

# Agenda

**We welcome you to  
Surrey Heath Local Committee**  
Your Councillors, Your Community  
and the Issues that Matter to You

Surrey Heath  
Local Committee

## Discussion



## Venue

**Location:** High Cross Church, Knoll  
Road, Camberley

**Date:** Thursday, 10 December  
2015

**Time:** 6.00 pm



**SURREY**

# You can get involved in the following ways

## ***Ask a question***

If there is something you wish know about how your council works or what it is doing in your area, you can ask the local committee a question about it. Most local committees provide an opportunity to raise questions, informally, up to 30 minutes before the meeting officially starts. If an answer cannot be given at the meeting, they will make arrangements for you to receive an answer either before or at the next formal meeting.

## ***Write a question***

You can also put your question to the local committee in writing. The committee officer must receive it a minimum of 4 working days in advance of the meeting.

When you arrive at the meeting let the committee officer (detailed below) know that you are there for the answer to your question. The committee chairman will decide exactly when your answer will be given and may invite you to ask a further question, if needed, at an appropriate time in the meeting.

# Get involved

## ***Sign a petition***

If you live, work or study in Surrey and have a local issue of concern, you can petition the local committee and ask it to consider taking action on your behalf. Petitions should have at least 30 signatures and should be submitted to the committee officer 2 weeks before the meeting. You will be asked if you wish to outline your key concerns to the committee and will be given 3 minutes to address the meeting. Your petition may either be discussed at the meeting or alternatively, at the following meeting.

## **Thank you for coming to the Local Committee meeting**

Your Partnership officer is here to help. If you would like to talk about something in today's meeting or have a local initiative or concern please contact them through the channels below.

Email: [nicola.thorntonbryar@surreycc.gov.uk](mailto:nicola.thorntonbryar@surreycc.gov.uk)

Tel: 01276 800269

Website:



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**SURREY**



### **Surrey County Council Appointed Members**

Mr David Ivison, Heatherside and Parkside (Chairman)  
Mr Chris Pitt, Frimley Green, Deepcut and Mychett (Vice-Chairman)  
Mr Mike Goodman, Chobham, Bagshot & Windlesham  
Mr Bill Chapman, Camberley East  
Mr Adrian Page, Bisley, Lightwater and West End  
Mr Denis Fuller, Camberley West

### **Borough Council Appointed Members**

Cllr Vivienne Chapman, St. Paul's  
Cllr Rodney Bates, Old Dean  
Cllr Valerie White, Bagshot  
Cllr Josephine Hawkins, Parkside  
Cllr Paul Ilnicki, Heatherside  
Cllr Rebecca Jennings-Evans

Chief Executive  
**David McNulty**

			
C.Cllr David Ivison (Chairman)  Heatherside and Parkside	<b>C.Cllr Chris Pitt (Vice Chairman)</b>  Frimley Green, Deepcut and Mytchett	C.Cllr Bill Chapman  Camberley East	C.Cllr Denis Fuller  Camberley West
		 <b>SURREY</b> COUNTY COUNCIL  <b>Local Committee (SURREY HEATH)</b>  <b>County Councillors 2013-17</b>	
C.Cllr Mike Goodman  Bagshot, Windlesham & Chobham	C.Cllr Adrian Page  Lightwater, West End & Bisley		

For councillor contact details, please contact Nikkie Thornton-Bryar, Community Partnership and Committee Officer ([nicola.thorntonbryar@surreycc.gov.uk](mailto:nicola.thorntonbryar@surreycc.gov.uk)) Telephone: 01276 800269

			
Cllr Vivienne Chapman St Pauls Ward	Cllr Rodney Bates Old Dean Ward	Cllr Paul Ilnicki Heatherside Ward	Cllr Josephine Hawkins Parkside Ward
		<p><b>Local Committee (SURREY HEATH)</b></p> <p><b>Borough Council Co-optees 2015-16</b></p>	
Cllr Valerie White Bagshot Ward	Cllr Rebecca Jennings-Evans Lightwater Ward		

For councillor contact details, please contact David Hall, Community Partnership and Committee Officer ([david.hall@surreycc.gov.uk](mailto:david.hall@surreycc.gov.uk) Telephone: 01276 800269)

If you would like a copy of this agenda or the attached papers in another format, e.g. large print, Braille, or another language please either call David Hall on 01276 800269 or write to the Community Partnerships Team at Surrey County Council  
Surrey Heath Borough Council, Surrey Heath House, Knoll Road, Camberley, GU15 3HD or David.hall@surreycc.gov.uk

**This is a meeting in public. If you would like to attend and you have any special requirements, please contact us using the above contact details.**

#### **MOBILE TECHNOLOGY AND FILMING – ACCEPTABLE USE**

Those attending for the purpose of reporting on the meeting may use social media or mobile devices in silent mode to send electronic messages about the progress of the public parts of the meeting. **To support this, County Hall has wifi available for visitors – please ask at reception for details.**

Anyone is permitted to film, record or take photographs at council meetings. Please liaise with the council officer listed in the agenda prior to the start of the meeting so that those attending the meeting can be made aware of any filming taking place.

Use of mobile devices, including for the purpose of recording or filming a meeting, is subject to no interruptions, distractions or interference being caused to the PA or Induction Loop systems, or any general disturbance to proceedings. The Chairman may ask for mobile devices to be switched off in these circumstances.

It is requested that if you are not using your mobile device for any of the activities outlined above, it be switched off or placed in silent mode during the meeting to prevent interruptions and interference with PA and Induction Loop systems.

*Thank you for your co-operation*

***Note: This meeting may be filmed for live or subsequent broadcast via the Council's internet site - at the start of the meeting the Chairman will confirm if all or part of the meeting is being filmed. The images and sound recording may be used for training purposes within the Council.***

***Generally the public seating areas are not filmed. However by entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes.***

***If you have any queries regarding this, please contact the representative of Legal and Democratic Services at the meeting.***

## **1 APOLOGIES FOR ABSENCE**

To receive any apologies for absence.

## **2 MINUTES OF THE LAST MEETING**

To agree the Minutes of the last meeting.

## **3 DECLARATIONS OF INTEREST**

To receive any declarations of disclosable pecuniary interests from Members in respect of any item to be considered at the meeting.

Notes:

- In line with the Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012, declarations may relate to the interest of the member, or the member's spouse or civil partner, or a person with whom the member is living as husband or wife, or a person with whom the member is living as if they were civil partners and the member is aware they have the interest.
- Members need only disclose interests not currently listed on the Register of Disclosable Pecuniary Interests.
- Members must notify the Monitoring Officer of any interests disclosed at the meeting so they may be added to the Register.
- Members are reminded that they must not participate in any item where they have a disclosable pecuniary interest.

## **4 PETITIONS RECEIVED**

To receive any petitions in accordance with Standing Order 68. Notice should be given in writing or by email to the Community Partnership and Committee Officer at least 14 days before the meeting.

Alternatively, the petition can be submitted on-line through Surrey County Council's e-petitions website as long as the minimum number of signatures (30) has been reached 14 days before the meeting.

Four new petitions have been submitted since the last meeting, and these will be received at the meeting:

- a) Petition to install a pelican crossing on Portsmouth Road
- b) A petition asking Surrey County Council to fully justify the proposal to install four-way traffic lights at Frimley Green
- c) Petition to stop through traffic using Bagshot village as a short cut to the M3
- d) Petition to Start a proper Traffic Management Plan for the Red Road

### **4a PETITION TO INSTALL A PELICAN CROSSING ON PORTSMOUTH ROAD [FOR INFORMATION]**

An e-petition has been submitted calling for Surrey County Council to install a pelican crossing on the Portsmouth Road, by the Grove School Gate: details are:

“Due to the ever increasing volume & speed (cars are not adhering to the 30mph speed limit before or after the 40mph limit) of traffic on the Portsmouth Road it has become harder and more dangerous for people to cross over, especially with young children attending the school. Older children leaving for secondary school are having to leave earlier to allow for crossing as it can take a while for a safe gap in traffic flow. However it is still safer to cross by the school gate as we only have two lanes of cars to battle as opposed to 5 lanes (2 lanes coming off and 3 lanes joining) up by the roundabout.

The petition closed in November 2015 and was signed by 242 people.

The lead petitioner Mrs Vickie Wootton will attend and address the Committee.

**4b PETITION TO JUSTIFY PROPOSAL TO INSTALL FOUR-WAY TRAFFIC LIGHTS AT FRIMLEY GREEN [FOR INFORMATION]**

An e-petition calling on Surrey County Council to fully justify the proposal to install four-way traffic lights at Frimley Green has been submitted and signed by 1,220 people before it closed on 23/11/15.

The details read:

“As part of the proposed Princess Royal Barracks, Deepcut development, it is proposed to install four-way traffic lights on the approach roads to Frimley Green to counter the anticipated increase in traffic flows through Frimley Green. There is local concern that this proposal will have an adverse effect on traffic congestion and will likely cause greater delay than currently experienced during peak times. Consideration should therefore be given to delaying road infrastructure changes until the extent of increase traffic flows can actually be measured. Frimley Green is not a town centre it is a village and as such the installation of four-way traffic lights and the associated congestion and pollution this will likely cause is considered a step too far in preserving Frimley Green as a village.”

Mr Cliff Hilton will address the Committee on the petition.

**4c PETITION TO STOP THROUGH TRAFFIC USING BAGSHOT AS A SHORT CUT [FOR INFORMATION]**

An e-petition which closed on 23/11/15 and has attracted 167 signatures calls on Surrey County Council to “stop through traffic using Bagshot as a short cut to and from the M3 and control the speed of traffic with robust traffic calming measures along the Guildford Road past the White Hart public house.”

The lead petitioner is Mr Andrew Willgoss and the reasons for the petition are:

“Through traffic is frequently stationary between 4 and 8pm all the way from the Cedar tree to the Merit tyre garage. It is possible during this time to witness the continuous traffic coming from the A322 into Bagshot, The community speedwatch data shows an average of 37.8mph in a 30mph limit. The council use the argument that local businesses want this through traffic, when it is quite clear this traffic does not stop in the village and actually makes using local shops difficult.”



**4d PETITION: TRAFFIC MANAGEMENT PLAN FOR RED ROAD**

An e-petition (started on [www.change.org](http://www.change.org)) calling on Surrey County Council to “start a proper Traffic Management Plan for the Red Road Lightwater” had been signed by 742 people by the petitions deadline for this meeting,  
The petition highlights speeding, poor lighting, and problems when cars try to run right from Lightwater Road and Macdonald Road junctions, calling for traffic lights or roundabouts as well as improvements to street lighting.  
Mr Tim Brooks is the lead petitioner.

**5 WRITTEN PUBLIC QUESTIONS**

To answer any written questions from residents or businesses within the area in accordance with Standing Order 69. Notice should be given in writing or by email to the Community Partnership and Committee Officer by 12 noon, four working days before the meeting.

**6 WRITTEN MEMBERS QUESTIONS**

To receive any written questions from Members under Standing Order 47. Notice must be given in writing to the Community Partnership & Committee Officer by 12 noon 4 working days before the meeting.

**7 DECISION TRACKER [FOR INFORMATION]**

(Pages 1 - 4)

The Decision Tracker report enables members to see what has happened following decisions taken at a previous Local Committee meeting. Items are removed after they have been reported as complete.

**8 PETITION RESPONSE - A322 AT WEST END SPEED LIMIT [FOR DECISION]**

(Pages 5 - 12)

Andrew Milne (Area Highways Manager) will present this report.

**9 PETITION RESPONSE - BISLEY SPEED REDUCTION REPORT [FOR DECISION]**

(Pages 13 - 20)

Mr Andrew Milne (Area Highways Manager) will present this report.

**10 REPORT: CAMBERLEY TOWN CENTRE PLANS & PETITION RESPONSE ON BUS LANE, LONDON ROAD [FOR INFORMATION]**

(Pages 21 - 34)

The report provides an overview of the A30 & Camberley Town Centre Highways Improvement Scheme and expected public consultation in 2016, and gives a response to the petition which called for removal of the A30 Bus Lane in London Road, see Section 4 of the report.

**11 RESPONSE TO THE PETITION ON SAFETY MEASURES AT MIDDLETON ROAD BRIDGE [FOR DECISION]**

(Pages 35 - 46)

Mr Andrew Milne (Area Highways manager) will present this report.

- 12 HIGHWAYS UPDATE [FOR DECISION]** (Pages 47 - 56)
- Mr Andrew Milne (Area Highways Manager) will present this report, which includes proposed capital schemes for 2016-17.
- 13 MEMBER ALLOCATIONS FUNDING {FOR INFORMATION}** (Pages 57 - 62)
- This report is for information and shows spend to date from Member Allocations Funding.
- 14 FORWARD PLAN [FOR INFORMATION]** (Pages 63 - 66)
- This report for information indicates some of the items which will be considered at the next Local Committee meeting, and gives an opportunity for members to suggest further items.

**DRAFT**

Minutes of the meeting of the  
**Surrey HEATH LOCAL COMMITTEE**  
 held at 6.00 pm on 1 October 2015  
 at Connaught Junior School, Manor Way, Bagshot, Surrey, GU19 5JY.

**Surrey County Council Members:**

- \* Mr David Ivison (Chairman)
- \* Mr Chris Pitt (Vice-Chairman)
- \* Mr Mike Goodman
- \* Mr Bill Chapman
- Mr Adrian Page
- \* Mr Denis Fuller

**Borough / District Members:**

- \* Cllr Vivienne Chapman
- \* Cllr Rodney Bates
- \* Cllr Valerie White
- \* Cllr Josephine Hawkins
- Cllr Paul Ilnicki

\* In attendance

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**37/15 APOLOGIES FOR ABSENCE [Item 1]**

Apologies were received from County Councillor Adrian Page and Borough Councillor Paul Ilnicki.

**38/15 MINUTES OF THE LAST MEETING [Item 2]**

The Minutes of the last meeting were agreed by the Committee and signed by the Chairman, in addition the action tracker was noted.

**39/15 DECLARATIONS OF INTEREST [Item 3]**

There were no declarations of interest made at the meeting.

**40/15 PETITIONS [Item 4]**

There were two petitions received by the local committee, these related to Frimley High Street Traffic Lights and the M3 traffic through Bagshot.

The Committee noted that it would receive a report in response to the petition at the next meeting.

**41/15 PETITION RESPONSE - REMOVE THE BUS LANE IN LONDON ROAD, CAMBERLEY [Item 4a]**

## ITEM 2

At the previous meeting the Chairman proposed that the officer report be deferred to a future meeting. Members noted that this item would be subject to a report at the December Meeting.

**a PETITION RESPONSE - MIDDLETON ROAD BRIDGE [Item 4b]**

This petition was presented to the last meeting, the traffic survey will be undertaken now that school term time has commenced, so the Members noted that this item would be subject to a report at the December Meeting.

