

Burpham Active Travel Scheme

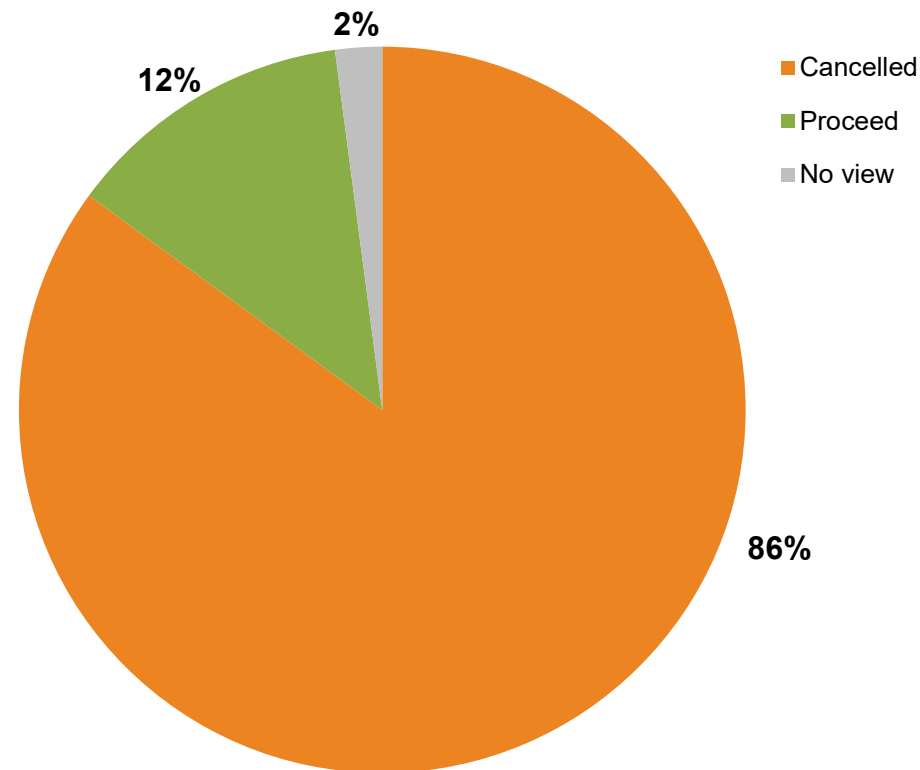
Survey Analysis and Conclusions

December 2023

LONDON ROAD ACTIVE
TRAVEL SURVEY

Our Survey – Residents Overwhelmingly Against Scheme

Over 1,000 responses and 86% want it cancelled – only 12% in favour

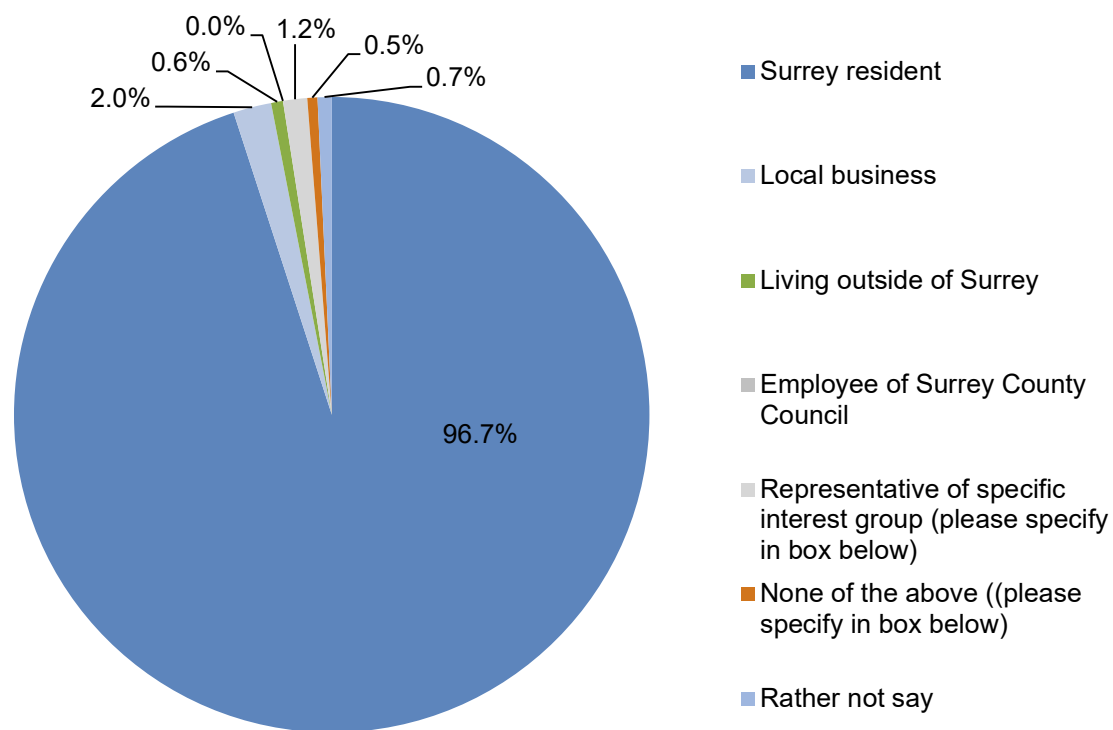


