

Surrey Transport Plan

Spelthorne Local Transport Strategy & Forward Programme Consultation Report



September 2014



SURREY

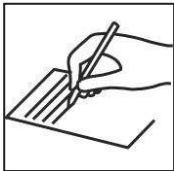
Blank Page

Alternative formats

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

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

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



In writing

Surrey County Council
Transport Policy (Room 420)
Environment & Infrastructure Directorate
County Hall
Kingston upon Thames
Surrey KT1 2DN



By phone

03456 009 009
Minicom: 020 8541 9698



Online

Email: localtransport.strategiesinfo@surreycc.gov.uk
www.surreycc.gov.uk/

**Surrey Transport Plan
Local Transport Strategies and Forward Programmes Tranche 1 Consultation
Report- Spelthorne**

September 2014

Contents

Executive Summary	1
1 Approach to Consultation	2
1.1 Consultations undertaken	2
1.2 Consultation process	2
1.3 Wider engagement activities	4
1.4 Who responded to the consultation.....	4
1.5 Key themes of representations and resulting changes	6

Executive Summary

Extensive consultation and close partnership working are at the heart of the Surrey Transport Plan and our approach to transport in the county.

This report describes the consultation process for the Spelthorne Local Transport Strategy and Forward Programme and how this has shaped the Strategy going forward. All consultation responses received were considered in the revision of the draft strategy.

The county council has produced an [SEA screening report](#) and an Equalities Impact Assessment.

Consultation and participation will continue to inform the future revisions of the strategies and the implementation programmes, as these are brought forward.

1 Approach to Consultation

Extensive consultation and close partnership working are at the heart of the Surrey Transport Plan and our approach to transport in the county.

This report describes the consultation process for the Local Transport Strategies and Forward Programmes included in the first tranche of district and borough strategies. This report summarises who responded to the consultation, the key issues which emerged from the representations received and how the strategy was revised in consequence.

The main purpose of consulting and engaging on the draft Local Transport Strategies (LTSs) was to:

- a) inform people
- b) get feedback on the Spelthorne Local Transport Strategy
- c) seek local input on the Spelthorne Local Transport Strategy and Forward Programme

The county council would like to thank all those who commented on the Local Transport Strategies and Forward Programmes.

1.1 Consultations undertaken

The following Local Transport strategies were consulted upon as part of Tranche 1 of the public consultation:

- Elmbridge Local Transport Strategy and Forward Programme
- Epsom and Ewell Local Transport Strategy and Forward Programme
- Mole Valley Local Transport Strategy and Forward Programme
- Spelthorne Local Transport Strategy and Forward Programme
- Woking Local Transport Strategy and Forward Programme

1.2 Consultation process

The strategies were subject to a 6 week online public consultation from 22nd May to 2nd July 2014. The consultation documents were published on the Surrey County Council website. The public and stakeholders were asked three key questions in an online survey in relation to the programme:

1. We have tried to identify the most pressing transport issues impacting the District/Borough. Are there any other transport problems that we should consider?

2. The strategy looks to support the planned growth within the District/Borough and mitigate any negative impacts. Are the aims and objectives of the strategy right?
3. Are there any other schemes we should consider that we have not included in the Forward Programme? (see Annex)

The draft local transport strategies and forward programmes were available in hard copies at the District/Borough Offices and at County Hall. Leaflets and posters were sent to all Surrey libraries in the relevant districts/boroughs and local council offices.

Information was sent by email to:

- All Surrey Transport Plan consultees
- All County councillors
- All Borough/District councillors
- All Parish councillors where applicable