**b PETITION RESPONSE - A322 AT WEST END [Item 4c]**

Officers have met with the petitioner and the local member and have discussed sites for the traffic studies. The traffic study will now take place as the school term time has commenced. Members noted that this item would be subject to a report at the December meeting.

**c PETITION RESPONSE - BISLEY SPEED REDUCTION [Item 4d]**

This petition was received at the last meeting, and this was mentioned within the Highways Update report on the agenda, however Members noted that this item would be subject to a report at the December Meeting.

### **42/15 WRITTEN PUBLIC QUESTIONS [Item 5]**

There were three written public questions raised. The questions and answers given at the meeting are attached as Annex B.

As part of the discussion on the question relating to Broadway Road safe pedestrian crossing, Councillors Valerie White and Rebecca Jennings-Evans requested that this be looked at as a matter of urgency. The Chairman requested that the Area Highways Manager and Parking and Implementation Strategy Manager consider this request and bring a response back to the Committee. Cllr Rebecca Jennings-Evans requested that she be part of any meetings or conduct a site visit with the officers.

### **43/15 WRITTEN MEMBERS QUESTIONS [Item 6]**

There were no written Member Questions.

### **44/15 HIGHWAYS UPDATE [Item 7]**

The Committee considered a report on the current position of local committee highways spend for the current and previous year. It was noted that Annex A had not been included with the agenda papers.

The Area Highways Manager urged County Councillors to spend their Community Enhancement Fund before the end of October, or it will be returned for Highways officers to allocate.

The Members discussed the Toshiba roundabout delays and noted that the issue had been raised with the contractor.

The recommendations were proposed to enable progression of all highway related schemes and works.

The Local Committee (Surrey Heath) noted:

- (i) The progress with the ITS highways and developer funded schemes and revenue funded works for the 2015/16 financial year.
- (ii) The budgetary position.
- (iii) That a further Highways Update will be brought to the next meeting of this Committee.

#### **45/15 D33 CHURCH LANE - SPEED LIMIT ASSESSMENT [Item 8]**

**THE COMMITTEE WAS ASKED TO CONSIDER THE REDUCTION OF SPEED LIMIT ALONG CHURCH LANE, BETWEEN THE SURREY HEATH / WOKING BOROUGH BOUNDARY AND THE 30MPH SPEED LIMIT IN BISLEY AS NATIONAL SPEED LIMIT.**

**THE ITS WORK PROGRAMME FOR WOKING INCLUDED AN ASSESSMENT OF THE SPEED LIMIT ON WARBURY LANE, KNAPHILL. THE ROAD HAS BEEN SUBJECT TO THE NATIONAL SPEED LIMIT OF 60MPH. THE ROAD IS A VERY NARROW COUNTRY LANE AND INCLUDES A WIDTH RESTRICTION AT EACH END OF A ONE-WAY SECTION OF THE ROAD. THE ROAD IS USED AS A CUT-THROUGH BETWEEN CHOBHAM ROAD AND THE A322.**

Rather than leave this short length, it was proposed to reduce the speed limit over this length of Church Lane to 40mph to correspond to the lower limit that is proposed for Warbury Lane.

The Committee asked for clarification on the length of road that was been requested for a speed reduction, it was confirmed that this was 140meters. The Members were supportive of this proposal.

The Local Committee (Surrey Heath) agreed that:

- (iv) The speed limit on Church Lane, Bisley between the Surrey Heath / Woking borough boundary and the start of the 30mph limit in Bisley should be reduced to 40mph.
- (v) The speed limit change should be advertised in accordance with the Road Traffic Regulation Act 1984, the effect of which will be to implement the proposed change and revoke any existing traffic orders, as necessary;
- (vi) The Area Highways Manager, in consultation with the Chairman of the Surrey Heath Local Committee and the relevant Divisional Member, resolve any objections received in connection with this proposal.

#### **46/15 UPDATE ON LOCAL STRATEGIC TRANSPORT FRAMEWORK [Item 9]**

## ITEM 2

The Committee received an update on the Travel SMART programme for Surrey Heath as it was approaching the halfway point and the report provided an update to members on progress so far.

Members noted that the bikes mentioned in paragraph 2.8 of the report, and it was noted that the cycle hire system has been delivered to Frimley Business Park. Some Members asked about the possibility of improving the footpaths to support this work, and it was agreed that County Councillors Bill Chapman and Denis Fuller would work with the Area Highways Team on this.

With regards to the walk to school programme, it was confirmed that they often meet once a week.

The Local Committee (Surrey Heath) noted:

(vii) The progress made to date on the Travel SMART programme in Surrey Heath and the Blackwater Valley and the forward programme to March 2016

(viii) The progress made to date on the Living Streets Walk To project in Surrey Heath and the Blackwater Valley the forward programme to March 2016

### **47/15 PARKING REPORT [Item 10]**

The Committee considered the report of the County Council's parking team. Officers had carried out a review of on street parking restrictions within the borough of Surrey Heath, consulting with divisional members, and identified changes which would benefit road safety and reduce instances of obstruction and localised congestion.

Jack Roberts, the officer introducing the report updated Members that although there had been a late "For" vote regarding the consultation carried out in Badgerwood Drive, on balance this was still being proposed to not be taken forward.

In the main the Members were supportive of the proposals and on several occasions praised the team for the way that they carried out these works. However there were a few clarification points that were requested as part of the discussion.

This included the proposals for Blythewood Drive, for the Parking Officer to check whether last year's line removal was dropped following consultation. It also included the removal of the proposals for Southern Road.

The Committee also reminded officers the need for publicity on changes to service areas and for Surrey County and Surrey Heath Borough Council to work together on this.

The Local Committee (Surrey Heath) agreed:

(i) the proposed amendments to on-street parking restrictions in Surrey Heath as described in this report and shown in detail on

drawings in Annex A, subject to the withdrawal of parking bays proposed in Southern Road (Map 1324), and confirmation of the status of the double yellow lines in Map 1365 (Blythwood Drive).

- (ii) that the local committee allocate funding as detailed in paragraph 5.1 of this report to proceed with the introduction of the parking amendments.
- (iii) the intention of the county council to make an order under the relevant parts of the Road Traffic Regulation Act 1984 to impose the waiting and on street parking restrictions in Surrey Heath as shown on the drawings in annex A are advertised and that if no objections are maintained, the orders are made.
- (iv) That if there are unresolved objections, they will be dealt with in accordance with the county council's scheme of delegation by the parking strategy and implementation team manager, in consultation with the chairman/vice chairman of this committee and the appropriate county councillor. An additional member may be invited for comment.

#### **48/15 CHANGES TO THE COMMUNITY YOUTH WORK SERVICE IN SURREY HEATH BOROUGH [Item 11]**

Members considered a report proposing changes to how Community Youth Work is delivered in Surrey Heath.

Members were supportive of the work that had been carried out by the team historically, noted that there would be a 31% reduction in resource allocated to Surrey Heath, and that the service would be working with partners colleagues to retain provision in the area.

The Local Committee (Surrey Heath) agreed:

- (v) the proposals set out in paragraphs 3.1, Option 1, as formal guidance for the Community Youth Work Service.
- (vi) That the Senior Practitioner in consultation with the Practice Lead (West) and Chairman of the Youth Task Group may adjust the services on offer to meet the needs of young people as they change.

#### **49/15 ANNUAL PERFORMANCE REPORT FOR SERVICES FOR YOUNG PEOPLE [Item 12]**

This report looked back at the work of Services for Young People in Surrey Heath. Members were pleased to note the figures especially the reduction of Not in Education, Employment or Training (NEET) young people in the borough. They were also keen to express the excellent work of the Windle Valley Young People, and noted that one of the greatest challenges for the service was the mental health issues of young people.

## ITEM 2

It was reported that the Local Committee has an important part to play in supporting the local development of Services for Young People, ensuring that they are providing the right support to young people in local communities. In particular they have an important formal role in relation to the Local Prevention Framework and Centre Based Youth Work.

The Local Committee (Surrey Heath) noted how Services for Young People has supported young people to be employable during 2014/15, as set out in the appendix to the agenda report

### **50/15 UPDATE ON BLACKWATER VALLEY SUSTAINABLE TRANSPORT PACKAGE - PHASE 1 [Item 13]**

The report briefed members on the Blackwater Valley Sustainable Transport Package (Phase 1) project including the A331 Blackwater Valley Road Cycle corridor that was the subject of a consultation for six weeks between 15 June and 27 July 2015, and the progress made so far with the projects.

Paul Fishwick, the officer introducing the report reported that this was a cross border project with Hampshire County Council and that the petition on the Hatches pathway has been responded to.

The Local Committee (Surrey Heath) agreed:

- (ix) To note the results of the high level analysis of the public engagement (Annex 1).
- (x) To note the progress made on The Hatches bridleway<sup>19</sup> (Red route).
- (xi) To note that Hampshire County Council will deliver the Blue route improvements within their area.
- (xii) To note the progress made with the Green and Orange routes to design stage ready for delivery later in the financial year.
- (xiii) To note that the Local Committee and the Transport Task Group will be updated on a regular basis during the life of the project.

### **51/15 LOCAL COMMITTEE AND MEMBERS ALLOCATIONS FUNDING UPDATE [Item 14]**

This was an update report on the funding the Surrey County Councillors receive to spend on local projects that help to promote social, economic or environmental well-being in the neighbourhoods and communities of Surrey. This funding is known as Members' Allocation.

For the financial year 2015/16 the County Council has allocated £10,296 revenue funding to each County Councillor.

Michelle Collins, the reporting officer, introduced the reports and the ways that the council publicised these projects. Cllr Rebecca Jennings-Evans suggested that Windle Valley Youth Project be considered for project funding.



The Local Committee (Surrey Heath) noted the amounts that have been spent from the Members' Allocation budget, as set out in Annex 1 of the report.

**52/15 FORWARD PLAN [Item 15]**

The forward plan report is produced for each meeting of the Local Committee (Surrey Heath) so that members can review the forward plan.

The Local Committee (Surrey Heath) noted the forward plan contained in the report.

Meeting ended at: 8.45pm

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**Chairman**

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# Local Committee Decision Tracker

This Tracker monitors progress against the decisions that the local committee has made. It is updated after each committee using the 'RAG' (red, amber, green) ratings below.

**Green:** Actions are on track and progressing as expected towards the agreed deadline.

**Amber:** Action is off track but corrective measures are in place to meet the original or updated deadline.

**Red:** Action has not been progressed and is off track. Deadline will not be met.

NB. Once actions have been reported to the committee as complete, they are removed from the tracker.

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Meeting Date	Item	Decision	Due By	RAG	Officer	Comment or Update
2 July 2015	6	An additional petition was received at the meeting from Bisley Parish Council. It was noted that a full response would be given at the next meeting.	Dec 15	GREEN	A Milne	Report to the Dec Cttee, see agenda item
2 July 2015	6a	Petition Response - Remove the Bus Lane in London Road, Camberley – Report deferred.	Oct / Dec 2015	GREEN	Paul Millin	Report to the Dec Committee – see agenda
2 July 2015	8 (iii)	To include the suggestion for mandatory School Keep Clear markings on Mitcham Road within the annual Surrey Heath parking review.	Annual Parking Review – July 2016	GREEN	J Roberts	July 2016 Parking Review
2 July 2015	8 (iv)	To include the suggestion for improved dropped kerb crossing points described within this report within their forward programme of highway improvements. The committee will then be able to decide whether to allocate funding	Highways Programme	GREEN	A Milne	See Highways Update report 10 December.

ITEM 7

Meeting Date	Item	Decision	Due By	RAG	Officer	Comment or Update
		depending upon prioritisation against other schemes in Surrey Heath.				
2 July 2015	6c (iii)	The location has been added to the safety outside schools assessments. Given the time in the school year, the assessment is likely to happen in the first term of the new academic year (Sept 2015). It was agreed that this issue would be brought back to the December Committee.	Dec 2015	GREEN	A Milne	Report to the Dec Cttee.
2 July 2015	6d (ii)	Improvements to the two sets of signals was planned by Surrey County Council's Traffic Signals Team in October 2015.	Oct 2015	AMBER	Signals Team	Signals Team to action.
2 July 2015	6d (iii)	After improvements to the junctions and traffic signals, situation to be reassessed to determine whether a yellow box is necessary.	Nov / Dec 2015	AMBER	A Milne	Improvement work in progress, assessment to follow.
2 July 2015	6e	The Committee received a report in response to a petition received at the Local Area Committee in March 2015. The petition requested a 30mph speed limit along the A322 and pedestrian facilities at the junction with Brentmoor Road. It was noted that a further report would be brought to the next meeting.	Oct 2015	AMBER	A Milne	Report on 10 Dec agenda
2 July 2015	7c	The Committee received a report in response to a petition. The petition requested highway improvements to resolve safety concerns on the Middleton Road / Upper Park Road Bridge. The Cttee asked that a further traffic study be implemented with a further report to the Committee.	Oct 2015	AMBER	A Milne	The vegetation on the approach to the bridge has been cut back and Officers have met the petitioner on site. The required traffic study was undertaken in termtime. Report on Dec agenda.

Meeting Date	Item	Decision	Due By	RAG	Officer	Comment or Update
1 October 2015	9	Speed limit on Church Lane, Bisley between the Surrey Heath / Woking borough boundary and the start of the 30mph limit in Bisley to be reduced to 40mph, the speed limit change advertised & Area Highways Manager, in consultation, to resolve any objections.	End of year	AMBER	A Milne	
1 October 2015	11	The proposed amendments to on-street parking restrictions in Surrey Heath (shown in detail on drawings in Annex A), <b>subject to the withdrawal of parking bays proposed in Southern Road (Map 1324), and confirmation of the status of the double yellow lines in Map 1365 (Blythwood Drive)</b> were agreed. The Order to impose the waiting and on street parking restrictions in Surrey Heath to be advertised and that if no objections are maintained, the orders are made (Objections resolved in consultation with relevant members).	Early 2016	AMBER	D Curl	The amended parking restrictions are due to be advertised in early 2016.
1 October 2015	12	The proposals in paragraph 3.1, <b>Option 1</b> , were agreed as formal guidance for the Community Youth Work Service. The Senior Practitioner in consultation with the Practice Lead (West) and Chairman of the Youth Task Group may adjust the services on offer to meet the needs of young people as they change.	OCTOBER	GREEN	G Kitchen	Guidance in place.



**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (SURREY HEATH)****DATE: 10 DECEMBER 2015****LEAD OFFICER: ANDREW MILNE****SUBJECT: PETITION RESPONSE – SPEED LIMIT & PEDESTRIAN FACILITIES ON THE A322 (WEST END)****DIVISION: SURREY HEATH****SUMMARY OF ISSUE:**

Response to petition received at the Local Area Committee in March 2015. The petition requested a 30mph speed limit along the A322 and pedestrian facilities at the junction with Brentmoor Road.

