

**COMMITTEES-IN-COMMON SUB-COMMITTEE DECISIONS**  
**22 MARCH 2023**

**1. SURREY COUNTY COUNCIL'S ANNUAL PROCUREMENT FORWARD PLAN 2023/24**

**RESOLVED:**

1. To Procure for the projects listed in the Annual Procurement Forward Plan for 2023/24 in accordance with Surrey County Council's Procurement and Contract Standing Orders.
2. That where the first ranked tender for any Surrey County Council projects listed in Annex 1 is within the +5% budgetary tolerance level, the relevant Executive Director, Director, or Head of Service (as appropriate) was authorised to award such contracts while consulting with the relevant Cabinet Member as appropriate was.
3. That the procurement activity marked as 'yes' in Column R within the Annual Procurement Forward Plan will be returned to the Surrey-Wide Commissioning Committees in Common for review of the commissioning and procurement strategy before going to the market.

**Reasons for Decision:**

- To comply with the Procurement and Contract Standing Orders agreed by Surrey County Council in May 2019, and further revised in October 2022.
- To provide the Surrey-Wide Commissioning Committees in Common with strategic oversight of planned procurement projects led or jointly procured with Health by Surrey County Council for 2023/24.
- To ensure the Surrey-Wide Commissioning Committees in Common oversight is focused on the most significant procurements.
- To avoid the need to submit multiple individual requests for Approval to Procure as well as individual SCC only contract award approvals for work taking place in 2023/24.

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**CABINET MEMBER FOR TRANSPORT, INFRASTRUCTURE AND GROWTH DECISIONS**  
**28 MARCH 2023**

**2. Petition: Reinstate the 93 bus service back to pre-covid timetable**

**(i) Details of petition**

**Statement:**

We the undersigned petition Surrey County Council to Increase the Dorking-Horsham 93 bus service back to its pre pandemic timetable.

**Justification:**

The 93 bus service always used to be inadequate at peak times even before the pandemic. It ran every 20 minutes Mon-Sat and is now only running once an hour and hasn't returned back to its pre-pandemic timetable. Now there is only one school bus in the morning and afternoon and it very often drives past people at the bus stops because it's full to capacity.

People have no other choice but to drive to school/work or wait out in the cold for the next bus. This is increasing car traffic which is having an environmental impact on our town.

Submitted by: Louise Waterton

Signatures: 130

### **Response:**

Bus Service 93 operates hourly between Horsham and Dorking on Monday to Saturday, every two hours on Sundays. This is partly funded by the County Council and partly operated on a commercial basis by Metrobus.

Prior to the pandemic the passenger numbers had unfortunately already been declining and Metrobus had previously expressed concerns about the sustainability of the service with a significant reduction seen in school travel patronage in recent years which had challenged the financial viability of the route.

During the pandemic, with little passenger usage on bus services, timetables were reduced and service 93 was reduced to an hourly frequency which still catered for all school requirements.

The transport industry has been very slow in recovering from the effects of the pandemic. This is partly due to the change in travel patterns, with more people working from home and online shopping deliveries which have had a negative effect on the patronage levels; some bus routes may never recover to the pre pandemic levels. The cost of running buses has also significantly increased since covid and we need to ensure the services being supported are sustainable while also meeting resident's needs.

The overall capacity of the buses used on service 93 is 67 passengers, which is a seated capacity of 37 and standing capacity of 30.

From the initial analysis of three weeks passenger loadings data, commencing 16<sup>th</sup> January 2023 and covering all Monday to Friday journeys, there doesn't appear to be any journeys that would be classed as requiring additional capacity. For example, the busiest journeys had a maximum of 46 and 51 passengers travelling, (Note: that the maximum number of passengers travelling is across the whole journey and occupancy at any one time would be lower).

- 07.30 from Warnham (arrival in Dorking 08.24) the average number of passengers travelling was 43, the maximum was 51, capacity for a further 16 passengers.
- 15.14 from Horsham (arrival in Dorking 16.46) the average number of passengers travelling was 35, the maximum was 46, capacity for a further 21 passengers.

At the current time, with patronage levels still within the capacity being provided, we are unable to fund an increase in the frequency on this service. We sympathise with the concerns of residents and are genuinely saddened that the loadings remain low. We have raised the concerns with Metrobus, and they will investigate any specific incidents where passengers report overloading has occurred.