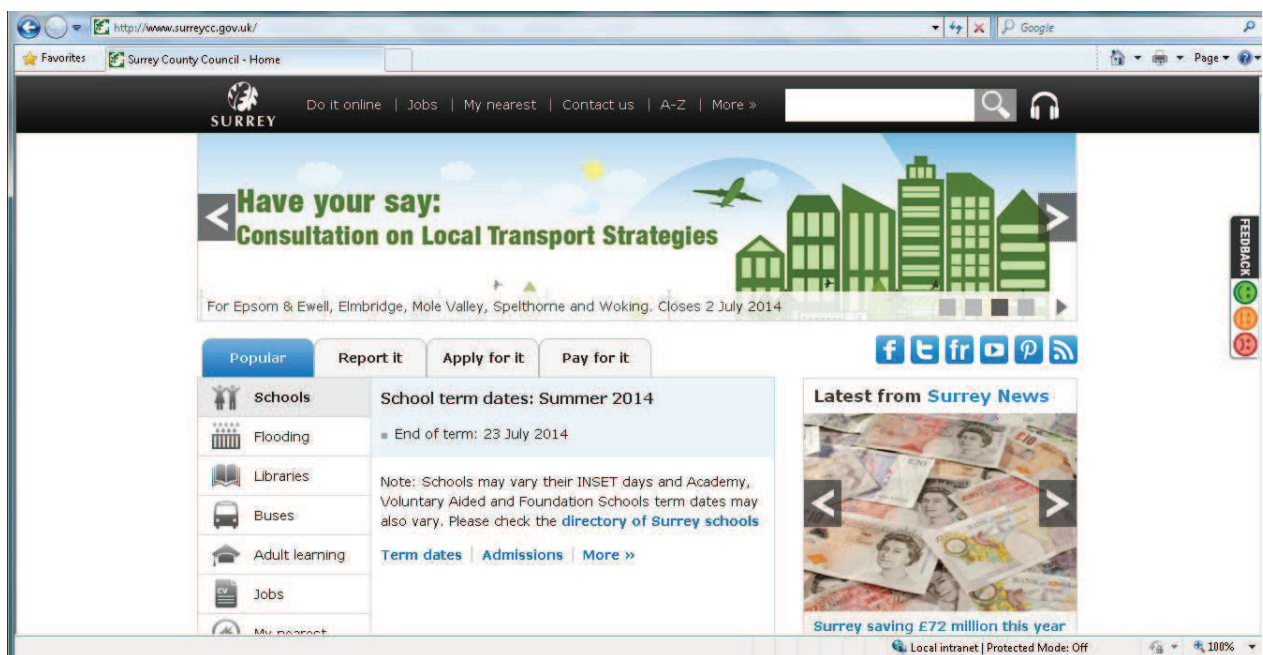


Figure 1-1: The final week of consultations on the Local Transport Strategies was the headline on the county council's website

1.3 Wider engagement activities

Various engagement activities and were used to inform the development of the Local Transport Strategies. This included officer workshops, informal Local Committee, task groups and partnership working with borough officers.

Consultation and participation will continue to inform the revision of the strategies.

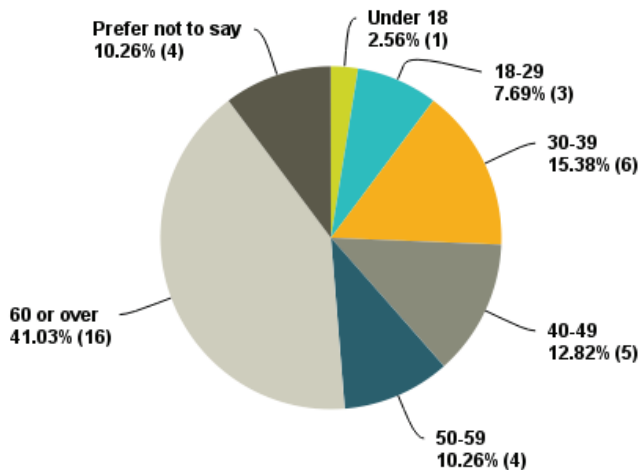
1.4 Who responded to the consultation

The first tranche of LTS received 46 responses to the online survey as well as a number of responses by email, split between the five boroughs and districts.

Respondents to the online survey were fairly split between male (43.59%) and female (43.59%). The most common age range of respondents was 60 and over (41%).