The petition stated: We the undersigned support the content of this petition to Surrey County Council to reduce the speed limit on the A322 at West End to 30mph and to upgrade or provide a safer crossing point adjacent to the Inn at West End and the Brentmoor Road crossroads. Children cross this road to access the primary and secondary schools in West End. Residents with school age children and those with disabled family members have also expressed concern at the difficulty in crossing this road. A confusing mix of the heavy traffic, reduced sight lines, bus stop and pelican crossing in close proximity to road junction traffic signals contribute to the dangers at this natural crossing point. Put simply, the highways infrastructure here is not conducive to road safety.

**RECOMMENDATIONS:**

**The Local Committee (Surrey Heath) is asked to note that:**

- (i) The recent traffic survey does not support reducing the speed limit along this stretch of road down to 30mph
- (ii) The possibility of introducing a dedicated pedestrian phase within the traffic lights is being reviewed with the option to fund during the next financial year.

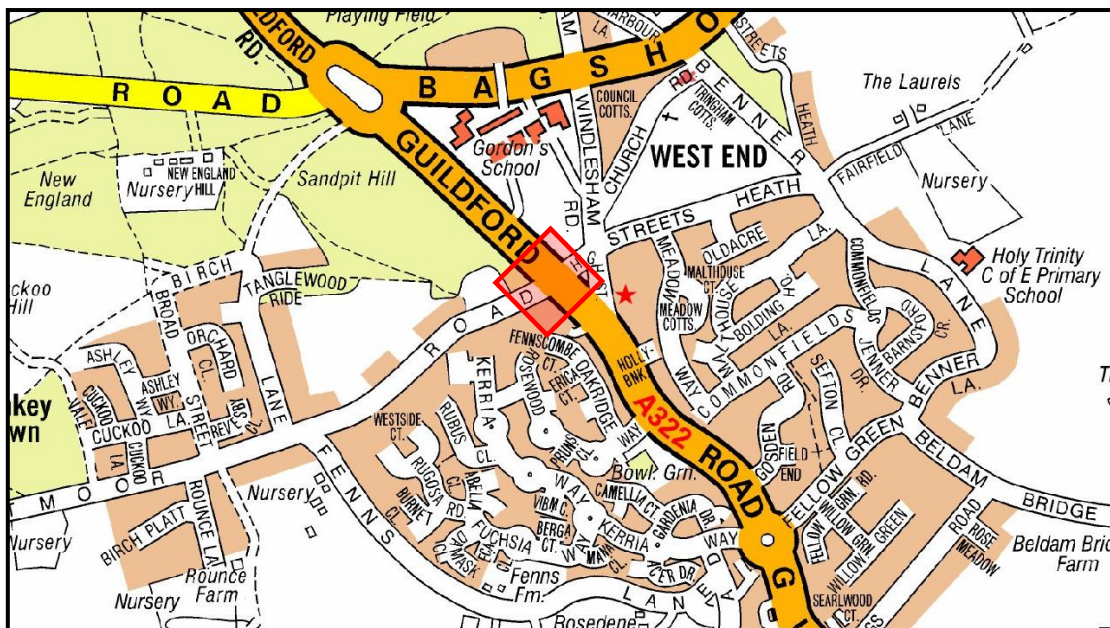
**REASONS FOR RECOMMENDATIONS:**

The traffic survey undertaken on Guildford Road (A322) in November 2015 indicated that the current Setting Speed Limits policy would not support reducing the speed limit without additional features to enforce the speed limit.

Similar speed reductions in other areas of Surrey have shown that lowering the speed limit on such roads could increase vehicles speeds due to the requirement to remove repeater signs. Being part of Surrey's Priority Network, the A322 is subject to gritting and plowing during winter months. As a result, physical traffic calming features would not be appropriate.

## 1. INTRODUCTION AND BACKGROUND:

- 1.1 Guildford Road (A322) is part of the Surrey Priority Network and is part of the route from Guildford through to Bracknell, also giving easy access to other locations such as Woking, Lightwater and Reading. The A322 also has junctions with the A30 and the M3.
- 1.2 As part of the primary route, this road is a priority during winter weather and is gritted as a priority when temperatures drop. This route is also ploughed during severe snow fall to maintain movement across the county as much as reasonably possible.
- 1.3 The junction between Brentmoor Road and Guildford Road (A322) is located approximately 450m southwest of the roundabout with Bagshot Road (A319) and Red Road (B311). The traffic signals have two phases, one for those on the A322, the second for Brentmoor Road and Streets Heath.
- 1.4 The junction layout includes traffic islands with dropped kerbs to provide safe locations for pedestrians whilst crossing. However, there is no formal pedestrian phase, relying on pedestrians to assess traffic movement before they cross.



- 1.5 Within 50m of the junction there is a controlled pedestrian crossing and a bus stop. Other points of interest for pedestrians near the junction are a number of schools, West End village centre, and West End Common.
- 1.6 An assessment of the junction is currently being progressed under the Local Area Committee's capital spend this financial year. The assessment will consider the impact of an additional phase at the traffic light signals for both pedestrians and motorists.
- 1.7 In addition to this petition, another was received asking for a speed limit reduction through from the junction with Red Road to the borough boundary. As the two petitions cover the same section of road, the review within this



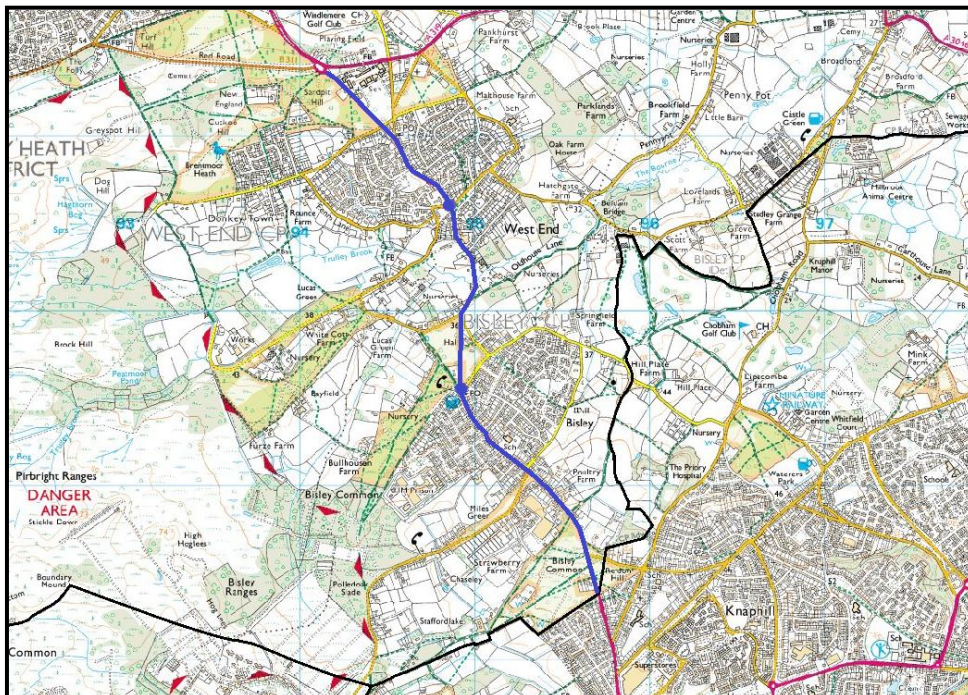
response will also consider the speed limit through Bisley and up to the borough boundary.

## 2. ANALYSIS:

2.1 Surrey County Council's Setting Speed Limits policy discourages the setting of speed limits less than 600m long. However, given the A322 is a primary route within Surrey, motorists are likely to travel the full length and could subsequently travel through numerous speed limits during their journey and become confused with changes every 600m. As a result, the review of the speed limit has been over the full length of the identified area, between Red Road and the borough boundary.



2.2 The review for a dedicated pedestrian phase at the junction is still ongoing, with a result expected so that the Local Area Committee can consider it as an option for the forthcoming financial year. Given the nature of the A322, and the relatively short distance to Red Road and the Lightwater By-Pass, part of the assessment is to model the impact of the pedestrian phase on vehicle movements to determine what effect it will have on congestion on the road.



- 2.3 Following the original response to the petition, it was agreed that a traffic survey was necessary to determine the extent of the issue and to review whether the proposal would meet Surrey County Council Policy.
- 2.4 Due to the congested nature of the A322, finding locations for surveys was difficult due to the number of features that could affect the free flow speeds and give misleading results. However, six locations were agreed and were surveyed on the week commencing 2 November. The survey was specifically chosen for early November to include school traffic and minimise the influence of road works on traffic flow and speeds along the A322. The location of the surveys, and their subsequent average and 85<sup>th</sup> percentile speeds have been provided in **Annex A**.
- 2.5 Although actual traffic counts varied slightly, the typical traffic flow along the road was around 20,000 vehicles a day.
- 2.6 Unfortunately, Site 4, near the junction with Church Road, was positioned incorrectly. The loop was too close to the roundabout and traffic was either slowing down before or speeding up after the junction. As a result, the average and 85<sup>th</sup> percentile speeds were artificially low.
- 2.7 The data for Sites 5 and 6 are also felt to have been affected by queues for the nearby traffic lights, with average speeds for traffic heading southbound, towards traffic signals, are far lower than the opposite direction.
- 2.8 Although average speeds along the road vary quite considerably, 85<sup>th</sup> percentile speeds were fairly constant along the whole road. With all 85<sup>th</sup> percentile speeds around 40mph, it suggests that free flowing traffic along the A322 is likely to be travelling naturally closer to 40mph than 30mph.
- 2.9 Although some of the locations showed lower average speeds, the data provided would not support the reduction of the speed limit to 30mph under the current speed limit policy without additional measures for enforcement. Given the A322 is a primary route, physical traffic calming measures are not supported due to the nature of the road. This includes the requirement the road to be ploughed in severe adverse weather.
- 2.10 It should be noted that unlike other speed limits, lowering the speed limit to 30mph on a road with street lighting legally requires the removal of repeater signs. Experience of similar schemes within Surrey has shown that lowering the speed limit to 30mph has lead to an increase in vehicle speeds. Due to the removal of terminal signs at the junctions, the increase is also likely to affect adjacent roads. As a result, Surrey Highways does not support or recommend the reduction of the speed limit to 30mph.

### **3. OPTIONS:**

- 3.1 It is recommended that the decision regarding the pedestrian facilities at the Brentmoor Road junction is delayed until after the review of the junction currently being undertaken.
- 3.2 The recommended option regarding the speed limit is to retain the 40mph speed limit.

- 3.3 Although it is within the power of the Local Area Committee to implement a 30mph speed limit along the A322, doing so is expected to increase average vehicle speeds along the A322 and adjacent roads.

#### **4. CONSULTATIONS:**

- 4.1 Surrey Police have been consulted on the proposal to reduce the speed limit and do not support the proposed reduction, making specific point of:
- The high 85<sup>th</sup>ile indicate that drivers will drive at around 40mph in free flow traffic.
  - a predicted average reduction for the speed limit change on the A322 without measures would mean that roughly 3,000 vehicles a day would be travelling in the region of 8-10mph over the speed limit.
  - Similar reductions, such as on the A283 Witley, resulted in an increase in vehicle speeds. Additional signage and much enforcement eventually resulted in similar speeds as before, effectively changing nothing.
- 4.2 It should be noted that the Surrey County Council Setting Speed Limits Policy states “There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as it could result in an unreasonable demand on police resources.”

#### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 The cost of assessment of the junction is being funded through the Local Area Committee’s Borough Wide Signal Update.

#### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. Appropriate and proportionate consultation is carried out with residents, and bodies representing particular user groups, to ensure that the interests of all highway users are considered.

#### **7. LOCALISM:**

- 7.1 Through the views and needs expressed by local communities, and accommodating where possible the involvement of local communities in looking after the public highway, localism is routinely considered as part of the consultation and bidding processes for highway-related works. Specific details regarding localism are included in individual reports as appropriate.

#### **8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report.
Corporate Parenting/Looked After	No significant implications arising

Children	from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

## **9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 Improvements to the junction between Guildford Road and Brentmoor Road has been added to the ITS scheme list and is being considered for funding during the financial year 2016/17
- 9.2 The traffic survey data collected shows that the current policy would not support the reduction without additional features.
- 9.3 Given the nature of the A322 as a major route through the borough, particularly the gritting and ploughing of the route in adverse weather, physical features would not be appropriate on this road.
- 9.4 The recorded 85<sup>th</sup>ile speeds were regular along the whole road, being between 38 and 43, indicating that the 40mph speed limit is in line with free flowing traffic.
- 9.5 Experience of similar schemes suggests that lowering the speed limit without additional features could increased average speeds along this road and adjacent roads, because of the removal of repeater and terminal signs
- 9.6 It is recommended that Surrey Heath Local Area Committee consider improvements to the junction between Guildford Road and Brentmoor Road, but do not progress the speed limit reduction any further.

## **10. WHAT HAPPENS NEXT:**

- 10.1 Once the review of the proposed pedestrian phase has been within Guildford Road and Brentmoor Road traffic signals as part of next year's ITS programme.

