthened by Surrey County Council in 1991 enabling it to carry vehicles up to the maximum weight permitted on UK roads.
3. Runnymede Borough Council (acting as agents on behalf of the county council at the time) proposed the removal of the weight limit in 1991 following the bridge strengthening works. However, the Borough Council deferred making a decision on the proposal after objections were received from local residents and the restriction has remained in place ever since.
4. As a result of the strengthening works the restriction is now an environmental weight limit. Accordingly, a new traffic regulation order should have been made to reflect the restriction is imposed on environmental grounds rather than the original structural grounds. This did not happen and, whilst the existing weight limit is still considered to be enforceable, a new order should be made on environmental grounds now the issue has been identified.
5. Runnymede Borough Council refuse vehicles use the bridge when travelling to and from the Shepperton Community Recycling Centre. The weight of these vehicles exceeds the 18 tonne weight limit. However, the Borough understood there to be an exemption that allowed their vehicles to use the bridge.
6. In response to a concern raised with both Runnymede Borough Council and Surrey County Council about refuse vehicles using the bridge, further investigation of the matter established that there are no exemptions for any vehicles within the traffic order that imposes the weight limit (since it was originally made on structural grounds and was not updated following strengthening of the bridge).

7. Runnymede Borough Council has advised that rerouting the refuse vehicles to avoid using the bridge would result in a lengthy diversion and would have a significant impact on service delivery, as well as increase vehicle emissions. As such, the Borough Council has requested that an exemption to the weight limit is introduced for refuse vehicles.

Proposal

8. In response to the request from Runnymede Borough Council, the Runnymede Joint Committee has agreed an exemption should be introduced as part of its 2020/21 programme of works.
9. It is therefore proposed that the traffic regulation order that imposes the existing 18 tonne weight limit is revoked, and a new traffic regulation order is made on the correct environmental grounds which also incorporates the standard exemptions that normally apply to an environmental weight limit. These exemptions, which are listed in full in Annex 2, would enable refuse vehicles over 18 tonnes to legally travel over the bridge.
10. The absence of any exemptions from the existing weight restriction also means it is currently an offence for the following vehicles to pass over the bridge:
 - emergency service vehicles over 18 tonnes,
 - vehicles over 18 tonnes that are associated with any works required to maintain the bridge or the road that passes over it (this includes vehicles required to resurface the road),
 - any large vehicles over 18 tonnes involved in responding to a major incident or emergency situation (such as previous flooding incidents).
11. The proposed introduction of the new traffic regulation order made on environmental grounds, with the standard exemptions included, would bring the restriction in accordance with appropriate guidance and good practice. In addition, it would address the anomalies outlined in paragraph 10 which arise from the previous oversight in not remaking the order on environmental grounds following the bridge strengthening works.
12. The new traffic regulation order would impose the weight limit over the same extents as the existing weight limit. As such, there would not be any physical changes on site since there is no requirement to amend the existing signing.

Reason for referral to Cabinet Member for Highways

13. Whilst the Runnymede Joint Committee support the proposal to introduce the exemptions and has promoted it as part of its 2020/21 programme of works, the bridge is on the boundary between Spelthorne and Runnymede. As such, the approval of the Spelthorne Joint Committee is also required to introduce a new traffic regulation order imposing the 18 tonne weight limit on environmental grounds including the exemptions listed in Annex 2.
14. However, the Divisional Member for Laleham and Shepperton, who is also the Chair of the Spelthorne Joint Committee, has objected to the proposal on the grounds listed in Annex 2 of the report.

15. The Chair of the Spelthorne Joint Committee and Divisional Member for Laleham and Shepperton has met with the Chair of the Runnymede Joint Committee and the Chertsey Divisional Member to discuss the proposal further. However, it was not possible to reach an agreement.
16. Given the cross-boundary nature of the issue and the differing views, it was therefore agreed that the matter should be referred to the Cabinet Member for Highways to consider the relevant factors and make a decision.

