



## **PIRBRIGHT VILLAGE SAFETY SCHEME**

### **GUILDFORD LOCAL COMMITTEE**

**18<sup>th</sup> SEPTEMBER 2003**

#### **KEY ISSUE**

This report recommends implementation of the Pirbright Village safety scheme during the 2004/05 financial year, subject to funding being made available.

#### **SUMMARY**

The report describes a package of proposals for safety improvements within the Pirbright Village. These improvements include traffic calming measures, junction modifications, new pedestrian facilities, signing and road markings.

#### **Report by**

LOCAL TRANSPORTATION DIRECTOR

#### **Surrey Atlas Ref.**

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#### **GUILDFORD B.C. WARD(S)**

PIRBRIGHT

#### **COUNTY ELECTORAL DIVISION(S)**

WORPLESDON

**OFFICER RECOMMENDATIONS**

The Committee is asked to agree:

- (i) that the package of measures detailed in this report and shown on plan nos. 45276/10 and 11 (on display at the meeting) be approved for implementation, subject to changes detailed in this report.
- (ii) that the intention of the County Council to make a Traffic Regulation Order under Sections 82 and 83 of the Road Traffic Regulation Act 1984, the effect of which would be to reduce the existing speed limit in School Lane from 30mph to 20mph (as set out in para. 5 of this report) be advertised, and that if no objections are maintained, the Order be made.
- (iii) that the intention of the County Council to introduce the Traffic Calming measures as indicated in paragraph 5 of this report, under Section 90 A to I of the Highways Act 1980 be advertised.
- (iv) that the Local Transportation Director, in consultation with the Chairman and Vice Chairman of the Committee, the Lead Environmental Member for GBC and local Members (both County and Borough) be authorised to consider and, if possible, resolve any objections or representations submitted in relation to the proposals referred to in recommendations (ii) and (iii) above.
- (v) that following consideration and, where possible, resolution of any objections or representations, the Orders be made.

**INTRODUCTION and BACKGROUND**

1. Pirbright village is located to the northwest of Guildford and has the A324 running through its centre. The A324 links Ash and Guildford with Woking. Pirbright village is also the base for Army personnel working and training at the nearby rifle ranges.
2. In 2001 Pirbright Parish Council compiled a report on road safety in the village. This report then formed the basis of a joint study commissioned in July 2002 by the County and Parish Councils. In summary the Parish Council report requested traffic calming measures to control vehicle speeds, improved pedestrian facilities (pedestrian phasing in signals, crossings and footways), reduction in speed limits (where appropriate) and village gateway features. There were some specific areas of concern such as School Lane (concerns about children crossing and safe routes), Brookwood Arch (concerns about pedestrian safety) and Cemetery Pales and speeding traffic. Over the last three years (April 2000 to March 2003) there have been 21 Personal Injury Accidents.
3. Since the Parish Council's report was written major work has been carried out at the eastern end of Cemetery Pales in Woking Borough, including signalisation of its junction with the Bagshot Road. The junction of the A324 Aldershot Road and B3032 Guildford Road (Swallows Corner) is to be altered to provide a mini-roundabout under a separate minor improvement scheme, which is funded for construction this financial year.

## THE PROPOSALS

4. The proposals (as taken to public consultation) are shown on plans numbered 45276 / 10 and 11. These will be available for inspection at Grosvenor House, Guildford prior to the meeting and on display at the meeting. In general the proposals are as follows:
  - (a) Introduction of a 20mph zone in School Lane around Pirbright County Primary School, using traffic calming to control vehicle speeds.
  - (b) Traffic calming on the minor roads around The Green (not on the A324).
  - (c) Pedestrian refuges and crossing points on the A324 to aid pedestrian movement and reduce vehicle speeds.
  - (d) Village gateway features, at the start of the 30mph speed limits entering the village. This includes signing, Surrey standard wooden gates, red surfacing and road markings.
  - (e) Street lighting, in association with the traffic calming measures and pedestrian crossing facilities.
  - (f) Enhancement of local signing and road markings as required.

## CONSULTATIONS

5. Given the nature of the proposals a detailed consultation exercise was carried out with Pirbright Parish Council, Guildford Borough Council, the emergency services, locally elected Borough and County Council members, SCC Woking Local Transportation Service and SCC Passenger Transport Team.
6. The Parish Council, in partnership with the County Council, organised a questionnaire and exhibition to seek the views of residents. The exhibition was held in the Village Hall on the 10 July 2003 and was attended by 187 visitors and staffed by both Parish Councillors and County Council officers. Locally elect members Mary Laker and Mike Nevin also attended, along with the Mr Humfrey Malins MP.
7. On the 24 July 2003 the Parish Council submitted their formal response on the proposals, which included the comments from 179 returned questionnaires.
8. The Parish Council's comments, including those from the other consultees, are summarised in **ANNEX A**.

## FINANCIAL IMPLICATIONS

9. The feasibility and outline design of this project has been funded by the LTP during 2003/04. Costs associated with the projects construction will require a further bid to the GLC. At the moment no detailed estimate of the cost of for the schemes is available due to the outcome of the consultation and the changes requested to the proposals. However the cost is coarsely estimated at £75,000.

## SUSTAINABLE DEVELOPMENT IMPLICATIONS

10. The completed scheme is expected to reduce the accident rate in and around Pirbright village by almost half, thus improving road safety for all highway users.
11. The scheme will also improve the quality of life for residents reducing the speed of traffic through and around the village, maybe discouraging some commuters from using the route. This may have the effect of increasing local walking and cycling journeys.