Our Survey Clearly Struck A Nerve – Exceptionally High Response Rate in Quick Time

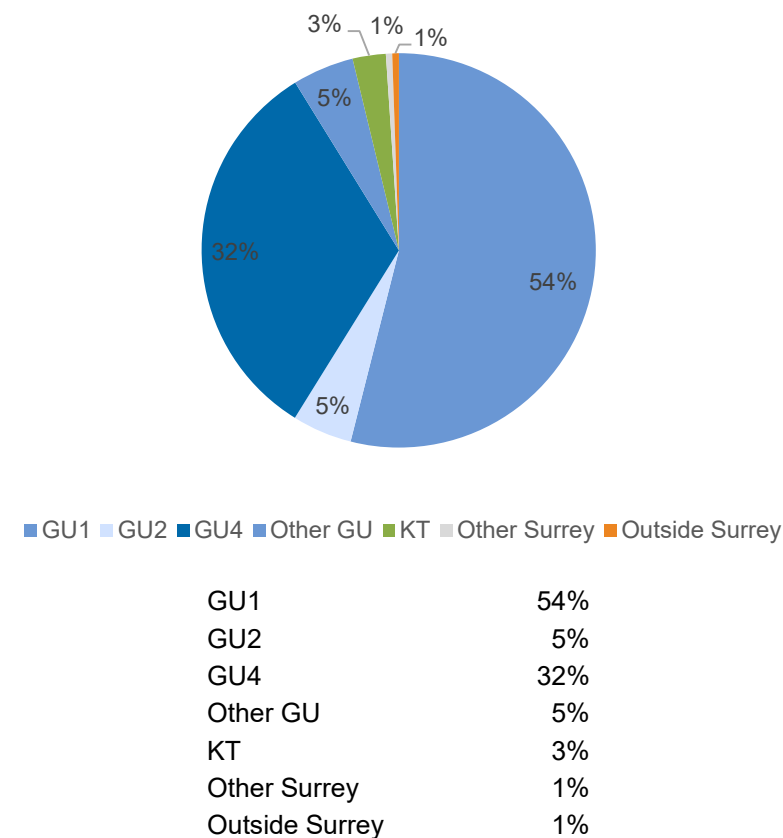
Our Survey – Very High Response from Local Residents

Over [900] responses from Guildford postcodes; [100] from nearby who regularly travel into Guildford