Consideration of Objections

17. The common underlying concern in the grounds for objection, raised by the Chair of the Spelthorne Joint Committee and Divisional Member for Laleham and Shepperton, is that the proposal would result in an increased number of vehicles over 18 tonnes using the bridge and that this would have an adverse impact on residents and on road safety across the bridge.
18. However, the exemptions to the weight limit that would be introduced by the new traffic regulation order would apply to only a very small number of vehicles over 18 tonnes and only in very limited circumstances. Most of the exemptions relate to emergency service vehicles over 18 tonnes, vehicles over 18 tonnes being directed by police in response to emergency situations or vehicles over 18 tonnes connected with maintenance works taking place on the bridge itself or the road running over it.
19. The above exemptions would clearly apply relatively infrequently and in most instances these vehicles will already be using the bridge (either because drivers assume they have the right to do so or because they are responding to an emergency situation and consider the circumstances justify contravening the restriction).
20. Whilst Runnymede Borough Council refuse vehicles would use the bridge daily during the week, there would be a maximum of 10-15 movements across the bridge each day. This is a very small number of movements in the context of an overall weekday average daily flow across the bridge of approximately 25,000 vehicles.
21. As outlined by the above comments, the exemptions would only apply to a very small number of vehicles and most of these will already be crossing the bridge. The inclusion of the standard exemptions within the proposed traffic regulation order would therefore address an anomaly arising from a previous oversight and essentially formalise the existing situation. As such, there should be no significant change in the number of vehicles over 18 tonnes using the bridge. The proposal should therefore not result in any additional impacts on residents or road safety.

Alternative options

22. The alternative options that could be considered include (a) do nothing, (b) remove the weight restriction completely, or (c) impose a lower weight limit.
23. However, these options are not considered appropriate for the following reasons:

- Doing nothing would not resolve the problem of the existing traffic regulation order being incorrect as it was made on structural grounds which no longer exist. It would also mean there is no exemption to the weight limit for emergency service vehicles and other vehicles responding to emergency situations, vehicles carrying out essential maintenance works on the bridge or the road over it etc. It would also mean that Runnymede Borough Council refuse vehicles would not be able to legally use the bridge and would need to use a lengthy alternative route, which would have a significant impact on service delivery as well as resulting in increased emissions which would have an adverse environmental impact.
- Whilst the bridge can support vehicles up to the maximum weight permitted on UK roads, proposing the removal of the weight restriction would (as previously) almost certainly result in very significant objections being raised by residents on either side of the bridge.
- Introducing a lower weight limit would result in a significant number of vehicles having to follow a lengthy diversion route to use one of the other limited number of alternative crossing points over the River Thames. This would have adverse impacts on the highway network, environment (due to increased emissions) and potentially the local economy.

CONSULTATION:

24. The Divisional Member for Chertsey (Runnymede) and for Laleham and Shepperton (Spelthorne) have been consulted, as have the Runnymede Joint Committee and the Chairman of the Spelthorne Joint Committee.
25. The Divisional Member for Chertsey and the Runnymede Joint Committee support the proposed revoking of the existing traffic regulation order and the making of a new traffic regulation order imposing an 18 tonne weight limit on environmental grounds with the standard exemptions included. The proposal is included in the Runnymede Joint Committee's agreed programme of works for 2020/21.
26. The Divisional Member for Laleham and Shepperton, and also Chair of the Spelthorne Joint Committee, opposes the proposal (on the grounds listed in Annex 3 of this report) and requests that the Cabinet Member for Highways does not approve the recommendations of this report.
27. Surrey Police's Road Safety and Traffic Management Team have been consulted and have confirmed they have no objections to the proposal.
28. A further statutory consultation process will be undertaken as part of the traffic order making process if the recommendations of this report are agreed.

RISK MANAGEMENT AND IMPLICATIONS:

29. No financial risks have been identified in association with delivering the recommendations of this report. The costs of advertising and making the new traffic regulation order will be funded from within existing revenue budgets.
30. Failure to deliver the recommendations of the report would result in service delivery risks for Runnymede Borough Council, since their refuse vehicles would need to use an alternative lengthier route to access Shepperton Community Recycling Centre if they cannot cross Chertsey Bridge. This may result in reputation damage for the county council with the Borough Council.
31. Failure to deliver the recommendations of the report would mean the existing traffic regulation order imposing the 18 tonne weight limit on structural grounds would remain in place despite it being identified that the order should be remade on environmental grounds if the weight limit is to be retained. It would also result in the continued absence of any exemptions to the weight limit including for emergency vehicles and large vehicles association with essential maintenance works to the bridge and the road over it. Failing to make a new order on the correct grounds with appropriate exemptions could potentially lead to reputational damage for the county council.
32. Whilst legal advice suggests that the existing 18 tonne weight limit is enforceable, drivers may challenge any penalties issued for contravening the restriction and it would be up to the courts to decide whether they consider the restriction to be valid.

Financial and value for money implications:

33. The total cost of advertising and making the new traffic regulation order is approximately £1,500 - £2,000, which will be funded from within existing revenue budgets.