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### **Contact Officer:**

Peter Orchard – Traffic Engineer (0300 200 1003)

### **Consulted:**

Surrey Police

### **Annexes:**

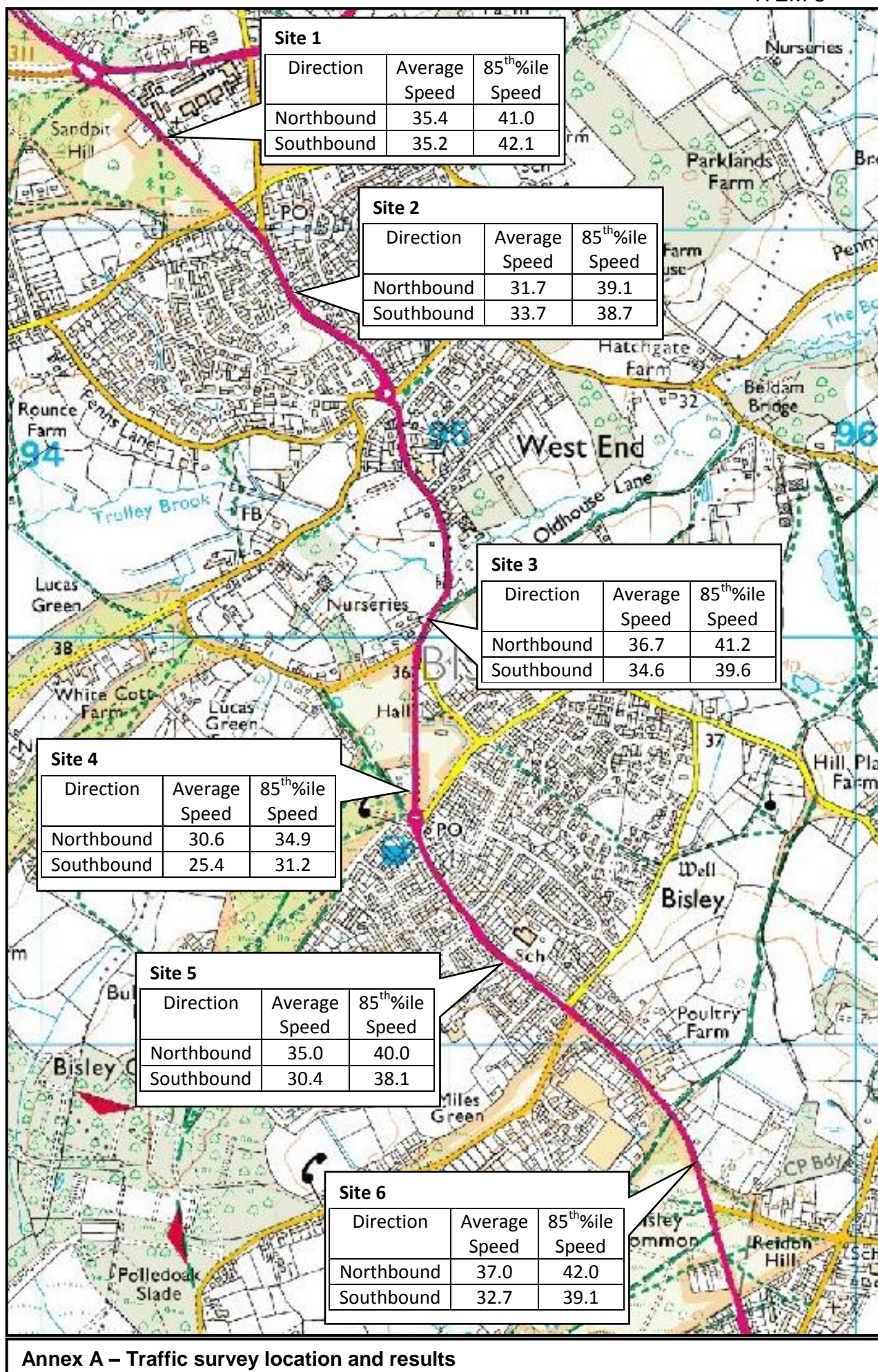
Annex A – Traffic survey locations and results

### **Sources/background papers:**

26/15 – *Petition Response – Speed Limit & Crossing on the A322 at West End*

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**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (SURREY HEATH)****DATE: 10 DECEMBER 2015****LEAD OFFICER: ANDREW MILNE****SUBJECT: PETITION RESPONSE – BISLEY SPEED REDUCTION REPORT****DIVISION: SURREY HEATH****SUMMARY OF ISSUE:**

Response to petition received at the Local Area Committee in July 2015. The petition requested a 30mph speed limit along the A322 between Red Road and the borough boundary.

The petition stated: We, the undersigned, petition Surrey County Council to reduce the speed limit from 40 MPH to 30 MPH on the A322 from the Gordons School roundabout to the Knaphill traffic lights through Bisley and West End. Bisley Parish Council, who are sponsoring this petition, consider this measure will contribute to greater road safety and reduce the risk of death and serious injury to pedestrians and others who travel on or who have to cross this increasingly busy road

**RECOMMENDATIONS:**

**The Local Committee (Surrey Heath) is asked to note that:**

- (i) The recent traffic survey does not support reducing the speed limit along this stretch of road down to 30mph

**REASONS FOR RECOMMENDATIONS:**

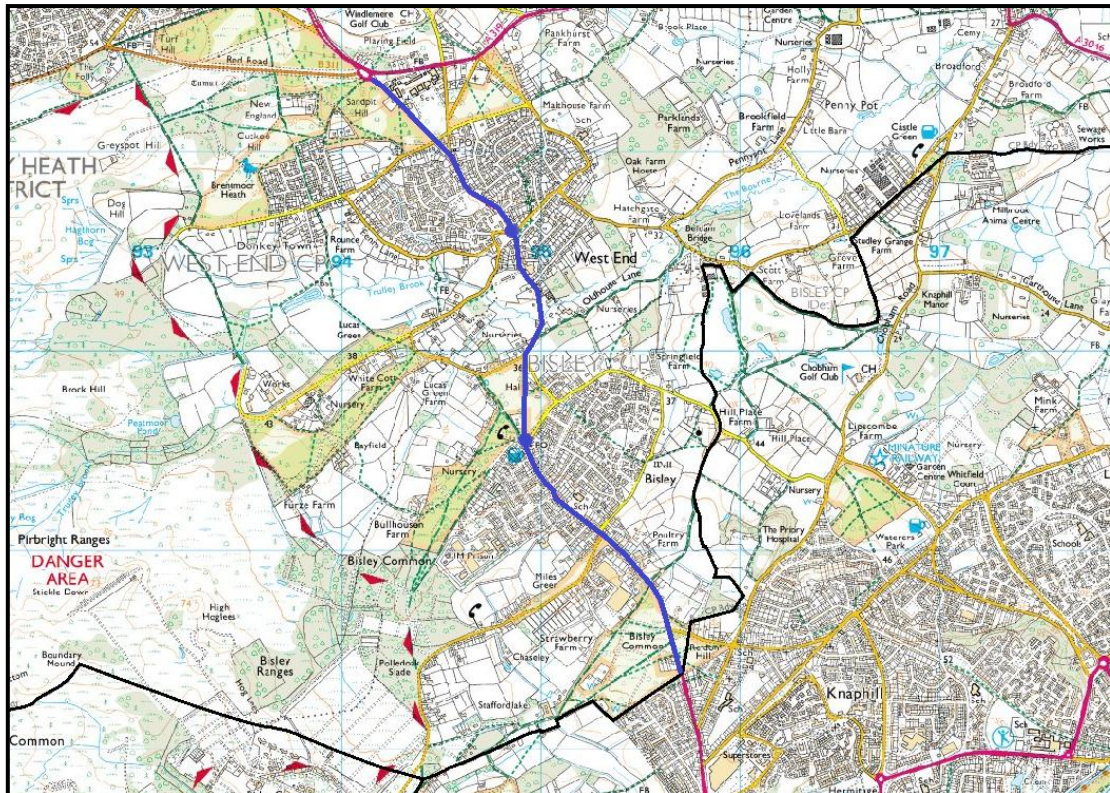
The traffic survey undertaken on Guildford Road (A322) in November 2015 indicated that the current Setting Speed Limits policy would not support reducing the speed limit without additional features to enforce the speed limit.

Similar speed reductions in other areas of Surrey have shown that lowering the speed limit on such roads could increase vehicles speeds due to the requirement to remove repeater signs. Being part of Surrey's Priority Network, the A322 is subject to gritting and ploughing during winter months. As a result, physical traffic calming features would not be appropriate.



## 1. INTRODUCTION AND BACKGROUND:

- 1.1 The A322 through West End and Bisley is part of the main route between Guildford and Bracknell, with a junction to the M3. The route is ranked in the top group of roads with Surrey's Priority Network and is expected to be used as a main route across the borough and county.
- 1.2 As part of the priority network, the A322 is regularly gritted when temperatures drop to maintain access across the borough. It is also ploughed during severe snow fall.
- 1.3 Along the identified section of Guildford Road, there are two roundabouts, three traffic signal controlled junctions, five signal controlled pedestrian crossings and a number of other dedicated pedestrian crossing to minimise segregation of the community. From the A322 there is easy access to schools, shops, public transport and other facilities.



## 2. ANALYSIS:

- 2.1 Surrey County Council's Setting Speed Limits policy discourages the setting of speed limits less than 600m long. However, given the A322 is a primary route within Surrey, motorists are likely to travel the full length and could subsequently travel through numerous speed limits during their journey and become confused with changes every 600m. As a result, the review of the speed limit has been over the full length of the identified area, between Red Road and the borough boundary.





2.2 A traffic survey was undertaken on the A322 between Red Road and the borough boundary. The survey included individual surveys in six locations on the same week. These surveys gave average and 85<sup>th</sup> percentile speeds along with traffic volume at each point. The survey was undertaken in early November to include school traffic and limit the influence of road works on traffic flow and speeds along the A322. The locations of the surveys were agreed with the County Councillor for the area. The locations and speed results have been provided in **Annex A**.

2.3 The traffic surveys also found that the average number of vehicles per day over a week is around 20,000 vehicles.

2.4 Unfortunately, Site 4, near the junction with Church Road, was positioned incorrectly. The loop was too close to the roundabout and traffic was either slowing down before or speeding up after the junction. As a result, the average and 85<sup>th</sup> percentile speeds were artificially low.

2.5 The data for Sites 5 and 6 are also felt to have been affected by queues for the nearby traffic lights, with average speeds for traffic heading southbound towards traffic signals, far lower than in the opposite direction.

2.6 Although average speeds along the road vary quite considerably, 85<sup>th</sup> percentile speeds were fairly constant along the whole road. With all 85<sup>th</sup> percentile speeds around 40mph, it suggests that free flowing traffic along the A322 is likely to be travelling naturally closer to 40mph than 30mph.

2.7 Although some of the locations showed lower average speeds, the data provided would not support the reduction of the speed limit to 30mph under the current speed limit policy without additional measures for enforcement. Given the A322 is a primary route, physical traffic calming measures are not supported due to the nature of the road. This includes the requirement the road to be ploughed in severe adverse weather.

- 2.8 It should be noted that unlike other speed limits, lowering the speed limit to 30mph on a road with street lighting legally requires the removal of repeater signs. Experience of similar schemes within Surrey has shown that lowering the speed limit to 30mph has led to an increase in vehicle speeds. Due to the removal of terminal signs at the junctions, the increase is also likely to affect adjacent roads. As a result, Surrey Highways does not support or recommend the reduction of the speed limit to 30mph.

### **3. OPTIONS:**

- 3.1 It is recommended that the 40mph speed limit is retained.
- 3.2 Although it is within the powers of the Local Area Committee to implement a 30mph speed limit along the A322, doing so could be expected to have a negative effect on vehicle speeds along the A322 and adjacent roads.

### **4. CONSULTATIONS:**

- 4.1 Surrey Police have been consulted on the proposal and do not support the reduction, making specific points of:
- The high 85<sup>th</sup>ile indicate that drivers will drive at around 40mph in free flow traffic.
  - Without additional measures, a predicted average reduction for the speed limit change on the A322 would mean that roughly 3,000 vehicles a day would be travelling in the region of 8-10mph over the speed limit.
  - Similar reductions, such as on the A283 Witley, resulted in an increase in vehicle speeds. Additional signage and much enforcement eventually resulted in similar speeds as before, effectively changing nothing.
- 4.2 It should be noted that the Surrey County Council Setting Speed Limits Policy states "There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as it could result in an unreasonable demand on police resources."

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 The cost of assessment of the junction is being funded through the Local Area Committee's Borough Wide Signal Update.

### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. Appropriate and proportionate consultation is carried out with residents, and bodies representing particular user groups, to ensure that the interests of all highway users are considered.

### **7. LOCALISM:**

- 7.1 Through the views and needs expressed by local communities, and accommodating where possible the involvement of local communities in looking after the public highway, localism is routinely considered as part of

the consultation and bidding processes for highway-related works. Specific details regarding localism are included in individual reports as appropriate.

## **8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

## **9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 The traffic survey data collected shows that the reduction would not meet the current policy without additional features to enforce the speed limit. However, as the road is key for transport within the borough, the route is regularly gritted in winter, and plowed during severe snowfall to maintain movement.
- 9.2 Experience of locations where the speed limit was lowered to 30mph suggests that lowering the speed limit without additional features leads to an increase in vehicle speeds because of the removal of repeater and terminal signs
- 9.3 The recorded 85<sup>th</sup> %ile speeds were consistent along the road, being between 38 and 43, suggesting that the 40mph speed limit is appropriate.
- 9.4 Surrey Police were consulted on the proposal but did not support it.
- 9.5 It is recommended that Surrey Heath Local Area Committee do not progress a reduction of the speed limit along the A322, which should remain at 40mph.

## **10. WHAT HAPPENS NEXT:**

- 10.1 If the Surrey Heath Local Area Committee agrees that the speed limit remain at 40mph, nothing further is required to happen.

### **Contact Officer:**

Peter Orchard – Traffic Engineer (0300 200 1003)

### **Consulted:**

Surrey Police

### **Annexes:**

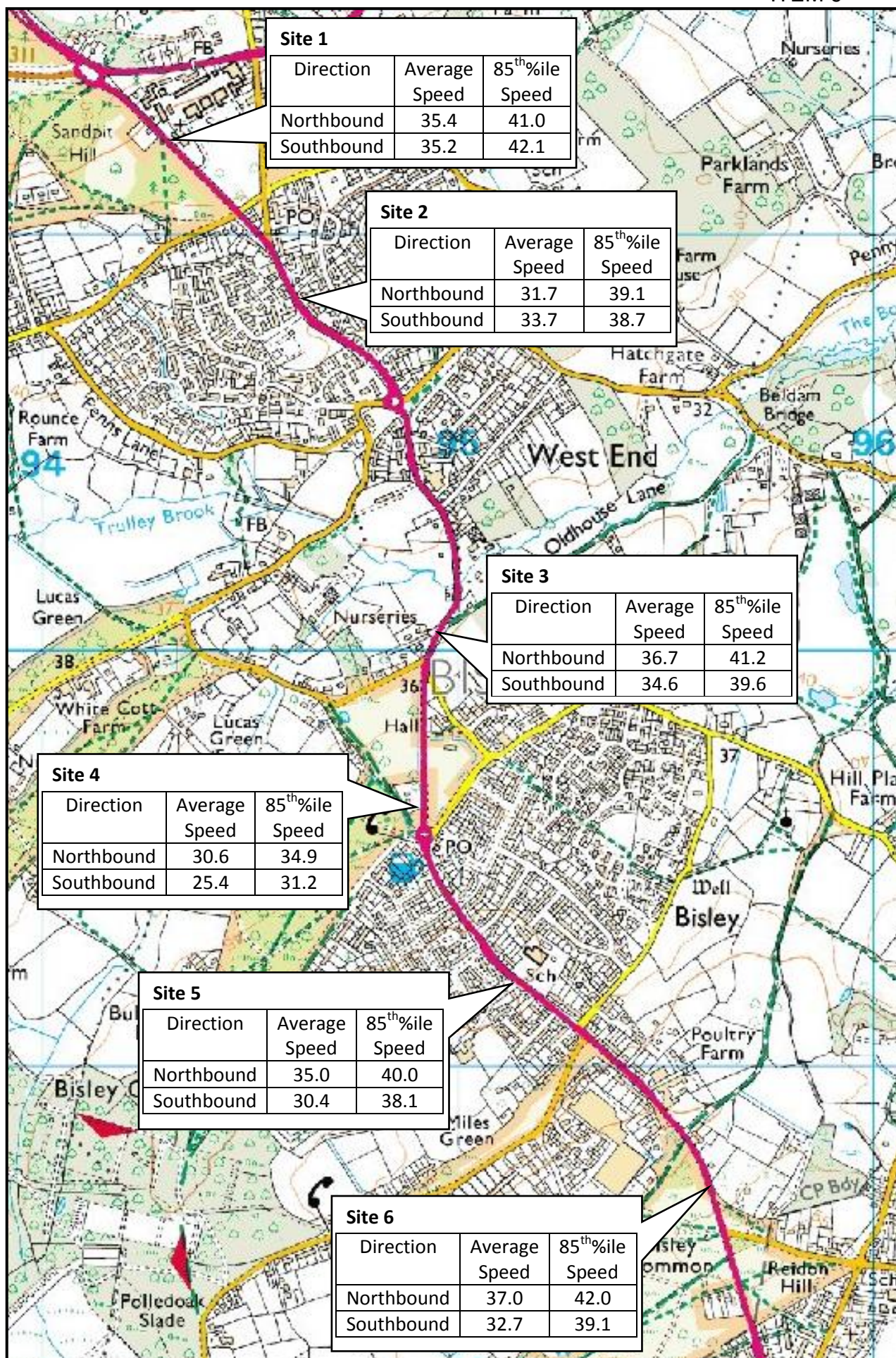
Annex A – Traffic survey locations and results