Respondents Almost All Local Residents



91% from Guildford Postcodes

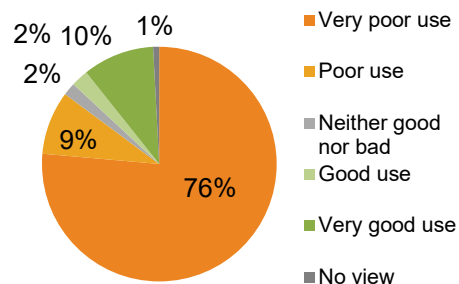


Local Residents Clearly View This as Important

Strong Opposition on Multiple, Important Issues

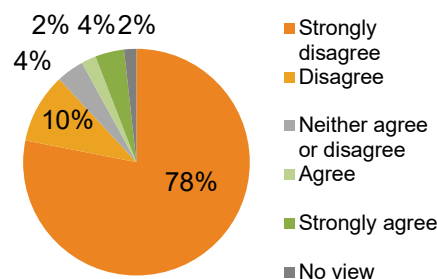
Wide range of issues means Scheme needs to be cancelled – there is no appetite on any level

Very Poor Use of Taxpayer Money



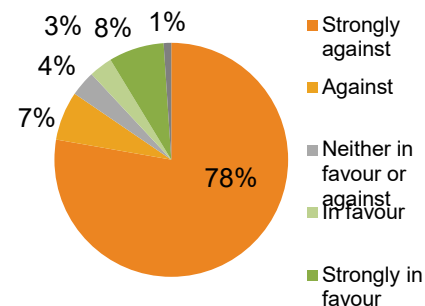
Against: 85%
Pro: 12%

Against Rerouting to Residential Roads



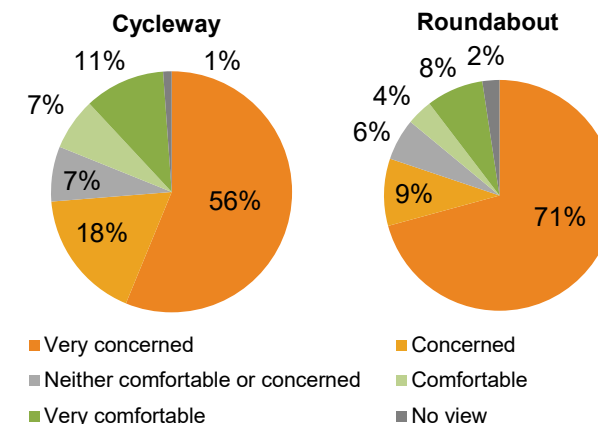
Against: 88%
Pro: 6%

No More Congestion for Guildford



Against: 85%
Pro: 11%

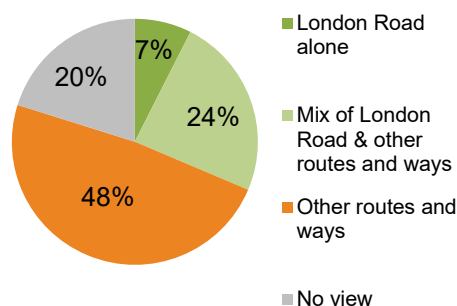
Safety Concerns: Shared Cycleways & Dutch Roundabout