Section 151 Officer commentary:

34. Although significant progress has been made over the last twelve months to improve the Council's financial position, the medium-term financial outlook is uncertain as it is heavily dependent on decisions made by Central Government. With no clarity on these beyond 2020/21, our working assumption is that financial resources will continue to be constrained, as they have been for the majority of the past decade. This places an onus on the Council to continue to consider issues of financial sustainability as a priority in order to ensure stable provision of services in the medium term.
35. The Section 151 Officer notes the low cost associated with amending the traffic order, which can be funded from within existing budget. Updating the order will enable exemptions for the use of the bridge by refuse vehicles. This will prevent the need to re-route those vehicles, avoiding the impact on the refuse service and increased costs for Runnymede Borough Council.

Legal implications – Monitoring Officer:

36. The Traffic Authority for a road outside Greater London may make an order under s1 of the Road Traffic Regulation Act 1984 (a “road traffic regulation order”) in respect of the road where it appears that it is expedient to make it. In England and Wales, outside Greater London the council of the county is the traffic authority for all roads in the county for which the Secretary of State is not the traffic authority.
37. S1(1)(d) of the 1984 Act allows the traffic authority to make an order to prevent the use of a road by vehicular traffic of a kind which is unsuitable having regard to the existing character of the road. Such a restriction may be imposed on routes which have been identified as unsuitable for use by heavy goods vehicles and where there is an alternative.
38. Subject to the Local Authorities’ Traffic Orders (Procedure)(England and Wales) Regulations 1996 the Traffic Authority may make an order to revoke an existing Traffic Regulation Order. Given that the structural imperative for imposing a weight limit no longer apply it is clearly appropriate to replace the current traffic regulation order with a new traffic regulation order citing environmental reasons.

Equalities and diversity:

39. The recommendations of this report do not have any significant implications for equalities and diversity. As such, an Equality Impact Assessment is not considered necessary.

WHAT HAPPENS NEXT:

40. Subject to the recommendations of this report being approved, a new traffic regulation order will be advertised which imposes an 18 tonne environmental weight limit on Chertsey Bridge (with the exemptions detailed in Annex 2) in place of the existing structural weight limit. Subject to the consideration of any objections received, the order will then be made and come into operation.

Contact Officer:

Jason Gosden, Senior Engineer (NW Area Highways Team), 01483 518329

Consulted:

Runnymede Joint Committee
Divisional Member for Chertsey
Divisional Member for Laleham and Shepperton
Chair of the Spelthorne Joint Committee
Surrey Police

Annexes:

Annex 1 - Chertsey Bridge - Location Plan

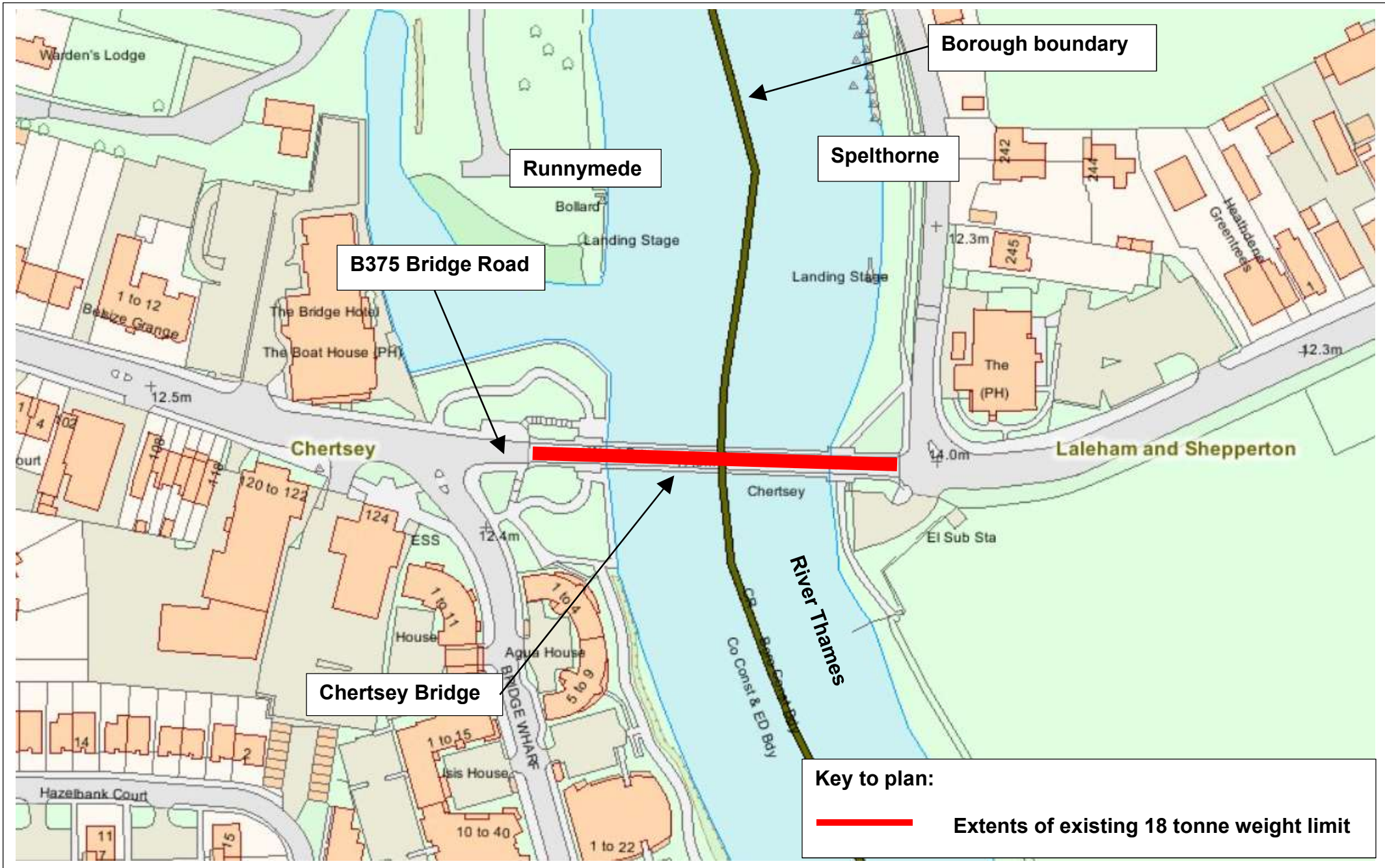
Annex 2 - List of exemptions to be included in proposed new traffic regulation order imposing an environmental 18 tonne weight limit on Chertsey Bridge