## DELIVERY & MONITORING OF LOCAL TRANSPORT PLAN OBJECTIVES

12. In accordance with the resolution of the Local Committee at its meeting on 10<sup>th</sup> April 2003, the effectiveness of this project against LTP objectives and strategies, and the monitoring regime planned is as follows:

LTP OBJECTIVES	EFFECT (including delivery of TARGETS)
Safety	Scheme will improve safety and perceived safety of all highway users.
Environment	Positive benefits related to health.
Economy	No measurable effect
Integration	No measurable effect
Accessibility	Improved accessibility throughout Pirbright area for pedestrians and cyclists.

LTP STRATEGIES	EFFECT
Passenger Transport	No effect
Walking	Direct positive effect
Cycling	Direct positive effect
School Travel	Direct positive effects on travel to schools in the vicinity.
Traffic Management	Possible minor contribution to reduction in traffic levels and encouragement for traffic to use the most suitable routes.
Speed Management	Positive effect on reduction in speed within the village
Transport Telematics	No effect
Parking	No effect
Road Safety	Positive potential benefits to all road users
Travel Awareness	No effect
Highway Maintenance	No effect
Bridge Management	No effect

<b>MONITORING CARRIED OUT OR PLANNED</b>	
'Before' monitoring	Accident records, speed surveys and public consultation.
'After' surveys	Quantitative: Repeat of speed surveys and scrutiny of accident records  Qualitative: Canvass views of those who have commented already, notably Pirbright Parish Council and Surrey Police.

### **CONCLUSION AND REASONS FOR RECOMMENDATIONS**

13. In conclusion, the speed of traffic through the village has both an actual and perceived impact on local residents and highway users. The proposed improvements should reduce vehicle speeds and as a result cut the number of personal injury accidents. It is therefore recommended that the committee agree the progress of this project through detailed design to construction.

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**LEAD OFFICER:** ALAN HARVEY, SENIOR ENGINEER

**TELEPHONE NUMBER:** 01483 517523

**BACKGROUND PAPERS:** None

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## SUMMARY OF CONSULTATION RESPONSES

Comments	SCC response
<p><b><u>Pirbright Parish Council</u></b></p> <ul style="list-style-type: none"> <li>• Support for the introduction of traffic calming around the Green, but not in Avenue De Cagny.</li> <li>• Support for the introduction of a 20mph zone in School Lane, maybe with some minor alteration to the traffic calming features.</li> <li>• Support for the crossing facilities on the A324 at Mill Lane and south of the Green, but not for the proposed facilities outside the Hall and within the traffic signals at the School Lane junction.</li> <li>• Support for the village gateway features on all main approaches to the village, including Gole Road. But not to include Surrey standard wooden gates.</li> <li>• Support for the street lighting, which is a requirement when introducing traffic calming features and pedestrian facilities. Please note the “swan neck” style of column has been chosen, with shielding to stop light intrusion.</li> <li>• No support for the proposed footway on Gole Road and the mini roundabout at the “White Hart Corner”.</li> </ul>	<p>Those items that have been supported by the Parish Council will be progressed.</p>
<p>In addition the following items were requested:</p> <ul style="list-style-type: none"> <li>• Additional pedestrian refuges near to Collen’s Field and south of the traffic signals.</li> <li>• Pedestrian facilities through Brookwood Arch.</li> </ul>	<p>These items will require further investigation.</p>
<p><b><u>County Councillor Mary Laker</u></b></p> <ul style="list-style-type: none"> <li>• Can a pedestrian crossing facility be introduced near to Collen’s Field.</li> </ul>	<p>This item will be investigated further.</p>
<p><b><u>County Councillor Mrs Compton</u></b>  <b><u>Borough Councillor Mr Nevin</u></b>  <b><u>Surrey Fire and Rescue</u></b>  <b><u>Guildford Borough Council</u></b></p> <ul style="list-style-type: none"> <li>• No response received.</li> </ul>	
<p><b><u>Surrey Ambulance Service</u></b>  <b><u>Woking Local Transportation Service</u></b></p> <ul style="list-style-type: none"> <li>• No objections to the scheme.</li> </ul>	

## SUMMARY OF CONSULTATION RESPONSES (continued)

Comments	SCC response
<p><b><u>Surrey Police</u></b></p> <ul style="list-style-type: none"> <li>• Ensure vehicles accesses are not blocked by traffic calming.</li> <li>• An alternative to the Speed Activated sign should be considered given the lack of personal injury accidents. Could countdown markers be used instead.</li> <li>• Concern over the proposed pedestrian refuge south of the Green and the resulting reduction in footway width due to the localised widening. Already narrow.</li> <li>• Potential for conflict at the pedestrian refuge outside the Lord Pirbright Hall, with vehicles entering and exiting the residential properties. Also has poor sight lines.</li> <li>• Pedestrian phasing within the traffic signals will not be used, as the “walking bus” and other pedestrians cross to the south of Avenue De Cagny.</li> <li>• Support for the pedestrian facilities at Mill Lane.</li> <li>• Speeds on School Lane are low anyway, is 20mph speed limit actually needed given the traffic calming.</li> <li>• Possible alteration to the traffic calming features in School Lane to create uniformity.</li> <li>• Visibility problems with the zebra crossing, can footway be extended to improve the sight lines.</li> <li>• Formalisation of parking on School Lane may help to provide natural traffic calming.</li> <li>• There will be little benefit from having the footway in Gole Road, as fear of crime may be a problem for users.</li> </ul>	<p>All comments will be investigated further as part of the scheme’s detailed design. Also further consultation will be carried out with the local Road Safety team with regard to the crossing of the A324 by the established “walking bus”.</p>