*(Cabinet Member for Transport, Infrastructure and Growth Decisions – 28 March 2023)*

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### 3. Petition: Walnut Tree Close

#### (i) Details of petition

##### **Statement:**

We the undersigned petition Surrey County Council to Return Walnut Tree Close to two way traffic and stop the one way system that forces all traffic going to the railway station through the town centre.

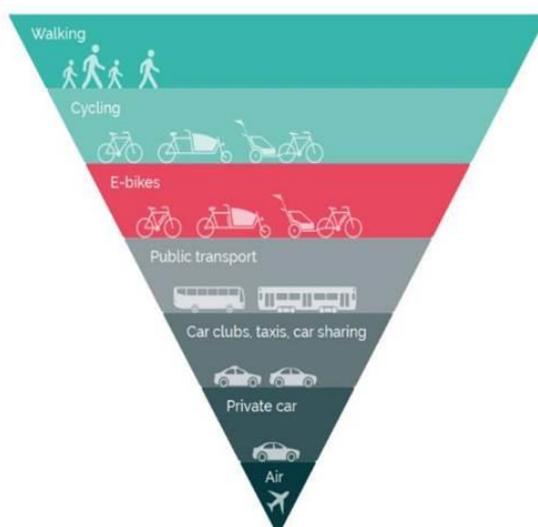
##### **Justification:**

The Council is trialling a one way system through Walnut Tree Close. This is causing all traffic coming to the railway station from Bellfields and Stoughton, and the A3 Wooden Bridge direction through the town centre instead. It's adding considerably to many people's journeys and causing congestion and inconvenience. The supposed intention is to increase cycling. The Council's method of evaluation is seriously flawed and biased towards gathering opinions of those living in the Walnut Tree Close area, which largely consists of student flats - and not the working population of Guildford who need to commute via the train station. (And who are trying to use the train as a means of sustainable travel). Please help stop this poorly thought out and punitive system.

Submitted by: Joan Donnelly  
Signatures: 449

##### **Response:**

The trialled one-way & cycle lane changes contribute positively to the original aims of the scheme and both the County Council's and Borough Council's future aspirations on air quality reduction. The scheme supports Surrey's Sustainable Travel Hierarchy as set out in Surrey's LTP4 which provides a decision-making framework to prioritise active travel measures to increase levels of walking and cycling.



The trial has led to an increase in walking and cycling activity along Walnut Tree Close and is supported by G-BUG. (Refer to Traffic Analysis Report – Annex A, of the Cabinet Member report published for the Cabinet Member Meeting on 28/03/23 for more details).

Surrey County Council have been monitoring traffic and air quality impacts of the trial and have determined that there has been no detrimental impact on adjacent roads as a result of the one-way scheme.

(Refer to Traffic Analysis Report – Annex A, of the Cabinet Member report published for the Cabinet Member Meeting on 28/03/23 for more details).

Walnut Tree Close is classified as a D class road that serves as a local road for residents. The road was not designed to cope with the current levels of traffic that is generated by Guildford Station. This has created an increase in road safety risk and worsening in air quality for residents, pedestrians and cyclists who use this road. Other roads around Guildford, i.e., Woodbridge Road and Stoke Road have been designed and have greater capacity to cope with higher traffic volumes. It is the intention of Surrey County Council that making the one-way permanent will return Walnut Tree Close to its intended use as a D class road.

Surrey County Council have obtained online feedback from all users of Walnut Tree Close via a dedicated email address set up for this project and also through face to face and online surveys. During the trial, feedback has been received from a wide range of affected users including residents, businesses and those using Walnut Tree Close to access the station and/or the town centre.

The decision-making process to make the scheme permanent was made on the balance of the feedback from the trial and the outcomes meeting Surrey County Council's LTP4 objectives. This includes consideration of the traffic impacts and impacts on air quality, in addition to enabling increased sustainable travel.

*(Cabinet Member for Transport, Infrastructure and Growth Decisions – 28 March 2023)*

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#### **4. Decision: Walnut Tree Close, Guildford - One-Way System and Cycle Lane**

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

The Cabinet Member agreed to make the one-way system trial along Walnut Tree Close permanent.

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

Following a second trial which was undertaken from 29th May 2022 to 30th November 2022, it has been demonstrated by the data collected during this period that there has been no detrimental impact on traffic or air quality from the trial, and the one-way system achieves most of the objectives set for the scheme, it is recommended that the changes are made permanent.

*(Cabinet Member for Transport, Infrastructure and Growth Decisions – 28 March 2023)*