Annex 3 - List of objections raised by the Divisional Member for Laleham and Shepperton, and Chair of the Spelthorne Joint Committee, in response to the proposed new traffic regulation order imposing an environmental 18 tonne weight limit, with standard exemptions included, over Chertsey Bridge.

Sources/background papers:

n/a

Chertsey Bridge – Location Plan



Borough boundary

Runnymede

Spelthorne

B375 Bridge Road

Chertsey

Laleham and Shepperton

Chertsey Bridge

Key to plan:



Extents of existing 18 tonne weight limit

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ANNEX 2

List of exemptions to be included in proposed new traffic regulation order imposing an environmental 18 tonne weight limit on Chertsey Bridge

1. Nothing in the Order shall apply to a heavy commercial vehicle the maximum gross weight of which exceeds 18 tonnes being used:
 - (a) For ambulance fire brigade or police purposes
 - (b) On the direction or with the permission of a police constable in uniform
 - (c) In the service of a local authority
 - (d) In connection with the carrying out on land or on premises situate in on or adjacent to the road specified in Article 3 of this Order of any of the following operations namely:
 - (i) Building industrial or demolition operations
 - (ii) The removal of any obstruction to traffic
 - (iii) The maintenance improvement or reconstruction of the said road
 - (iv) The laying erection alteration or repair in or on land on premises adjacent to the said road of any sewer or of any main pipe or apparatus for the supply of gas water or electricity or of any electronic communications apparatus as defined in paragraph 1 of Schedule 2 of the Telecommunications Act 1984 and Sections 106 and 151 of the Communications Act 2003
 - (v) For the cleansing or lighting of the said road
 - (vi) For the collection of refuse from premises adjacent to the said road
 - (vii) For the placing maintenance or removal of any traffic sign situate in or adjacent to the said road or any road or length of road accessible only therefrom
 - (e) For the purpose of agriculture on any land adjacent to the road specified in Article 3 to this Order or in connection with the conveyance or haulage of timber felled upon such land
 - (f) For the purpose of gaining access to or of leaving any land and/or premises abutting or accessible only from the road specified in Article 3 to this Order
5. Nothing in the Order shall apply to a bus
6. Nothing in the Order shall apply in relation to any person who causes any heavy commercial vehicle the maximum gross weight of which exceeds 18 tonnes to proceed in accordance with any restriction or requirement indicated by traffic signs placed by the police pursuant to section 66 or section 67 of the Act

ANNEX 3

List of objections raised by the Divisional Member for Laleham and Shepperton, and Chair of the Spelthorne Joint Committee, in response to the proposed new traffic regulation order imposing an environmental 18 tonne weight limit, with standard exemptions included, over Chertsey Bridge (to replace the existing traffic regulation order which incorrectly imposes an 18 tonne weight limit on structural grounds)