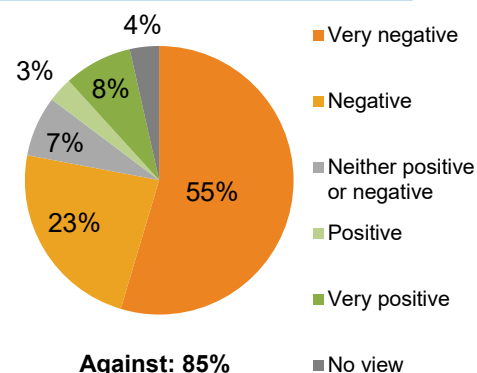
Against: 74%
Pro: 18%

Against: 80%
Pro: 12%

London Road: Not The Priority Route

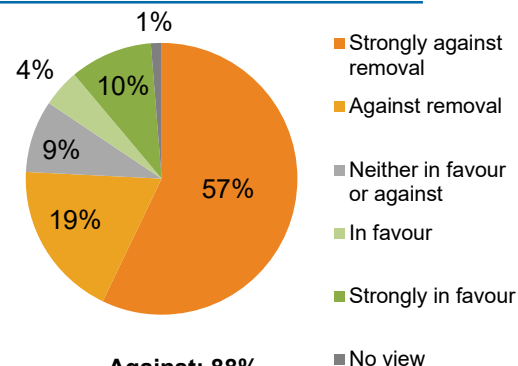


Negative for Businesses



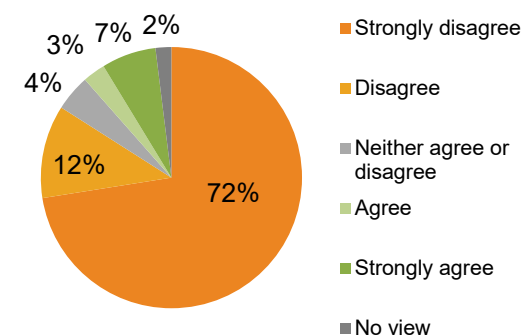
Against: 85%
Pro: 12%

Against Removing Parking



Against: 88%
Pro: 6%

York Road Lane Removal

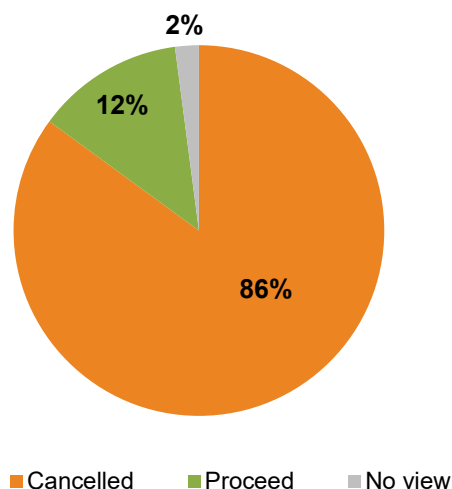


Against: 85%
Pro: 11%

Opposition Clear From Multiple Sources

London Road Active Travel Survey

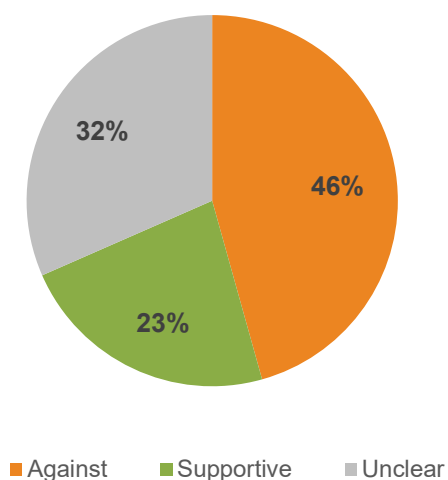
86% believe the scheme should be cancelled



Over 1,000 respondents in under a month

Surrey CC Consultation

[Comments indicate 46% against and only 23% supportive]



[380] commented, out of [660] responses

Guildford Residents Association

- **Unanimously voted on 21 November to oppose Scheme**
- **18 representatives from the 20 residents' associations & 3 parish councils**

Clear consensus that the Scheme Should be Cancelled and Not Proceed

Surrey's Survey – Comments Highlight Serious Concerns

Consultation designed to only elicit favourable responses – yet [66%] of those Commenting were Against

Comments

To complete once analysis has been updated

Supportive /
Against

Highly reflective of Local Opinion

Congestion – adds 210,000+ annual hours of Queuing for Residents

Directly based on SCC's modelling report – yet SCC dismiss this as “relatively modest”