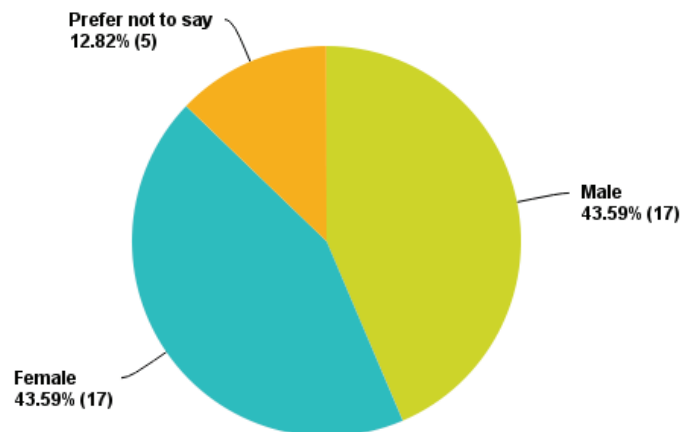
Q5 What is your age?

Answered: 39 Skipped: 7



Q6 Gender

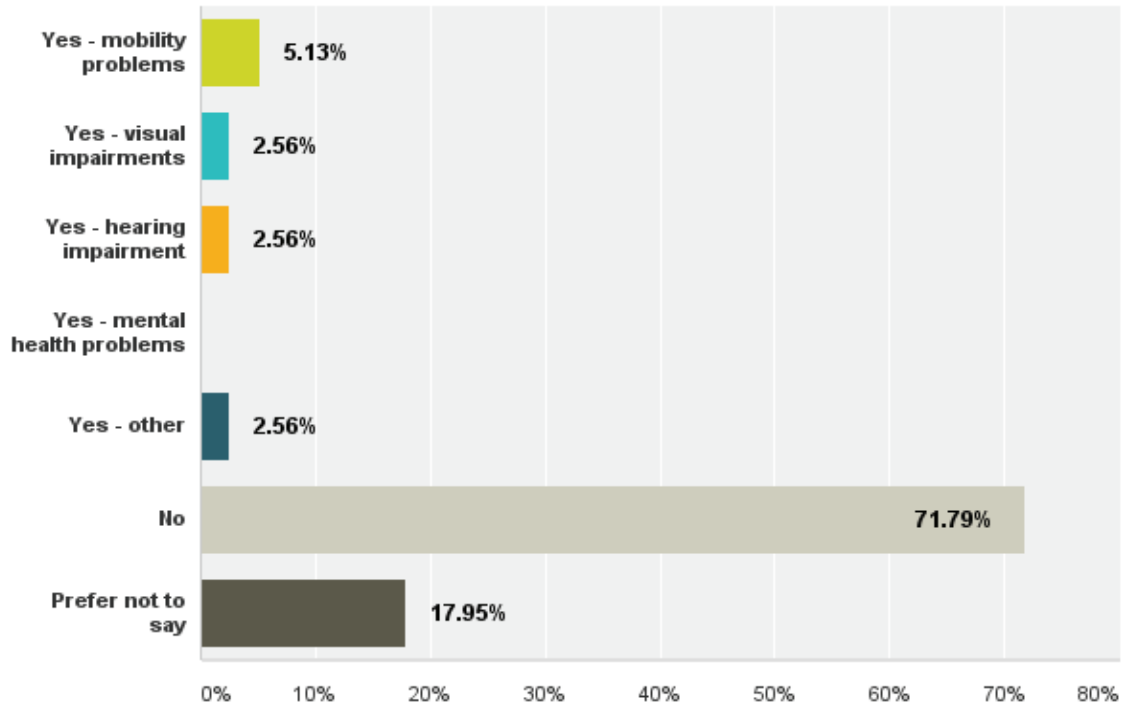
Answered: 39 Skipped: 7



71.79% of respondents to the survey did not consider themselves to have a disability. The most common disability identified by respondents to the survey was mobility issues.