1. Chertsey Bridge is an old historical bridge over the river Thames and although it is strong enough to carry HGV weight it is certainly not designed width wise to allow two HGV vehicles to cross the bridge at the same time without mounting the pavement on each side.
2. Due to the width of the bridge, pedestrians are extremely close to the motor cars and vans already as they walk over so HGV's will of course make it worst.
3. Cyclist also find the bridge intimidating as the cars cannot pass them and the bridge has a steep rise and descent on the other side. Again HGV's would make this bad situation due to the width even worst. To add to the traffic congestion there is a very sharp turning into Thames Side on the Shepperton side on top of the bridge making it extremely awkward for traffic which would be exacerbated with HGV's.
4. The residents of Shepperton village have put up with the maximum size HGV's (20 Tons load + vehicle weight) for at least fifty years with all the gravel lorries and continue to do so as new pits are opened up. It is unreasonable to expect the same residents to put up with even more HGV's than they already have for many years to come.
5. There is a perfectly acceptable route via the A308 and then on to the A244. There is then a very short stretch in Charlton Lane to the Eco-Park. The advantage of this route is that the HGV's are on 'A' roads which are designed for heavy goods vehicles until virtual arrival at the Eco-Park.
6. I have received and still do many complaints from residents regarding HGV's and it is by far the largest proportion in my mail bag as well as digital. So as divisional member and Chairman of the Spelthorne Joint Committee I request that the Cabinet Member rejects this application for the above reasons and keeps the HGV on the 'A' roads of Spelthorne.

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SURREY COUNTY COUNCIL

CABINET MEMBER FOR HIGHWAYS DECISIONS

DATE: 15 SEPTEMBER 2020

LEAD OFFICER: KATIE STEWART, EXECUTIVE DIRECTOR ENVIRONMENT, TRANSPORT AND INFRASTRUCTURE

SUBJECT: BUS LANE A30 LONDON ROAD CAMBERLEY



SUMMARY OF THE ISSUE:

In February 2020, Cabinet approved a bus lane enforcement policy and delegated decisions regarding the operation and enforcement of bus lanes to the Cabinet Member for Highways and Director for Infrastructure and Delivery.

This report seeks approval to consult on the amendment of hours of operation of the westbound A30 London Road bus lane and reducing the classes of vehicle permitted to use it. This report also seeks approval to consult on the removal of some sections of the bus lane. If approval is granted, authority is to be delegated to the Director for Infrastructure and Delivery to deliver the suggested public consultations.

RECOMMENDATIONS:

It is recommended:

1. To approve the undertaking of a statutory consultation to amend the hours of operation of the westbound A30 London Road bus lane to twenty-four hours a day, seven days a week, and to review reducing the classes of vehicle permitted to use the bus lane.
2. To approve the undertaking of a statutory consultation to remove sections of the westbound A30 London Road bus lane:
 - i. Between Park Street and Lower Charles Street
 - ii. Between Lower Charles Street and Grand Avenue
 - iii. Note it is also proposed to remove the section of bus lane between Frimley Road and 431-437 London Road, however, this is subject to gaining approval for increased hours of parking restrictions in the parking bays outside 423-437 and 443-457 London Road.
3. If it is agreed to approve recommendations 1 and 2, to delegate authority to the Director for Infrastructure and Delivery to deliver the suggested statutory consultations.
4. To review the outcome of the consultation responses before confirming any changes.

REASON FOR RECOMMENDATIONS:

The westbound A30 London Road bus lane has been in operation for over fifteen years, however, as part of the Local Enterprise Partnership (LEP) funded A30 London Road major scheme, a review of its operation has identified some changes which can be made to improve its effectiveness.

In order to make any amendments to the bus lane, a statutory consultation must be undertaken to change the existing traffic orders which govern the usage of the A30 London Road bus lane. The Cabinet Member for Highways is requested to approve the undertaking of these statutory consultations and review any objections in consultation with the Director for Infrastructure and Delivery before deciding how to proceed.

Any agreed changes to the bus lane will be delivered as part of LEP-funded A30 London Road major scheme.