- Uses data from SCC modelling report and their change in journey times for just 6 roads in AM and PM peaks
- There will be significant congestion on many other roads, so this is clearly a material underestimate
- Around half of traffic is diverted from an “A” road to “D” class residential roads
 - ▶ Nightingale Road and Tormead Roads will become rat-runs and prone to gridlock
- SCC recognise their modelling isn't appropriate key aspects
 - ▶ It relies on the Strategic Transport model, which is high level
 - ▶ This doesn't have sufficient precision to address specific dynamics that will greatly add to congestion
 - Key diversion routes (Nightingale & Tormead) are quasi-one lane given parking spaces, so prone to gridlock
 - Dutch roundabout and York Road also need micro-modelling to properly assess
- Lack of regard for Motorists in clear contradiction to UK Government's “Plan for Drivers” announced in October 2023

Travel Time Increase

Road	Additional time (mins)	Journey numbers		Time change (journey)		
		Base	Change	Net	Daily	Annual
A3100	1.9	8,423	(654)	7,769	248	90,518
Net 5 excl A3100	0.3	24,057	1,040	23,729	113	41,321
Total	0.7	32,480	386	31,498	361	131,839

Time travelled	Annual hours lost	
	Vehicle	Passenger
Total - A3100 & 5 SCC modelled roads		
Peak Hour flows	131,839	211,314
Peak Hour & A3100 Non-peak	170,158	272,731

Scheme Contrary to Plan For Drivers

*“Elsewhere, decisions to enable active travel and improve road safety can cause frustration if they are not well delivered, so **we will restrain the most aggressively anti-driver traffic management measures.**”*

*“But we will **look to prevent the introduction** of area-wide schemes – sometimes described as 15-minute cities – **which feature excessive traffic restrictions** and even permits to ration car use, do not offer transport choice and have failed to secure the support of local people and businesses.”*

Guildford is Already Heavily Congested and Should Not Be Made Worse

Significant Safety Issues

Scheme does not follow best practice guidance in numerous places – places residents at risk of harm

- Shared cycleways are a “Last resort” per LTN1/20, yet are planned for much of the route
 - ▶ Outside schools: clear safety risk, notably at GHS
 - ▶ 45% of the route Aldi to Boxgrove roundabout
- Dutch Roundabout led to an increase in accident numbers and severity post introduction in Cambridge
- Narrowed road is below National Highways guidance and increases accident risk
- Insufficient HGV turning width at New Inn roundabout could lead to pedestrian/cyclist fatality in left turn blindspot

Road Width Narrowed below Guidance and Best Practice

- SCC designs for Section 1 & 3 state typical widths of 6.5m
- National Highways “Design Manual for Roads and Bridges” – 6.8m (Appendix A A.6.3)

Designs Contrary to Best Practice (LTN1/20)

*“In urban areas, the **conversion of a footway to shared use should be regarded as a last resort**. Shared facilities are generally not favoured by either pedestrians or cyclists, particularly when flows are high.” LTN1/20 6.5.4*

*“where a route is also used by pedestrians, **separate facilities should be provided for pedestrian and cycle movements**” LTN1/20 5.5.3*

“Conversion of existing footways to shared use should only be considered when options that reuse carriageway or other (e.g., verge) space have been rejected as unworkable” LTN1/20 5.5.3

*“**Creating space for cycling** may require the reallocation of space within the highway boundary. Wherever possible, this should be achieved by reallocating carriageway space, **not reducing** the level of **service for pedestrians**. **Only where there are very wide or lightly-used footways should part of the space be considered for use by cyclist**” LTN1/20 6.1.9*

Dutch Roundabout – Criticism & Accident Increase

“A Dutch-style roundabout has seen more collisions in the three years since it was built compared to its predecessor over the previous three years.