Q7 Do you consider yourself to have a disability? (Please tick all that apply)

Answered: 39 Skipped: 7



There were 5 responses to the consultation via the online survey; other responses were received by email. Responses were received from a wide range of individuals and organisations, including:

Public sector

- Spelthorne Borough Council Officers
- Spelthorne Informal Local Committee
- Surrey County Council Officers

Private sector companies or representing bodies

- Highways Agency
- Heathrow

1.5 Key themes of representations and resulting changes

The key themes which came out of the public consultation were congestion, cycling and development. In response to these themes relevant County Council officers were asked to assist in the modification of the transport strategy to reflect these concerns. Working with specialist officers in each area and with the collaboration of other SCC officers, each concern expressed in the consultation has been responded to in the annex. Many of the issues raised have been looked into before as part of previous or ongoing work streams, particularly within the other strategies which form part of the LTP3.

It was therefore decided to add significantly to Section 6- Related Workstreams in order to provide the context of the Local Transport Strategy and to show the reader, where their concern may not have been addressed in the LTS, it may have been addressed as part of one of the other LTP3 strategies or in a related SCC or SBC initiative.

Other amendments have been made to the draft Spelthorne Local Transport Strategy and Forward Programme in response to several of the comments received. These amendments include:

- Restructuring of document to ensure consistency and improve readability.
- Reference added to the LTP3 and to the SCC environment and infrastructure directorate priorities in section 2 to provide context for the Strategy and Forward Programme.
- Sections added on access to airports and environmental issues to improve consistency with LTP3.
- Sections added on bus provision, walking and cycling provision to improve readability and consistency.
- Description of the Surrey transport network added to provide a wider context of the borough of Spelthorne.
- Minor amendments throughout the document to improve accuracy, readability and provide up to date information.