### **Sources/background papers:**

*26/15 – Petition Response – Speed Limit & Crossing on the A322 at West End*

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Annex A – Traffic survey location and results

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**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (SURREY HEATH)****DATE: 10 DECEMBER 2015****LEAD OFFICER: PAUL MILLIN****SUBJECT: A30 & CAMBERLEY TOWN CENTRE HIGHWAY IMPROVEMENT SCHEME & RESPONSE TO A30 BUS LANE PETITION****DIVISION: CAMBERLEY (WEST)****SUMMARY OF ISSUE:**

This report provides an update on the joint Surrey County Council and Surrey Heath Borough Council work that is developing an A30 & Camberley Town Centre Highways Improvement Scheme. The development of this scheme aims to support the delivery of the Town Centre Area Action Plan (AAP), which forms part of the Local Plan for Surrey Heath. Section 4 addresses the petition to Local Committee which called for the removal of the existing A30 Bus Lane in London Road.

**RECOMMENDATIONS:****The Local Committee (Surrey Heath) is asked to note:**

- (i) The progress achieved to date and the future steps in the development of the A30 & Camberley Town Centre Highways Improvement Scheme and the role it will have in supporting the delivery of the Town Centre Area Action Plan.
- (ii) The establishment of the Major Scheme Members Task Group that is overseeing and scrutinising the development of the A30 & Camberley Town Centre Highways Improvement Scheme.
- (iii) That a future report setting out the detail of the A30 & Camberley Town Centre Highways Improvement Scheme is to be brought back to the Local Committee in summer 2016, post public consultation but pre submission of the business case to the Enterprise M3 Local Economic Partnership.

**REASONS FOR RECOMMENDATIONS:**

The report and recommendations aim to highlight the linkages between the A30 & Camberley Town Centre Highways Improvement Scheme and the delivery of the Town Centre Area Action Plan. Furthermore, it aims to ensure that Members, residents and businesses are sighted on project timescales, including the planned public consultation and the need to develop a positive business case that will support evidenced based decision taking.



## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 Camberley has significant potential based upon its strategic location, which has been recognised in that Camberley has been identified as a 'Step-Up Town' as part of the Enterprise M3 (EM3) Strategic Economic Plan (SEP). The vision of the SEP is for the EM3 sub-region to become the premier location in the country for enterprise and economic growth, balanced with an excellent environment and quality of life.
- 1.2 To help enable Camberley to meet its potential there is the need to address transport issues.
- 1.3 The A30 and, in particular, the Meadows Gyratory suffers from congestion and the adverse impacts of high traffic volumes on road safety and access to and through the A30 and town centre. This is exacerbated when incidents occur on the nearby M3, which forces traffic to divert onto the A30.
- 1.4 The Meadows Gyratory accommodates over 60,000 vehicle movements a day, with over 14,000 vehicles a day using the A331 Blackwater Valley Road corridor to access the 'high-end' business located in Bracknell. Similar traffic conditions occur at the weekends.
- 1.5 Key to this is Surrey Heath Borough Council's Camberley Town Centre Area Action Plan (AAP), which forms part of the Local Plan for Surrey Heath. It sets out policies relating to the future development of Camberley Town Centre and looks at:
  - A vision of how Camberley Town Centre should evolve.
  - The scale and location of new shopping facilities.
  - Managing the town centre to enable the full range of shopping facilities to be provided.
  - The range of leisure, cultural and community facilities in the town centre.
  - The level and location of employment uses such as offices in the town centre.
  - The level and location of housing in the town centre.
  - Improving transportation to and around the town centre.
  - Enhancing and protecting the environmental design quality of the town centre.

Delivery of this vision is likely to require changes to the local highway network, including access / egress arrangements to and from Camberley town centre.

- 1.6 The Camberley Town Centre AAP was adopted by Surrey Heath Borough Council's Full Council on 16 July 2014.
- 1.7 The AAP highlights opportunity areas and sites. These are individual or groups of sites that are known to be available, or on which there is considered to be an opportunity for development. The AAP states that the precise mix of uses and form of development sought will only be realised through future negotiations with landowners and developers, and undertaking further studies as appropriate. However, by identifying these areas and sites now, the AAP



highlights their redevelopment potential and provides guidance as necessary for proposals which come forward in due course.

- 1.8 Together with the other policies of the AAP their redevelopment will help to achieve the Plan's Spatial Strategy.
- 1.9 This report provides an update on the joint Surrey County Council and Surrey Heath Borough Council work to develop an A30 & Camberley Town Centre Highways Improvement Scheme that aims to support the delivery of the AAP.

## **2. SCHEME DEVELOPMENT:**

- 2.1 To support the AAP the A30 & Camberley Town Centre Highways Improvement Scheme is being developed by the County Council and Borough Council, with potential support from other partners, for submission to the Enterprise M3 Local Economic Partnership (EM3 LEP) for funding. The scheme will be a package of improvements along the A30 that will improve accessibility to Camberley Town Centre, complementing the recently funded A30/A331 Meadows Gyratory improvement scheme.
- 2.2 The A30 & Camberley Town Centre Highways Improvement Scheme will enable the next section of the A30 improvements to take place, ie between Frimley Road & Knoll Road. It will specifically help to deliver the policies adopted in the Camberley Town Centre AAP, and in particular, it will assist with the regeneration of the London Road Block, identified as an opportunity area in the AAP (reference TC14). It will improve accessibility in and around Camberley Town Centre, including access via the A30 London Road to the London Road Block.
- 2.3 The redevelopment of the London Road Block is key to the implementation of the Spatial Strategy of the AAP. It provides the best opportunity to significantly improve the retail offer of the town centre and bring about a major enhancement of the Centre's environment. It will announce the existence of a thriving, modern, Town Centre.
- 2.4 A comprehensive masterplan for the area will be prepared setting out in more detail how development will be delivered and the likely programme for delivery.
- 2.5 To fully understand the current movement of traffic within the area and plan for the impact of change, a micro simulation model has been constructed. This provides a visual image of traffic flows on links (highways) and nodes (junction) within the modelled area as denoted in **Annexe 1**. The model has been constructed using detailed traffic data collected over several years. Its application will allow existing issues to be clearly understood within the context of the overall demand for movement, eg rat running traffic, with options for change able to be better developed and their impacts clearly visualised before decisions are taken, with the aim of improving accessibility within and to the town centre by all means of transport.

## **3. POTENTIAL IMPROVEMENTS AND MEASURES:**

- 3.1 In considering how the A30 & Camberley Town Centre Highways Improvement Scheme can best support the delivery of the AAP, a list of potential measures and locations considered within scope of the business case has been developed. This is summarised in the following table.

**Table 1:** Potential measures and locations considered within scope of the business case

Measure	Location	In Scope of Business Case
<b>Highway Infrastructure</b>		
<b>Junction Improvements</b>	A30 London Rd / Knoll Rd / Kings Ride A30 London Rd / Park St A30 London Rd / Grand Avenue A30 London Rd / The Avenue A30 London Rd / Onsaburgh Hill A30 London Rd / Frimley Rd Knoll Rd / Portesbery Rd High St / Portesbery Rd / Pembroke B'way Southwell Park Rd / Charles St	Consider improvements to general junction layout, operational capacity & equipment, lane markings, road safety issues, signal timings & co-ordination, pedestrian crossing facilities, cycling facilities and bus priority measures to complement public realm requirements.
<b>Route Improvements</b>	A30 London Rd (Knoll Rd to Meadows Gyratory)	Review on-street parking, general arrangements & route performance, asset condition, lane markings & usage, speed management, signing & lighting, road safety, signal timings and co-ordination and reallocation of road space and cycling facilities to maintain and improve access from / to the town centre from the A30. Investigate any potential 'Rat Running' specifically in The Avenue & Heatherley Rd and other potentially susceptible roads.
<b>New Road Infrastructure</b>	Bracebridge Link (*)	Investigate requirements for a new 300m section of highway within Yorktown Industrial Estate to connect Tuscam Way with Bracebridge Rd to provide redevelopment opportunities and provide rear service access to businesses currently fronting the A30 between Yorktown Way & Victoria Avenue.
<b>Bus Infrastructure</b>		
<b>Bus Priority</b>	At key A30 junctions and along main bus routes	Review bus reliability, priority at traffic signals and patronage to main employment sites and town centre. Investigate potential new routes to serve employment areas and / or changes to existing routes.
<b>Bus Lane</b>	Knoll Rd - Victoria Ave (Westbound only)	Review impact and requirements of the bus lane, including operational times, signage and road safety.
<b>Bus Infrastructure</b>	Key routes around the Town centre	Review bus operations area in Pembroke Broadway, review bus shelter provision & consider upgrade to Real Time Passenger Information to complement public realm.

Cycling Improvements		
Off Road Routes	A30 off-carriageway route (town centre to Meadows Gyratory) -Knoll Rd / Portesbery Rd -High St / Portesbery Rd / Pembroke B'way	Review of A30 off-carriageway route in association with A30 route improvements and possible road-space allocation.
New Cycle Routes	Between residential areas and town centre. -Knoll Rd / Portesbery Rd -High St / Portesbery Rd / Pembroke B'way	Consider cycle network including both on and off carriageway routes, including better crossing facilities at key junctions, signing and cycle parking provisions. In association with the Town Centre Area Action Plan and the developing Surrey Heath Cycling Strategy.
Walking Improvements		
Upgrade Facilities	Between residential areas and town centre -Knoll Rd / Portesbery Rd -High St / Portesbery Rd / Pembroke B'way	Review pedestrian network including better pedestrian crossing facilities at key junctions and way-finding / signing to key town centre destinations.
Public Realm		
Environmental Improvement	Pan Town Centre & A30 London Rd	Consider creation of new public spaces, pedestrian priority within High Street and environmental improvements to London Road, Obelisk Way, Park Street, Pembroke Broadway and Princess Way. Signing and de-cluttering, taking account of dementia friendly design guides.
Technology		
Network Mgt	Pan Town Centre & A30 London Rd	Consider CCTV usage & coverage, review car park guidance and information system, consider use of Variable Message Signs to inform drivers, possible links to future Wider Network Benefits (West) bid?

(\*) May be deemed out of scope depending on timescales, costs and legal requirements

- 3.2 The improvements package will look to provide a consistent approach to traffic management and highway appearance for the town centre and the A30 from the Meadows Gyratory to Knoll Rd. The improvements will seek to address issues such as highway performance, road safety, asset condition, route performance, technology, vulnerable road users, environment and public realm.

#### 4. LINKED ISSUES:

- 4.1 There are two linked issues to the A30 & Camberley Town Centre Highways Improvement Scheme, namely the A30 / A331 Meadows Improvement Scheme and the existing A30 bus lane.

##### A30 / A331 Meadows Improvement Scheme

- 4.2 The proposed A30 & Camberley Town Centre Highways Improvement scheme forms part of a package of improvements along the A30 to improve accessibility to and from Camberley town centre. The scheme complements

[www.surreycc.gov.uk/surreyheath](http://www.surreycc.gov.uk/surreyheath)

the A30 / A331 Meadows Improvement Scheme, which is an EM3 LEP priority scheme to be delivered in 2017/18 following approval of the business case by the LEP. The scope of the scheme includes the Meadows Gyratory and the A30 London Road junction with B3411 Frimley Road. Improvements include the following:

- 4.3 Modifying the meadows gyratory to provide more direct movements for the A30 and A331 through traffic.
- 4.4 Upgrade and improve traffic signal equipment, detection and operational strategies for Meadows Gyratory, including the opportunity to provide priority for buses.
- 4.5 Provide better traffic management measures along the A30, including lane markings and road signing, speed management and public realm improvements on the A30 east of the Meadows Gyratory to Frimley Rd.
- 4.6 Provide bus priority measures.
- 4.7 Improved cycling and pedestrian facilities and linkages between Blackwater Station and Yorktown and Watchmoor Park employment areas including off carriageway cycle route along A331 Blackwater Valley Road.

#### A30 Bus Lane

- 4.8 The A30 London Road bus lane was established in 2004 as part of the Blackwater Valley Quality Bus Partnership by creating two 3m westbound lanes from the then existing wide single westbound lane.
- 4.9 The bus lane currently operates from 7:00am to 9:30am and 4:00pm to 7:00pm and is only allowed to be used by buses, taxis, pedal cyclists and goods vehicles over 7.5 tonnes during these periods.
- 4.10 The bus lane assists the operation of local bus services by reducing the impact of traffic congestion and the consequential impact upon service performance in the area. This helps to improve service reliability, which is key in retaining and attracting residents and workers onto buses and reducing the call on public sector funding for local bus services.
- 4.11 As context, on Stagecoach route 1 (Gold Route), patronage currently stands at 2.2 million passengers per annum, up from 1.3 million in 2005/6. On Stagecoach route 3 patronage is currently 720,000 passengers per annum, up from 627,000 in 2005/6. Finally on Stagecoach route 94, the current patronage estimate is 400,000 passengers per annum.
- 4.12 It is encouraging that patronage has been increasing. However, growth has now slowed as reliability has become an issue in the area as a whole. For example, on route 1 (Gold Route), operational running time has increased by 8 minutes since 2009 in the off peak, but even more so in the peak period. To tackle this Stagecoach has deployed 3 additional peak vehicles; 2 to assist with running time and 1 to cater for additional capacity. In December 2015 a new timetable is being implemented that will introduce more 'stand time' at key points so that delays can be recovered. This has a cost implication to Stagecoach as more buses are needed in the off-peak, yet it is necessary

given variable journey times. In addition to this, route 3 has had reliability issues in the peak, resulting in a reduced but deliverable frequency.