DETAILS:

Background

- 1 The westbound bus lane on the A30 London Road has been in operation for over fifteen years, however, as the number of vehicles using the A30 London Road has increased, this has led to more congestion, not just at peak times, and is impacting local bus operations. It is therefore important that some changes are made to the bus lane to make it more effective. This will allow for local bus services to travel more efficiently within the Camberley area.
- 2 Local bus services are a key mode of transport, providing sustainable alternatives to the private vehicle. It is therefore vital to provide sufficient infrastructure to allow for local bus journeys to be completed more reliably. In terms of the proposal to amend the hours of operation and reduce the classes of vehicle permitted to use the bus lane, this will help to improve journey times, which will help attract more bus users and increase patronage levels on the local bus network. This will also support the operations of local bus operators in the Camberley area.
- 3 It is also proposed to remove the following sections of the A30 London Road bus lane:
 - i. Between Park Street and Lower Charles Street
 - ii. Between Lower Charles Street and Grand Avenue
 - iii. Note it is also proposed to remove the section of bus lane between Frimley Road and 431-437 London Road, however, this is subject to gaining approval for increased hours of parking restrictions in the parking bays outside 423-437 and 443-457 London Road. This is explained in more detail below in paragraph 6.
- 4 By removing these sections of the bus lane, it is anticipated that this will provide enhancements to westbound traffic movements through the junction with A30 London Road/ Lower Charles Street. The removal of the bus lane between Park Street and Lower Charles Street will also provide a widened

shared footway and cycleway in this section. Such measures will encourage further walking and cycling within the Camberley town centre area.

- 5 Whilst the removal of these sections of the bus lane will have a minimal impact on local bus operations, the loss of these sections will be mitigated by intelligent bus priority measures being delivered on the A30 London Road and an improved flow of traffic. This will provide a greater benefit to all motorised vehicle users. Over time, local bus operations have evolved, with two bus journeys per hour between Park Street and Lower Charles Street, and twelve bus journeys per hour between Lower Charles Street and Grand Avenue.
- 6 Regarding point iii, paragraph 3, raised above, the removal of this section of the westbound A30 London Road bus lane is dependent upon changes to the parking outside the shops. This will be covered within a separate consultation on the parking at this location, to be led by Surrey County Council officers, in accordance with the decision from the Surrey Heath Local Committee meeting on 27th February 2020. Such consultation will be delivered later within the A30 London Road major LEP scheme programme. It must be noted that local bus operators have highlighted their support for the removal of this section of the bus lane, on condition that changes to the parking arrangements are made.
- 7 Detailed design drawings are available to view as attached in Annex 1.
- 8 All of the above will contribute to greener futures and accelerate modal shift from private vehicle to more sustainable modes of transport. Such measures will also help us to achieve our 2030 Community Vision objectives including:
 - i. Residents live in clean, safe and green communities where people and organisations embrace their environmental responsibilities.
 - ii. Journeys across the county are easier, more predictable and safer.
- 9 If it is agreed to approve the undertaking of statutory consultations to review the operation of the westbound A30 London Road bus lane, this will be completed and fully funded as part of the A30 London Road LEP-funded major scheme.

Operational Issues

- 10 Bus lanes are intended for use by local bus services (and cycles) but other classes of vehicle are allowed to use them, such as motorcycles, hackney carriages, mini cabs and heavy good vehicles (HGVs). Since the A30 London Road bus lane was installed, design standards have changed and the Department for Transport (DfT) have issued new guidance and regulation governing the layout and usage of them.
- 11 The westbound bus lane along A30 London Road can currently be used by HGVs and motorcycles, in addition to cycles and hackney carriages. The changes to bus lane design standards mentioned above mean HGVs are no longer permitted to use bus lanes, unless they are at least 4m wide, and any HGV usage of bus lanes requires authorisation from the DfT regardless of the width. The A30 London Road bus lane is generally 3m wide and therefore HGV use should now be prohibited.
- 12 Bus lanes can also provide a better facility for cycling. In a 3m wide lane, it may not be possible for another vehicle to overtake a cyclist without moving into the

adjacent traffic lane. Similarly, there can be safety issues arising if cyclists are pushed out of the bus lane when passing other vehicles, so it is important to minimise the total number of vehicles using the lane and provide a safer journey experience for buses and cyclists. Therefore, in order to promote more freely flowing bus lanes, and make them more attractive and safer for buses and cyclists, it is necessary to consult on reducing the class of vehicle permitted to use the bus lane.

- 13 The westbound A30 London Road bus lane is currently operational during the hours of 7am-09:30am and 4pm-7pm, Monday to Friday. Traffic levels have increased in the fifteen years since the bus lane was introduced, with significant traffic congestion being reported along the A30 corridor during a wider range of times and days of the week. This includes the daytime inter-peak periods and later into the evening, as well as on Saturday and Sunday. It is therefore proposed to consult on extending the operational hours of the bus lane to twenty-four hours a day, seven days a week, to increase bus journey consistency and create a safer cycling facility for longer periods of the day. It is important to note that a critical issue is capacity at the junctions, and this is being addressed and improved as part of A30 London Road LEP-funded major scheme.
- 14 The proposals described above will not alter existing arrangements whereby vehicles can cross over the bus lane to make a left turn, access adjacent premises or park on private land.
- 15 It should also be noted that the section of westbound bus lane that is proposed to be retained (i.e. between Grand Avenue and Frimley Road) with extended hours of operation to twenty-four hours a day, seven days a week, does not have any direct frontages which may require any deliveries and/or servicing from the street. Therefore, it is not anticipated that any issues will arise as a result to the changes in hours of operation.