Annex: Public Consultation Online Survey responses

Survey Response #	Response to question	Point made	SCC response
8	2 (Other transport problems)	Some excellent stuff about promoting cycling, walking and public transport, but you should be more positive about measures to reduce car use, not just 'manage' congestion. As there is no box for further comments I am putting them here.	The County Council and its partners are taking every opportunity to bid for funding that support improvements towards sustainable modes of transport (walking, cycling, bus/rail).
8	2 (Other transport problems)	Sec 2.6 on the number of car journeys under 5km shows that you are right to concentrate on modal shift. This would reduce congestion, improve air quality, reduce parking problems, improve the viability of local shops, and improve social cohesion by making streets safer and more friendly. The problem is how to do it! You need to be firmer in discouraging car use and pointing out the downsides of further development, particularly in Staines Town centre.	Town centre developments are required to provide a lower number of parking spaces in comparison to out of town developments. Major planning application should be accompanied by a Transport Assessment which should consider the impact on traffic flow and air quality. If there is a S106 agreement, SCC's Transport Development Planning team could get involved and negotiate developer funding to mitigate the impacts.
8	2 (Other transport problems)	Widening Staines Bridge: isn't a 3 lane road very dangerous? and won't widening the bridge just bring more cars in? Are there any measures, e.g. more prominent direction signs warning of congestion in the town, to encourage traffic to use the bypass?	Widening the bridge is required to provide an improvement for pedestrians and cyclists via on off road route linking to the existing and proposed routes on either side of the river. The bridge widening will also tackle congestion across the Staines Bridge bottleneck. The scheme will be subject to a full feasibility study and safety audit should it be brought forward.
8	2 (Other transport problems)	Objective 1: please consider sorting out previous mistakes, such as the system in Thames Street and South Street in Staines, where there is no provision for cyclists on the road, but bike traffic lights directing cyclists to cross with pedestrians, from pavement to pavement, although cyclists should not legally be on the pavement and have no wish to be there obstructing pedestrians.	Consideration for linking South Street and Thames Street to the cycle network as an off road route is being investigated within a proposed Wider Staines sustainable travel package. Included in the Rummymede Roundabout Major Scheme is the provision for upgrading the existing variable message signs which should alleviate congestion issues on the local highway network.
8	2 (Other transport problems)	Objective 4: only NO2? Not PMs, whose impact on health is becoming clearer?	PM10 concentrations are monitored by Spelthorne. The concentrations in Spelthorne are compliant with the UK air quality objectives, so there is therefore no need for action specifically to reduce PM10 levels. Any actions which help to reduce NO2 should also help to reduce PM10.
8	2 (Other transport problems)	Sec 2.10 the line splits at Staines providing services to Reading, Windsor and Weybridge. 2:26 predominantly 2:29 Ashford has 12 bike stands, not 232. If only! 2:24 the towpath between Staines and Chertsey Bridge is a narrow and well-used footpath. OK for occasional cycle use but is not a principal cycle route and should not be promoted as such. Doesn't NCR4 go along Chertsey Lane, on the Surrey side of the river?	National Rail claim there are 24 cycle storage spaces at Ashford. This has been amended. NCR4 runs on both sides of the river Thames. On the Spelthorne side of the river it utilises mainly off road and some on road sections close to the river. The Rummymede section, although generally off road, is adjacent to a busy section of A road. The County Council intends to work with sustrans (developer of the NCR network) to look to improve sections of the NCR within Spelthorne.
8	2 (Other transport problems)	Real time info at bus stops is a big improvement and makes bus use more attractive.	Real time information will be encouraged across the borough as part of Quality Bus Corridor improvements.
8	3 (Aims and Objectives)	Growth will happen, but why support it when you know it will make things worse? In particular, growth in Staines town centre should be more modest than the high-rise development previously planned. Your voice emphasising the impact on congestion and air quality would be useful at this stage.	Major planning applications should be accompanied by a Transport Assessment which should consider the impact on traffic flow and air quality. If there is a S106 agreement SCC's Transport Development Planning team would get involved and negotiate developer funding to mitigate the impacts.
8	4 (other schemes we should consider)	A specific study of barriers and difficulties that deter people from cycling, and schemes to reduce these barriers, would be more fruitful than yet more 'routes' which may be ignored. Example: observation by SCC Highways of non-motorised traffic approaching Walton Bridge from Shepperton showed that most came by Walton Lane and then had to cross the busy road to get to the left (downstream) side of the bridge. Solution: ensure foot and cycle paths on upstream side. Difficulties are not just on the road. To encourage people to cycle those short journeys to shops, school etc you should promote the use of panniers, racks, saddlebags etc, to normalise the bicycle as a useful means of transport rather than a toy. Publicity campaign? Subsidised offer? What about more bicycle maintenance training and assistance/	The cycling strategy proposes a monitoring programme. The intention is that this will include people who currently don't cycle as well as those that do and from this improve our range of interventions. In regard to Walton Bridge, there are cycle paths on both side of the road and the intention is to provide a controlled cycle crossing of the road on the south side of the bridge. Part of the cycling strategy is a monitoring programme.
9	3 (Aims and Objectives)	The aim of encouraging sustainable modes of transport is fine, but the stated schemes will not achieve the aim. To encourage people to cycle (and also to walk and use public transport) you must make the whole road network more attractive and less threatening. Widespread use of 20mph speed limits, and traffic lights at major roundabouts, will do more to encourage the timid to try cycling than any amount of 'cycle routes'.	We do not know the extent to which the need to carry goods deters cycling, or how having panniers rather than (say) a rucksack would reduce any deterrence that did exist. The County is currently undertaking a programme of publicity promoting cycling through Travel Smart in some areas of Surrey. The intention is for this practice to be rolled out across Surrey. Recently, subsidised one-to-one training has become available across the whole County. Whilst roundabouts are indeed a deterrent to people who may otherwise try cycling, so are busy roads with heavy traffic in general. That is why the cycling strategy gives priority to the idea of creating segregated cycle facilities along main road routes. Within Surrey decisions over most highway matters including setting speed limits are delegated to local committees of elected county council and borough/district councillors. There is a local committee in each of the 11 boroughs and districts within Surrey. Each local committee is provided with an annual budget from Surrey County Council for highway improvements throughout their area, and then the local committee decides where best to invest their budget in response to local concerns to tackle congestion, improve accessibility, improve safety and support the local economy. Therefore any proposals for changing speed limits including the signing, legal speed limit order and supporting highway measures would require agreement and allocation of funding by the local committee from their budget for highway improvements. The county council's new speed limit policy highlights that there is greater encouragement from central government for local authorities to introduce more 20 mph schemes (limits and zones) in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists.