- 4.13 Some Members and residents have expressed concern regarding road safety along the A30.
- 4.14 An online petition of 251 signatures has been received on this subject. Mr Ken Clarke (petitioner) states:

*"I have lived and worked in Surrey Heath for most of my life, both as a police officer, and now currently a chauffeur, and the bus lane in the London Road, applicable 7am to 9.30am, and 4pm to 7pm causes much confusion and is the cause of accidents, as well as near misses. Regardless of the time the majority of motorists do not drive in it, and thus one third of the road is not used. This results in long queues of traffic, adding to an increase in pollution. At the present time Farnborough are removing their bus lane and one of the reasons given was that it holds up buses, which was the very opposite reason for having it in the first place. Removing the bus lane would be safer and less dangerous for all road users. Currently it is used by some 6 or so buses an hour."*

- 4.15 The following table (2) shows the number of collisions and casualties (in brackets) on A30 London Road Between Park Street and Victoria Avenue. A collision pattern was identified involving eastbound vehicles turning right into the side roads, across the bus lane. This was thought to be due in part to the right turning vehicles manoeuvring between westbound queuing vehicles in the offside lane and then conflicting with westbound vehicles in the nearside bus lane.
- 4.16 From the data in Table 2 it can be seen that the number of casualties increased following the introduction of the bus lane in August 2004, from 46 to 103 in the three year period before and after. Prior to the last committee report (October 2011) the number of casualties had reduced to 65 in the three year period before the committee report. However, following the introduction of the yellow box junctions in February 2012 the number of casualties has reduced to 33 in the three year period. This is fewer than in the three year period prior to the bus lane.

**Table 2:** Collisions and casualties on A30 London Road between Park Street and Victoria Avenue

Period	Collisions (Casualties in Brackets)				Total
	Involving eastbound vehicles turning right into side roads			Other types of collision	
	During bus lane operating hours	Weekday outside bus lane operating hours	Weekend (bus lane is not in operation)		
Three years <b>before</b> bus lane (1/9/01 – 31/8/04)	1 (1)	1 (2)	1 (1)	31 (42)	34 (46)
Three years <b>after</b> bus lane (1/9/04- 31/8/07)	6 (8)	9 (10)	9 (16)	49 (69)	73 (103)
Three year period analysed for <b>last committee</b> report on 13 Oct 2011 (1/8/08 – 31/7/11)	7 (11)	1 (1)	8 (16)	31 (37)	47 (65)
Three years <b>before</b> yellow box junctions installed (23/2/09 – 22/2/12)	9 (15)	4 (5)	8 (15)	20 (28)	41 (63)
Three years <b>after</b> yellow box junctions installed (23/2/12 - 22/2/15)	5 (7)	3 (6)	1 (2)	14 (18)	23 (33)
Three years <b>before</b> ‘No Right Turn’ into Osnaburgh Hill installed (14/1/12 – 15/1/15)	0	1(1)	0	2(2)	3(3)
Period <b>after</b> ‘No Right Turn’ installed (15/1/15 – 31/7/15)	0	0	0	1(1)	1(1)

4.17 It is encouraging that the number of casualties is now lower than before the bus lane was introduced, meaning that there would be no justification to remove the bus lane purely on road safety grounds. However, more needs to be done to reduce the number of casualties, and this scheme provides an opportunity to provide a design that reduces the risk of collision and injury for all road users.

4.18 The A30 & Camberley Town Centre Highways Improvement Scheme includes the section where the bus lane is currently located. The development and refinement of the scheme and associated improvements will include the assessment of and provision for a consistent approach to the A30 in terms of operational performance, speed limit and the overall appearance of the road. The development of the A30 & Camberley Town Centre Highways Improvement Scheme aims to deliver the best option for this section of the A30 to further tackle casualties, reduce congestion, provide better accessibility to and around the town centre and provide appropriate priority for bus services.

4.19 When approved the changes to the A30 will of course complement the improvements to the A30 / A331 Meadows Improvement Scheme, which already has funding agreed.

<b>5. SCHEME PROGRAMME:</b>
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- 5.1 When the potential measures and locations have been investigated, the options defined and appraised, the results that will form the business case will be presented to the Major Schemes Member Task Group and Local Area Committee. This will allow consideration and debate on which options should comprise the scheme to be put forward for public consultation.
- 5.2 It is planned to hold a public consultation in the Spring of 2016. This will take place over several weeks and will include a staffed exhibition to explain the options and proposals that will comprise the A30 & Camberley Town Centre Highways Improvement Scheme. This will likely be located at one or more locations in Camberley town centre, and potentially other key locations in the immediate area.
- 5.3 The appraisal of the potential measures will provide the evidence base to identify the preferred option(s) to be included in the business case submission to the EM3 LEP for funding and implementation. The business case will be developed in 2016 for submission in the Summer of 2016.
- 5.4 Once approved construction of the improvements will begin in 2017.

<b>6. MEMBER ENGAGEMENT:</b>
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- 6.1 A Major Scheme Members Task Group has been established. This is overseeing and scrutinising the development of the A30 & Camberley Town Centre Highways Improvement Scheme. The Members Task Group is comprised of the following Councillors:  
  
 Surrey County Councillors  
  
 David Ivison  
 Denis Fuller  
 Mike Goodman  
 Bill Chapman  
  
 Surrey Heath Borough Councillors  
  
 Vivienne Chapman  
 Valerie White  
 Josephine Hawkins
- 6.2 At the meeting of the Major Scheme Member Task Group in September the potential measures and locations considered within scope of the business case as summarised in table 1 were agreed.

<b>7. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:</b>
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- 7.1 The appraisal of the potential measures within the A30 & Camberley Town Centre Highways Improvement Scheme will provide the evidence base to identify the preferred option(s) to be included in the business case submission to the EM3 LEP for funding and implementation. The business case will be developed in 2016 for submission in the Summer of 2016.

## **8. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 8.1 The business case for the A30 & Camberley Town Centre Highways Improvement Scheme and the measures contained within it will be subject to an Equality Impact Assessment (EIA) to be completed in 2016.

## **9. LOCALISM:**

- 9.1 The focus of the impact from the A30 & Camberley Town Centre Highways Improvement Scheme will be those living, working and visiting the town centre of Camberley. However, given many residents of the Borough, the Blackwater Valley area and beyond travel to / from and through Camberley on the A30 to access employment, shopping, leisure activities, etc the impact will be wider than the residential town centre.
- 9.2 The scheme will aim to deliver a balance of measures to support the needs of drivers, public transport users, cyclists and pedestrians to facilitate safe and reliable access to and from Camberley.

## **10. OTHER IMPLICATIONS:**

- 10.1 The following have been considered for any potential implications in respect to the council priorities and policy as set out in the table below:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

## **11. CONCLUSION AND RECOMMENDATIONS:**

- 11.1 There is a clear need to look at Camberley Town Centre and the A30 holistically. This will help plan for the future of the town and support the delivery of the AAP. Thus there is a need to undertake detailed consideration of the impact and requirements of the AAP, the associated development proposals, the detail of the proposed LEP improvements, the appropriate speed limit for the A30, measures to further reduce casualties, etc. The Local Committee can then consider and agree what should be done to improve access to and from the town centre, inclusive of the section of the A30 where a bus lane currently exists, by considering how best to support delivery of 41,000sqm of prime retail space, a new A30 London Road frontage plus new and improved residential and leisure facilities.



<b>12. WHAT HAPPENS NEXT:</b>
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- 12.1 Work will continue to develop the potential measures that will comprise the A30 & Camberley Town Centre Highways Improvement Scheme to create a business case for submission to the EM3 LEP in Summer 2016. In advance of submission, the detail will be presented to the Major Schemes Member Task Group and Local Area Committee in 2016, with a public consultation planned for Spring 2016.

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**Contact Officer:**

Paul Millin, Group Manager Travel & Transport, 020 8541 9365  
 Steve Howard, Transport Strategy Project Manager, 020 8541 7348

**Consulted:**

All Members of the Surrey Heath Local Area Committee  
 Jenny Rickard, Executive Head – Regulatory, Surrey Heath Borough Council

**Annexes:**

Annexe 1: Camberley traffic model study area (attached)

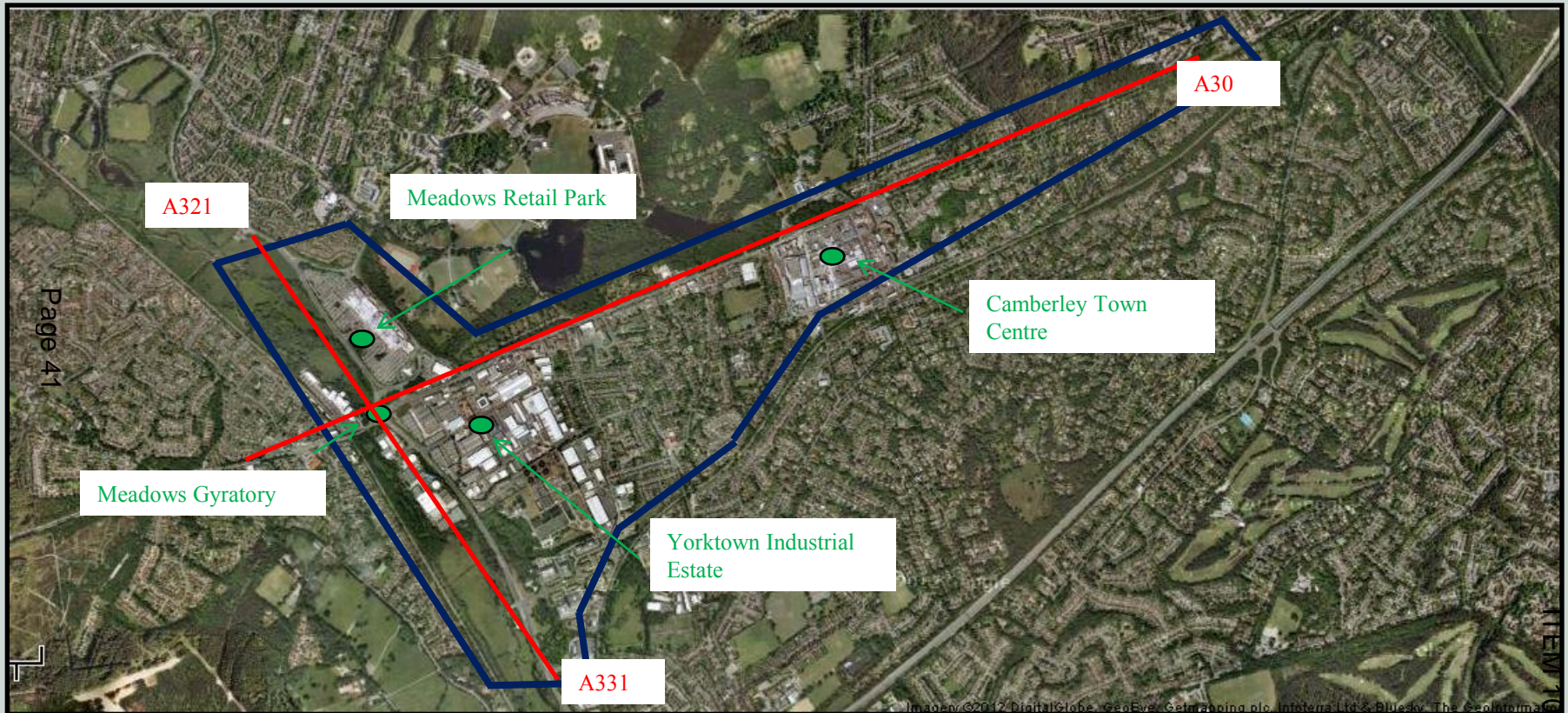
**Sources/background papers:**

Camberley Town Centre Area Action Plan (AAP)

Surrey Heath Local Committee, 13 October 2011, Item 11,  
 A30 Bus Lane Report

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## Micro-simulation Model Study Area



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**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (SURREY HEATH)****DATE: 10 DECEMBER 2015****LEAD OFFICER: ANDREW MILNE****SUBJECT: PETITION RESPONSE – IMPLEMENT SAFETY MEASURES TO MIDDLETON ROAD / UPPER PARK ROAD BRIDGE FOR ALL USERS****DIVISION: SURREY HEATH****SUMMARY OF ISSUE:**

Response to petition received by the Local Area Committee in July 2015. The petition requested highway improvements to resolve safety concerns.

The petition details read: "Following an incident, involving a pedestrian and a car, we would like the Council to implement safety measures for the protection of the general public, which includes cyclists, pedestrians and drivers. The bridge sees heavy pedestrian usage around school hours from both directions ranging from Nursery School to Sixth Form children. It is also used as a general thoroughfare for dog walkers and other pedestrians throughout the day due to its easy accessibility to the town centre.

The bridge has significant danger factors:

Blind bends at each end, two way traffic with no pedestrian safety area, no pavement/lighting, the hump on the bridge is prone to skidding in icy conditions, restricted width, insufficient/confusing road signage & markings, traffic speed.

This subject has been raised several times over the last few years to no avail and this time we would like to ensure that safety measures are implemented. Please support the safety of your local community now and into the future".

**RECOMMENDATIONS:**

**The Local Committee (Surrey Heath) is asked to agree that:**

- (i) Signage improvements are implemented as identified within the report.