CONSULTATION:

- 16 Engagement with local bus operators has confirmed that they are fully supportive of the proposals identified to make the bus lane operational twenty-four hours a day, seven days a week, and to reduce the classes of vehicle permitted to use the bus lane. They are also supportive of removing the sections of bus lane specified, mitigated by the delivery of intelligent bus priority measures and the improved flow of traffic. Improvements to the bus lane are fundamental to provide more reliable local bus services in Camberley and beyond.
- 17 In order to implement any changes, we will need to amend the traffic orders governing the bus lanes. This will require a twenty-eight-day statutory consultation period and we plan to include all the changes described above in the consultation.
- 18 To notify the local community and stakeholders as to when the consultation starts, we will put up street notices and letter drop properties that could be impacted by the proposals. We will also have a dedicated webpage on the Surrey County Council website with information on the proposed changes and details as to how to provide feedback.

- 19 The Surrey Heath Local Committee have approved measures associated with the A30 London Road LEP Major Scheme. Surrey Heath Borough Council have also been engaged with in regards to the proposed matters identified to be consulted on.

RISK MANAGEMENT AND IMPLICATIONS:

- 20 There is a risk that some of the proposed changes will not be supported by all highway users. The statutory consultation will identify potential objectors to the proposals and these views can be taken into account when deciding how to proceed.

Financial and Value for Money Implications

- 21 The recommendations to approve the undertaking of a statutory consultation to review the hours of operation and reducing the classes of vehicle permitted to use the A30 London Road bus lane and a statutory consultation on reducing sections of the bus lane will cost approximately £3,000.
- 22 The delivery of the two public consultations will be fully funded as part of the A30 London Road LEP Major scheme and any works to be completed in removing parts of the bus lane will be programmed as part of this scheme. LEP funding has already been secured for these activities.

Section 151 Officer Commentary

- 23 Although significant progress has been made over the past twelve months to improve the Council's financial position, the medium-term financial outlook is uncertain. The public health crisis has resulted in increased costs which are not fully funded in the current year. With uncertainty about the ongoing impact of this, and no clarity on the extent to which both central and local funding sources might be affected from next year onward, our working assumption is that financial resources will continue to be constrained, as they have been for the majority of the past decade. This places an onus on the Council to continue to consider issues of financial sustainability as a priority in order to ensure stable provision of services in the medium term.
- 24 The Section 151 Officer supports the proposal, as the costs of these consultations, and any subsequent implementation of changes, will be met from existing identified budgets and do not materially change any future costs.

Legal Implications – Monitoring Officer

- 25 It will be necessary to carry out a statutory consultation in accordance with the Road Traffic Regulation Act 1984 in order to amend the extent, operating times and classes of vehicle permitted to use the westbound A30 London Road bus lane.
- 26 An approved local authority has the power to enforce bus lanes by the imposition of civil penalty charges in accordance with the Bus Lane

Contraventions (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2005. The Bus Lane Contraventions (Approved Local Authorities) (England) Order 2005 enables Surrey County Council to undertake those powers of enforcement. This function may be delegated to Borough and District councils under powers in the Local Government Act 2000 and associated regulations.

Equalities and Diversity

- 27 The recommendations in this report have no material impact on existing equalities policy and therefore a full equalities impact assessment is not deemed necessary.
- 28 Before any changes are made on the highway, a comprehensive statutory consultation will be carried out with users and interested parties and feedback fully considered before any final decision is made.

WHAT HAPPENS NEXT?

- 29 If approved, a statutory consultation will be undertaken on the proposal to amend the hours of operation of the westbound A30 London Road bus lane and reduce the classes of vehicle permitted to use the bus lane. A statutory consultation will also be undertaken on the proposed removal of some sections of the westbound A30 London Road bus lane.
- 30 To review the outcome of the consultation responses with the Director for Infrastructure and Delivery before confirming any changes.
- 31 If it is agreed to make the necessary amendments to the hours of operation, reduction in classes of vehicle permitted to use the bus lane and the removal of some sections of the bus lane, these will be delivered as part of the A30 London Road LEP-funded major scheme.