ITEM 10

9	3 (Aims and Objectives) 4 (other schemes we should consider)	Someone leaving her car at home and cycling to the shops will take the most direct route from her house, whether or not it has white paint on the road. She needs to feel it is safe and pleasant. As above: 20mph speed limits on all but main roads, and traffic lights at major roundabouts. The Crooked Billet roundabout in Staines is now feasible for the average cyclist, with care; before the traffic lights were installed it was terrifying.	The aims of the Surrey County Council Local Transport Plan (LTP3) are to provide effective transport, reliable transport, safe transport and sustainable transport. As above, within Surrey decisions over most highway matters including setting speed limits are delegated to local committees of elected county council and borough/district councillors. The county council's new speed limit policy highlights that there is greater encouragement from central government for local authorities to introduce more 20 mph schemes (limits and zones) in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists. Solutions have been included in the strategy where they are known. As solutions are developed for existing problems they will be included in future revisions of the Local Transport Strategy and Forward Programme. The objectives within the strategy are designed to tackle existing and future problems in the borough. The objectives are to promote travel by foot and bicycle, promote the use of public transport, manage congestion and reduce NO ₂ levels where necessary. The realisation of these objectives would have benefits to those transport users who wish not to use a private car.
9	2 (Other transport problems)	You have identified problems but the solutions yet again will in effect do little as they are not challenging enough. There needs to be full political will and all party members need to be behind the change.	
20	3 (Aims and Objectives)	These objectives yet again are just not good enough to do anything useful for the future. The aims still are so very car centric and unrewarding to those who seek an eco and health alternative to a car. Once again, these plans are not challenging enough to make any real difference. They are huge wastes of money.	
20	4 (other schemes we should consider)	The existing cycle network is a great white elephant and a dangerous one at that. You need to take a step change program to getting drivers out of their cars. The existing network and your planned works do not go anywhere near enough to make a change. I believe this to be so given your constant omission of percentage targets to aim for.	The County Council and its partners are taking every opportunity to bid for funding that support improvements towards sustainable modes of transport (walking, cycling, bus/rail).
20	4 (other schemes we should consider)	The way forward to relieve congestion and lower pollution and many many health issues is to provide complete, safe, direct, reliable and purposeful segregated and semi-segregated cycle routes and to stop with the dangerous and incomplete shared tracks with pedestrians. They do not work nor will they offer the mass potential for change.	The degree of segregation required will be looked at on a case-by-case basis; the cycling strategy approach of providing segregated routes adjacent to busy roads is intended to create continuous and direct routes.
20	4 (other schemes we should consider)	Towns and Schools also need to be 20mph zones to start to fall in line with many other town strategies. Much much much more secure and bike friendly parking needs to be offered.	The aim is to identify more cycle parking locations through the development of the local Cycling Plan. As above, within Surrey, decisions over most highway matters including setting speed limits are delegated to local committees of elected county council and borough/district councillors. The county council's new speed limit policy highlights that there is greater encouragement from central government for local authorities to introduce more 20 mph schemes (limits and zones) in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists.
20	4 (other schemes we should consider)	And finally, planners and Councillors must all have bikeability status and training or awareness before sanctioning off any so call road changes or 'improvement'. Once again, these programs are just not good enough and come the year 2025, we are still going to be stuck in the 1980's with heavy congestion and pollution.	Planners and Councillors are working together to improve transport across the borough for all road users. Schemes included in the Forward Programme will be subject to full feasibility and safety studies before being implemented.
36	2 (Other transport problems)	More bus links/routes with other settlements of Spelthorne: Buses from Ashford to Shepperton	The County Council has submitted bids to the Enterprise M3 Local Enterprise Partnership to secure funding for sustainable travel packages which would provide quality bus corridors. SCC is preparing travel packages for the wider Staines area and an East Spelthorne package.