**REASONS FOR RECOMMENDATIONS:**

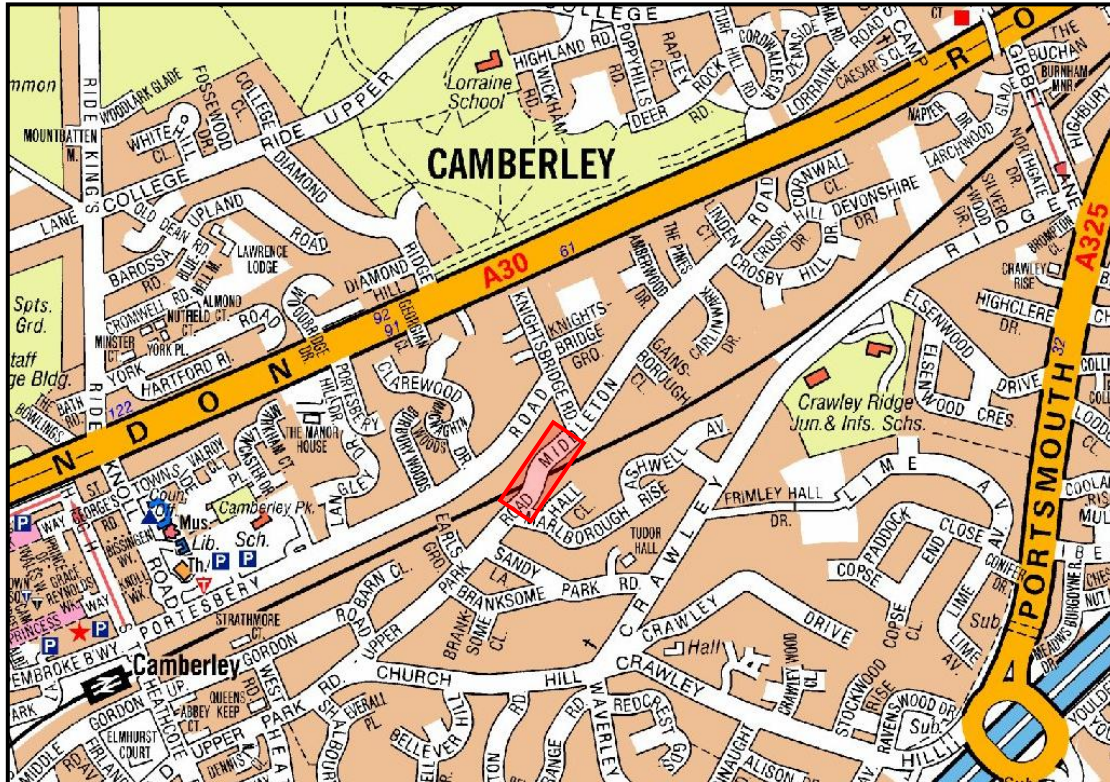
Aside from the incident earlier this year, there have been no personal injury collisions on this stretch of road in the last 15 years. Although data shows that pedestrians and motor vehicles use the route on a regular basis, Surrey County Council's priority is to reduce the number of personal injury collisions on the public highway, reducing the priority of this location with regards to safety.

However, the area can be quite dark due to vegetation and replacing the signage on either approach will help make the situation clearer.



## 1. INTRODUCTION AND BACKGROUND:

- 1.1 Middleton Road is a privately owned road with highway rights over it. Upper Park Road is an adopted road and joins Middleton Road half way across a bridge over the railway line between Bagshot Station and Camberley Station.



- 1.2 Both approaches to the bridge are at an angle to the railway, whilst the bridge straightens up over the railway to minimise its length. This minimises visibility over the bridge in both directions.
- 1.3 The bridge is the only pedestrian access across the railway from Heathcote Road to Gibbet Lane and provides access for pedestrians to Crawley Ridge Junior School and Collingwood College.
- 1.4 Both Middleton Road and Knightsbridge Road have been closed off at the junction with London Road (A30) in the past. Closure of these accesses minimises the traffic over the bridge. Although through traffic can use this route to reach the A30, via Knightsbridge Road and Portesbury Road, most traffic is likely to use Upper Park Road and Heathcote Road. Most traffic using the bridge will be local or seeking access.
- 1.5 The signage on the approach to the bridge includes warning signs for a narrow carriageway and for pedestrians in the carriageway. Priority signs are also present, giving traffic approaching from Middleton Road priority over traffic coming from Upper Park Road. None of these signs have yellow backing.
- 1.6 The bridge is a Network Rail asset - it would be responsible for any alterations to the structure.



- 1.7 Personal injury collision data for the bridge shows that there have been no personal injury collisions on the bridge in the last 15 years.

## 2. ANALYSIS:

- 2.1 Following the original response to the petition at the Local Area Committee meeting in July, Surrey Highway officers met with the petitioner and County Councillor Chapman on site in early September to review the situation. During the meeting, it was agreed that a traffic survey was to be undertaken to determine how the bridge is used during term time.



- 2.2 A manual count was undertaken at this site between 0700 and 1900 on Tuesday 10 October as it required the counting of pedestrians which cannot be done any other way. In addition to pedestrians, the survey included the number and classification of vehicles during those hours. The key data has been provided in **Annex A**.
- 2.3 The data shows a peak in pedestrian usage between the hours of 08:00 and 09:00 and between 15:00 and 16:00. During these two hours, a combined total of 189 cars, 13 Light Goods Vehicles, 2 Other Goods Vehicles (Class 1) and 2 Buses or Coaches drove over the bridge.
- 2.4 The data clearly shows that there is the potential for conflict between pedestrians and vehicles during these times. However, a number of improvements have already been introduced in the area to improve the safety for pedestrians. These include warnings signs (narrow road and pedestrians in carriageway), priority give way signage and markings, and SLOW road markings for either direction.
- 2.5 Although SatNavs have been mentioned as a potential cause for some of the traffic over the bridge, investigations have shown that journey predictions for

traffic between Church Hill and Knoll Road always encourage traffic via Heathcote Road. Although new technology can use up-to-date traffic information to improve journey times, predictions for traffic during peak hours, both during the week and weekend, still encourage traffic along Heathcote Road. This suggests that a non typical situation would be required to encourage traffic over the bridge and would not be a regular occurrence. As a result, traffic over the bridge is likely to be either residential or seeking legitimate access.

- 2.6 Reviewing the current situation, there is scope to improve the signage on the approaches to make it more visible for those approaching the bridge. This will primarily include the replacement of the current signage with yellow backing, but could also include altering the priority give way signage to include a plate below stating "Give way to oncoming vehicles". This is recommended by the Department for Transport Guidance and reinforces the priority over the bridge.
- 2.7 During the meeting on site, it was asked whether a new footway structure could be attached to the current bridge specifically for pedestrians. Not only is this a Network Rail asset and not within Surrey County Council's remit to alter, doing so would not resolve the issue with conflicts on the approach. Given other options, this is not supported or recommended by Surrey Highways.
- 2.8 Another subject discussed on the day was altering the verge next to the road to an informal pedestrian footway. Although considered on the day, because of the embankment, any works near the top would need to be carefully considered because of outcomes such as landslides. Given the potential cost of a formal review, this is not being recommended to the Local Area Committee.
- 2.9 One of the more favourable options supported by the petitioner was formalising a pedestrian crossing and retaining the carriageway for single traffic. This could be done either with a formal one-way system, or by providing traffic signals. However, both suggestions would potentially increase the speed of traffic over the bridge and requiring physical measures to be placed between the road and footpath. Given the number of vehicles using the route, potentially the best option would be to introduce traffic signals, although the system would be on privately owned highway and would require an agreement with the landowner regarding maintenance of the system. However, these proposals would cost a substantial amount and would need to be considered as part of the list of Integrated Transport Schemes. Depending on the score the scheme receives, it may be a number of years before it is prioritised. In view of the above, this proposal would not be supported or recommended by Surrey Highways
- 2.10 Traffic calming features are a potential option on the approach to the bridge, but national guidance suggests that for two cushions placed side by side, the road should be a minimum of 5.45m wide. The current carriageway is less than 5m, requiring two cushions to be placed at diagonals to each other. As pedestrians walk in the carriageway, there is a risk that the speed cushions would encourage drivers to drive closer to the edge of the carriageway and closer to pedestrians. Although the motorist is likely to be travelling at a lower speed, encouraging drivers closer to pedestrians is likely to increase fears. It is also worth noting that these features would only be on Upper Park Road

approach to the bridge as the regulations allowing the introduction of traffic calming on adopted roads only. A full width speed table could be a trip hazard for pedestrians who would have to walk over it given the lack of a separate footway. As a result, these proposals are not supported or recommended by Surrey Highways.

- 2.11 Following the meeting, a further review of the situation raised another two possible options. The first of these was to install a Vehicle Activated Sign (VAS) to reinforce to motorists the possibility of pedestrians on the carriageway. Unfortunately, the most effective location for the VAS would be near to the bridge and the limited space means that the sign is more likely to overhang the carriageway and increase the risk of vehicle strikes. Not only would it increase the cost of maintenance to Surrey Highways, but also potentially cause the sign to not work. As a result, it is recommended that this is considered following improvements to the current signage if there is support for this option.
- 2.12 The final option proposed following the meeting on site was to close vehicle access across the bridge completely, making it a pedestrian and cycle only area. This option completely removes conflicts between vehicles and pedestrians and would encourage it's use for sustainable methods. However, restricting access on any highway is predominantly done to reduce the number of personal injury collisions in a location, or where doing so encourages the economy, such as Park Street in Camberley. This option should be considered as a last resort for this location as it will force all vehicles to Middleton Road and adjacent roads via Portesbury Road and Knightsbridge Road. The restriction is likely to cause concern for the residents along Portesbury Road due to the increase in traffic along the road, and potentially from those on Middleton Road as they would be required to enter and exit via the mini roundabout between Portesbury Road and Knoll Road. Due to the comments above, this proposal is not supported or recommended by Surrey Highways at this time.

### **3. OPTIONS:**

- 3.1 The recommended option for the area is to improve the signage on both approaches towards the bridge, in line with the points raised in section 2.6.
- 3.2 Add a scheme to the Integrated Transport Scheme list to review the option of providing a formal pedestrian footway on the approaches to the bridge.
- 3.3 Add a scheme to the Integrated Transport Scheme list to introduce traffic signals over the bridge and barriers for a dedicated pedestrian facility. If the Local Area Committee chose to progress this option then legal advice will be sought to determine the processes necessary in placing signals on privately maintained highway.
- 3.4 Add a scheme to the Integrated Transport Scheme list to install a Vehicle Activated Sign in line with section 2.11.
- 3.5 Add a scheme to the Integrated Transport Scheme list to undertake public consultation on the possibility of closing access to the bridge for motorised vehicles.

**4. CONSULTATIONS:**

4.1 Surrey County Council have consulted with Surrey Police on the current layout and the accident history of the bridge.

**5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

5.1 No funding has been determined at this point.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. Appropriate and proportionate consultation is carried out with residents, and bodies representing particular user groups, to ensure that the interests of all highway users are considered.

**7. LOCALISM:**

7.1 Through the views and needs expressed by local communities, and accommodating where possible the involvement of local communities in looking after the public highway, localism is routinely considered as part of the consultation and bidding processes for highway-related works.

**8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	Set out below.

**8.1 Public Health implications**

The personal injury collision recently was the only collision in the last fifteen years. Although only three years of data is considered, the history of the bridge suggests that the location is comparatively safe against others within Surrey Heath.

**9. CONCLUSION AND RECOMMENDATIONS:**

9.1 Aside from the incident earlier this year, there have been no personal injury collisions on this stretch of road in the last 15 years. Although data shows that pedestrians and motor vehicles use the route on a regular basis, Surrey County Council's priority is to reduce the number of personal injury collisions on the public highway, reducing the priority of this location with regards to safety.

9.2 The road has been reviewed in the past and there have been a number of improvements to the signage and markings to improve the safety of pedestrians over the bridge. However, the area is quite narrow and signage can be lost behind vegetation.

9.3 It is recommended that the current signage is replaced with a yellow backing to improve their visibility. The proposal will reinforce to all highway users that there are pedestrians in the carriageway and to take additional care.

9.4 Given the location limits the amount of through traffic, and there have been no personal injury collisions on the bridge in well over three years, the typical timescale for assessing locations, expensive improvements are not warranted in this location.

<b>10. WHAT HAPPENS NEXT:</b>
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10.1 If the Local Area Committee agrees to improve the signage for the bridge then the necessary design will be drawn up whilst funding is sought.

10.2 If the Local Area Committee agree to add a scheme to the ITS list then it will be scored ready for the 2017/18 financial year.

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**Contact Officer:**

Peter Orchard – Traffic Engineer (0300 200 1003)

**Consulted:**

Surrey Police

**Annexes:**

Annex A – Traffic survey location and results

Annex B – COBA Vehicle Categories

**Sources/background papers:**

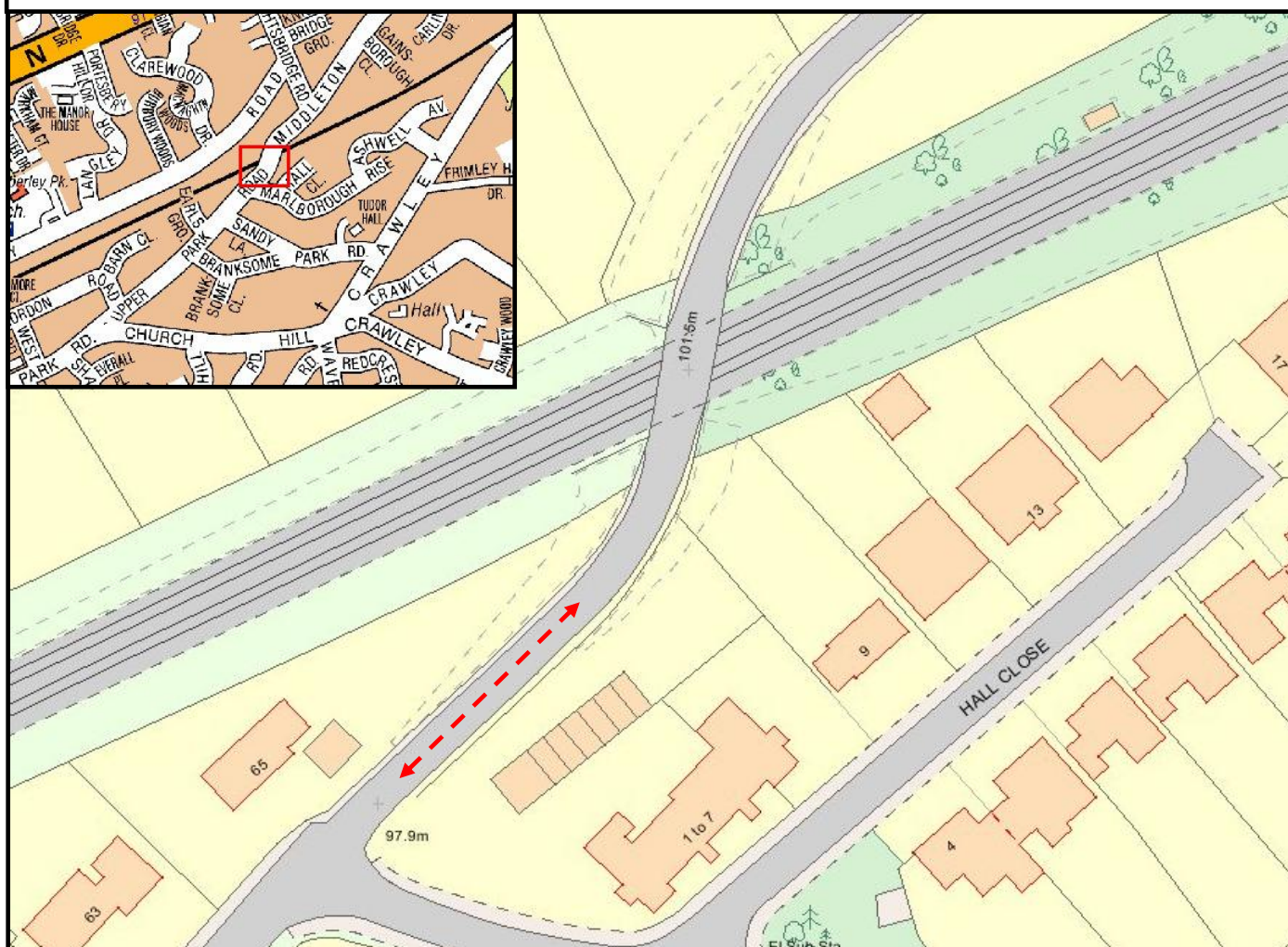
*30/15: Receive Petition – Implement Safety Measures to Middleton Road / Upper Park Road Bridge for all road users*