There have been 10 collisions since then, three of them serious, compared to six minor incidents 2017-2019.” BBC News, 26 April 2023

SCC Appear Happy with More Accidents Post Scheme

“If you have decided to quote the above BBC article in making your case then we expect that you should present a balanced view by also quoting the statement in the article regarding the approximately 50% increase in the number of cyclists using the roundabout since it was opened to traffic, which represents 11.4% of all traffic users in 2022.” SCC, 21 November 2023

The Designs Materially Increase Accident Risk – Despite SCC’s Stated Aim of Improving Safety

Hugely Expensive and Value Destructive

Over £45m negative Net Present Social Value

- Analysis uses SCC published information and Green Book data
- £45m is from just 6 roads in Guildford in AM and PM peak hours
 - ▶ Likely to materially underestimate as much of the congestion is not included
 - ▶ Adding an estimate for A3100 delay outside peak hours increases NPSV to (£69m)
- This scheme would fail to meet any UK Government Cost : Benefit analysis threshold
- SCC deliberately and misleadingly split the Scheme into 3 parts to avoid having to provide a Cost : Benefit analysis
 - ▶ There is an exemption from submitting a Cost : Benefit analysis to Active Travel England if an application is for under £2m
 - ▶ SCC have clearly stated it is one, unified Scheme so a Cost : Benefit analysis should be required
 - ▶ We believe Active Travel England should therefore rescind its approval, conditional on receiving a proper analysis
- Notwithstanding the small schemes point, it fails to meet the Managing Public Money criteria which Active Travel England is supposed to comply with

Cost : Benefit Summary

(£m)		
Benefits	Peak Hours	Peak + A3100 non-Peak
<u>Ambience value (cycling)</u>	<u>0.4</u>	<u>0.4</u>
Sub-total	0.4	0.4
Costs		
Time Travel savings/(increase)	(41.9)	(65.4)
Pollution	TBD	TBD
Risks to Life and Health	TBD	TBD
<u>Scheme cost</u>	<u>(4.2)</u>	<u>(4.2)</u>
Sub-total	(46.1)	(69.6)
Net Total	(45.7)	(69.2)

SCC Acknowledge this Fails to Meet any normal Cost : Benefit Threshold

Parking

Spaces too small for UK cars and against current Traffic Sign Regulations and General Directions 2016

- SCC have designed the parking bays at 1.8m – the minimum permitted width
 - ▶ Appears minimum has been chosen as otherwise they can't get the Scheme to fit into the highway
- This directly contravenes the Traffic Sign Regulations and General Directions 2016
 - ▶ Spaces should be appropriate for intended vehicles (*part 3.20 & 3.21*)
 - ▶ UK average cars now c.1.9-2.0m wide so clearly won't fit
- SCC carried out a parking survey so must know this is smaller than current road users
 - ▶ Parking outside white lines is an offence and liable to a parking ticket
 - ▶ SCC have not communicated they intend for certain types of cars to not park in the new spaces nor published anything about not enforcing regulations for larger vehicles
- There are other issues with the parking survey
 - ▶ It was carried out in July, so missed high usage periods (eg Saturday matches) and, as a result, incorrectly concluded that there is sufficient alternative parking nearby
 - ▶ Local residents clearly know this, yet SCC have chosen to ignore their views and make incorrect conclusions
- More broadly, reducing the ability of residents to also enjoy a local park by limiting parking also seems a perverse consequence of a Scheme seeking to encourage "Active" behaviour

Relevant Regulations

3.20

*The dimensions for bay markings have been relaxed, apart from those for disabled badge holders. Whilst a minimum width of 1.8 m is specified, **there is no longer a maximum width**, nor a minimum or maximum length. The **intention is to allow traffic authorities flexibility** in determining the bay or parking space **size appropriate both for the intended vehicle type** and the surrounding street environment.*

3.21

*Bay markings and **parking spaces should be of sufficient length and width to fully accommodate the vehicles for which they are intended**. In cases where larger vehicles, for example 4x4 type vehicles, cannot fit fully within the marking, it is recommended that traffic authorities use discretion over enforcement.*

Changes are Clearly Detrimental to Local Users

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