Contact Officer:

David Ligertwood, Passenger Transport Projects Team Manager, 07971 663 327

Consulted:

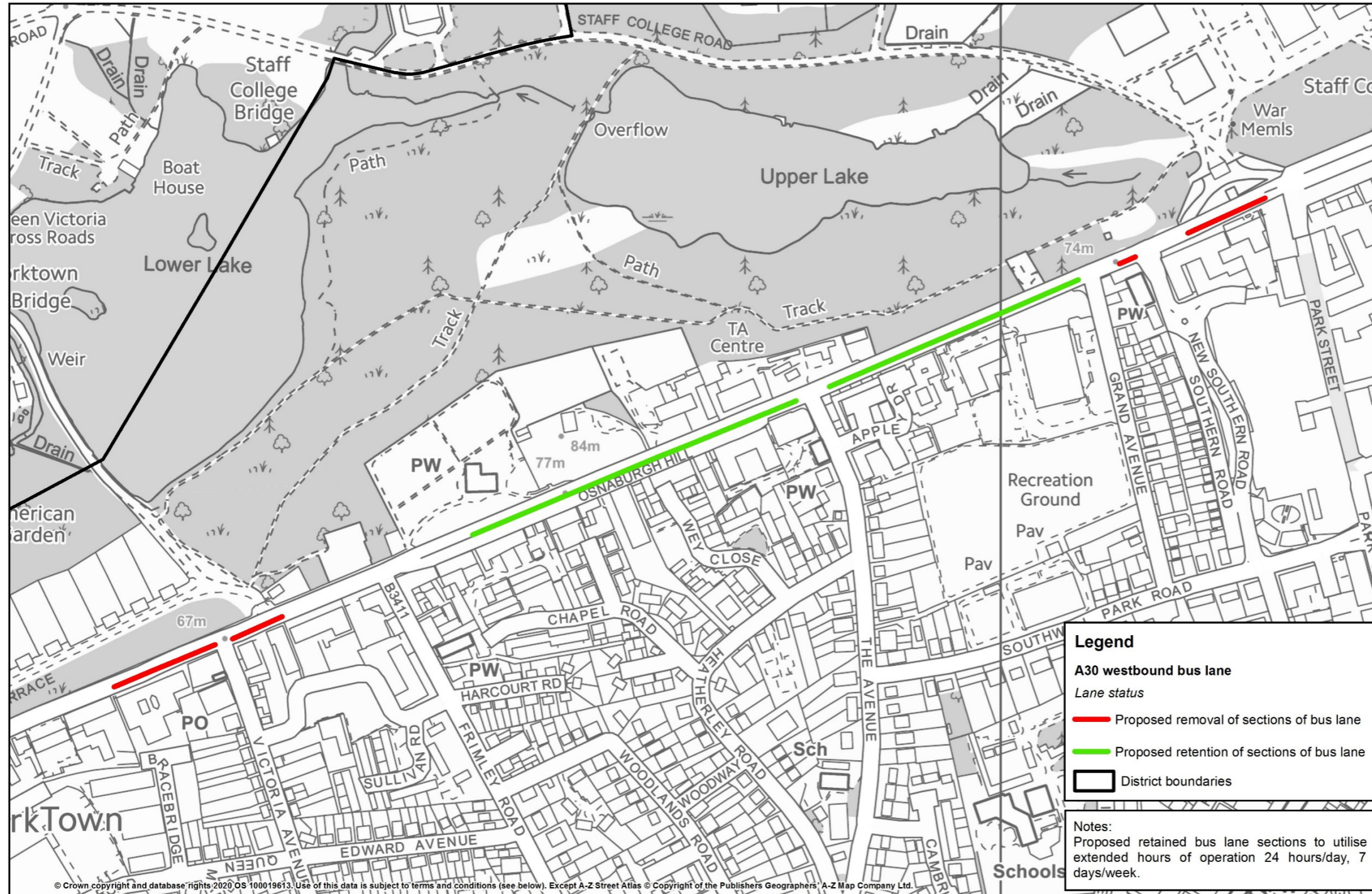
Passenger Transport Projects Team
Parking Strategy and Implementation Team
Transport Policy and Major Projects
Surrey Heath Borough Council.
Stagecoach

Annexes:

- Annex 1 – A30 London Road LEP Major Scheme Detailed Design

Sources/background papers:

- Bus Lanes and Bus Lane Enforcement, Cabinet, 25 February 2020
- A30 London Road LEP Major Scheme Business Case
- Surrey Heath Local Committee Decision Notice, 27 February 2020



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Camberley A30 London Road bus lane



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