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## Annex A – Traffic Survey location and results



## Pedestrian movement Summary

Time	Adults			Children: School			Prms / Disabled	Total
		With Cycles	Total		With Cycles	Total		
07:00 - 19:00	76	9	85	30	4	34	13	132
08:00 - 09:00	13	1	14	12	1	13	3	30
15:00 - 16:00	11	0	11	24	2	26	2	39

## Vehicle Movement Summary

Time	Cars	LGVs	OGV1	OGV2	PSVs	Sub-total	M/cycles	Cycles	Total
07.00 - 19.00	864	105	6	0	5	980	0	10	990
08.00 - 09.00	108	7	1	0	1	117	0	1	118
15.00 - 16.00	81	6	1	0	1	89	0	4	93

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## 8. VEHICLE CATEGORIES

### Definition of Categories

- 8.1 The various components of traffic have different characteristics in terms of operating costs, growth and occupancy. Figure 8/1 illustrates the most common categories into which the traffic is split in COBA. These are defined as:

<b>Cars</b>	<b>(CARS)</b> including taxis, estate cars, 'people carriers' and other passenger vehicles (for example, minibuses and camper vans) with a gross vehicle weight of less than 3.5 tonnes, normally ones which can accommodate not more than 15 seats. Three-wheeled cars, motor invalid carriages, Land Rovers, Range Rovers and Jeeps and smaller ambulances are included. Cars towing caravans or trailers are counted as one vehicle unless included as a separate class (see User Specified Category below);
<b>Light Goods Vehicles</b>	<b>(LGV)</b> Includes all goods vehicles up to 3.5 tonnes gross vehicle weight (goods vehicles over 3.5 tonnes have sideguards fitted between axles), including those towing a trailer or caravan. This includes all car delivery vans and those of the next larger carrying capacity such as transit vans. Included here are small pickup vans, three-wheeled goods vehicles, milk floats and pedestrian controlled motor vehicles. Most of this group are delivery vans of one type or another;
<b>Other Goods Vehicles</b>	<b>(OGV 1)</b> Includes all rigid vehicles over 3.5 tonnes gross vehicle weight with two or three axles Includes larger ambulances, tractors (without trailers), road rollers for tarmac pressing, box vans and similar large vans. A two or three axle motor tractive unit without a trailer is also included;  <b>(OGV 2)</b> Includes all rigid vehicles with four or more axles and all articulated vehicles. Also included in this class are OGV1 goods vehicles towing a caravan or trailer;
<b>Buses and Coaches</b>	<b>(PSV)</b> Includes all public service vehicles and works buses with a gross vehicle weight of 3.5 tonnes or more, usually vehicles with more than 16 seats;
<b>User Specified</b>	There is a facility within the program for the user to input an additional vehicle category, however its use will be a rare occurrence. It can only be used if the appropriate values of time, occupancy, vehicle operating costs and vehicle proportions by flow group are available for the input category. An example of its use could be to test the sensitivity of a high proportion of cars with trailers in the traffic mix.

CAR	<div data-bbox="519 353 660 409"></div> <div data-bbox="555 421 620 439">SALOON</div> <div data-bbox="793 353 934 409"></div> <div data-bbox="832 421 890 439">ESTATE</div> <div data-bbox="511 477 660 533"></div> <div data-bbox="515 548 647 566">PEOPLE CARRIER</div> <div data-bbox="801 454 1099 533"></div> <div data-bbox="827 548 1075 566">CAR TOWING CARAVAN/TRAILER</div>
LIGHT GOODS VEHICLE (LGV)	<div data-bbox="519 651 660 719"></div> <div data-bbox="573 734 608 752">VAN</div> <div data-bbox="777 629 926 719"></div> <div data-bbox="796 734 890 752">&lt;3.5 TONNES</div> <div data-bbox="1063 651 1232 719"></div> <div data-bbox="1114 734 1177 752">PICK-UP</div>
OTHER GOODS VEHICLES (OGV 1)	<div data-bbox="566 819 746 898"></div> <div data-bbox="605 913 699 931">&gt;3.5 TONNES</div> <div data-bbox="942 819 1161 898"></div> <div data-bbox="1020 913 1130 931">2 AXLES RIGID</div> <div data-bbox="542 965 762 1055"></div> <div data-bbox="589 1061 699 1079">2 AXLES RIGID</div> <div data-bbox="926 954 1146 1055"></div> <div data-bbox="965 1061 1075 1079">3 AXLES RIGID</div>
OTHER GOODS VEHICLES (OGV 2)	<div data-bbox="534 1167 762 1256"></div> <div data-bbox="550 1267 746 1285">4 OR MORE AXLES RIGID</div> <div data-bbox="903 1155 1185 1256"></div> <div data-bbox="973 1267 1091 1285">3 AXLES ARTIC</div> <div data-bbox="487 1312 762 1413"></div> <div data-bbox="511 1435 715 1453">4 OR MORE AXLES ARTIC</div> <div data-bbox="863 1312 1255 1413"></div> <div data-bbox="895 1435 1193 1453">OTHER GOODS VEHICLE WITH TRAILER</div>
BUSES & COACHES (PSV)	<div data-bbox="573 1525 809 1659"></div> <div data-bbox="597 1675 746 1693">DOUBLE DECK BUS</div> <div data-bbox="934 1570 1161 1659"></div> <div data-bbox="926 1675 1154 1693">SINGLE DECK BUS OR COACH</div>

Figure 8/1: COBA Vehicle Categories

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (SURREY HEATH)****DATE: 10 DECEMBER 2015****LEAD OFFICER: ANDREW MILNE – AREA HIGHWAYS MANAGER (NW)****SUBJECT: HIGHWAYS UPDATE****DIVISION: ALL****SUMMARY OF ISSUE:**

To report progress made with the delivery of proposed highways schemes, developer funded schemes, and revenue funded works for the 2015/16 financial year.

To **agree** the proposed capital works programme for 2016/17.

To report on relevant topical highways matters.

**RECOMMENDATIONS:****The Local Committee (Surrey Heath) is asked to:**

- (i) Note the progress with the ITS highways and developer funded schemes, and revenue funded works for the 2015/16 financial year.
- (ii) Agree the proposed capital works programme for 2016/17
- (iii) Note the budgetary position.
- (iv) Note that a further Highways Update will be brought to the next meeting of this Committee.

**REASONS FOR RECOMMENDATIONS:**

The above recommendations are made to enable progression of all highway related schemes and works.

## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 Surrey County Council's Local Transport Plan (LTP) states the aim of improving the highway network for all users, through measures such as reducing congestion, improving accessibility, reducing personal injury accidents, improving the environment and maintaining the highway network so that it is safe for all users.

## **2. ANALYSIS:**

### **2.1 Capital works programme for 2015/16**

- 2.1.1 The capital works programme is now presented as a combined programme of both ITS and capital maintenance works to provide a clearer picture of works and budgets. This programme, shown in Table 1 below, was informally discussed and agreed in principle during a private meeting held on 18 September 2014, and formally approved on 11 December 2014. Works continuing from the 2014/15 financial year have been included in this table.
- 2.1.2 All costs shown are estimated, and it is suggested that should scheme costs vary from the estimates shown, that Committee support a flexible approach that enables the matching of schemes as best as can be achieved to the available budget.

<b>Scheme Name</b>	<b>Detail/Limits</b>	<b>Progress</b>	<b>Estimated Cost (£)</b>
Borough Wide Signal Update	Reassessment of identified highway signals across the borough	With Traffic Signals team. Delivery in progress.	£130,000
Old Guildford Road speed limit reduction	Reduce the current speed limit along the residential area from national speed limit to 30mph	Design commenced.	£10,000
Chertsey Road (A319) speed limit reduction	Reduce the current speed limit along the A319 from national speed limit to 60mph	Design commenced.	£10,000
LSR D545 & D14 – Yaverland Drive / Higgs Lane, Bagshot	From J/W A30 to J/W College Ride	<b>Completed.</b>	£54,657
LSR School Road, Windlesham (substituted for Upper College Ride)	From J/W A30 to J/W Snows Ride	<b>Completed.</b>	£129,970
Toshiba congestion reduction scheme (continuing from 2014/15)	Between Toshiba and Frimley Park hospital roundabouts	Scheme nearing completion. Please see <b>Annex A</b> to this report.	£424,166
<b>Total</b>			<b>758,793</b>

**Table 1 – Approved capital works programme for 2015/16**

[www.surreycc.gov.uk/surreyheath](http://www.surreycc.gov.uk/surreyheath)



- 2.1.3 The capital budget made available to the Surrey Heath Local Committee for 2015/16 is £306,702. A further £124,000 has been carried forward from the 2014/15 financial year, and along with developer funding of £332,066, the total available capital funding is £762,866.
- 2.1.4 As the resurfacing of Upper College Ride will be funded through the Project Horizon works programme, it was agreed to substitute this site for School Road, Windlesham.
- 2.1.5 Contingency planning – in the event of any schemes not being deliverable, or being unable to proceed for other reasons, Surrey Heath Committee have approved a list of Local Structural Repair (LSR) works, shown in Table 2 below, for use on a contingency basis to ensure that budgets are effectively utilised.

Scheme Name	Detail/Limits	Division	Estimated Cost (£)
D3418 – Berkshire Road, Camberley	Whole length	Camberley East	£61,000
T3019 – Town Path, Camberley	Townpath from The Avenue to the Recreation Ground	Camberley West	£7,500
D502 – Burr Hill Road, Chobham	From Delta Rd to J/W Windsor Court Rd	Chobham, Windlesham and Bagshot	£30,650
D516 – Windsor Court Road, Chobham	From Windsor Court Rd to J/W Bowling Green Rd	Chobham, Windlesham and Bagshot	£29,825
D3512 – Townside Place, Camberley	Now being funded through Project Horizon	Camberley East	0

**Table 2 – Approved LSR contingency programme for 2015/16**

## **2.2 Revenue maintenance allocations and expenditure 2015/16**

- 2.2.1 The 2015/16 revenue maintenance allocation for Surrey Heath is £150,535. This is a significant reduction from the 2014/15 funding level of £226,525.

Item	Allocation (£)	Committed to date (£)
Drainage / ditching	30,000	10,033
Carriageway and footway patching	35,535	51,096
Vegetation works	63,000	67,082
Signs and markings	10,000	7,590
Parking	7,000	0
Low cost measures	5,000	1,500
Kier OHP		5,653 (included in allocation figures)
<b>Total</b>	<b>150,535</b>	<b>£142,954</b>

**Table 3 – 2015/16 Revenue Maintenance Expenditure**

### 2.3 COMMUNITY ENHANCEMENT FUND

- 2.3.1 The total 2015/16 Community Enhancement allocation for Surrey Heath remains at £30,000. Committee have previously determined to divide this fund equally between County Councillor Committee Members.
- 2.3.2 The Maintenance Engineer for Surrey Heath will provide guidance and assistance, organise cost estimates, and raise orders to ensure delivery of works.
- 2.3.3 To ensure that this fund is effectively spent, and to enable highways contractors to deliver works before the end of the financial year, it was recommended that all works should be agreed by 31 October 2015, and that in the event of no firm spending decisions being made by this date, the Maintenance Engineer will determine suitable works and organise their delivery.
- 2.3.4 A summary of spend progress is shown in Table 4.

Member	Allocation (£)	Committed to date (£)
Bill Chapman	5,000	2,183
Denis Fuller	5,000	258
David Ivison	5,000	5,437
Chris Pitt	5,000	5,000
Mike Goodman	5,000	4,752
Adrian Page	5,000	960
<b>Total</b>	<b>30,000</b>	<b>18,591 committed</b>

**Table 4 – Community Enhancement Fund spend progress**

### 2.4 Other highways related matters – customer service performance

- 2.4.1 The total number of enquiries received between January and September 2015 is 93885, an average of 10,400 per month. This is slightly down from 11,000 in the first 6 months of the year but consistent with the summer months, when reports tend to reduce slightly.
- 2.4.2 All enquiries are categorised at the point of logging, either automatically through the website, or by officers. Safety defects are directed to Kier with the remainder passed to the SCC local office for further investigation. During 2014 the average split was 44% SCC and 56 % Kier, for the year to date this has shifted to 36/64. This can be partly attributed to improvements to the online reporting and additional information available on the roadwork web page.
- 2.4.3 For Surrey Heath specifically, 5,579 enquiries have been received since January of which 2340 (42%) were directed to the local area office for action. 96% of these have been resolved. This response rate is in line with the countywide average of 96%
- 2.4.4 For 2015, 377 complaints were received of which 43 stage 1 and 7 stage 2 were for the North West area, including Surrey Heath. The main reasons for these complaints were roadworks and resurfacing. The service was found to

be at fault in 2 of the stage 2 complaints following independent investigation. We continue to work closely with the corporate customer relations team and have created corrective action plans for all outstanding actions.

#### 2.4.5 Parking

The 2015/16 review report went to the local committee on 1 October. The advert for this is being prepared, with these proposals likely to be advertised early in 2016.

### 2.5 Proposed capital works programme for 2016/17

2.5.1 The 2016/17 Committee capital budget for Surrey Heath has not yet been confirmed. Although it is anticipated that there will be a reduction from the £306,702 2015/16 allocation of approximately £35,000, it is proposed that the capital works programme is approved on the basis of the full capital allocation being available, as this enables the programme to be reduced should this prove necessary.

2.5.2 Table 5 below records the proposed schemes discussed by Surrey Heath Committee Members in the informal meeting held on 5 November 2015. This list is presented in priority order and makes allowance for contingency schemes. It is proposed that the Committee adopt a flexible approach to this list so that as schemes develop, the programme can be adapted to the available budget. The Committee is asked to approve this programme.

Scheme Name	Detail/Limits	Estimated cost (£)	Progress
A319 High Street jctn with Chertsey Road Chobham – junction improvement	<b>Feasibility, consultation and design</b> - The scheme will consider options for the junction and consult the public on the options that come out of the assessment	35,000	
A322 Guildford Road jctn with Brentmoor Road – pedestrian facility improvements	<b>Construct only</b> - Assessment of junction still with SCC Traffic Signals Team	50,000 to 150,000	
D3448 Coleford Bridge Road/Hamesmoor Road – traffic management	<b>Feasibility, design and construct</b> - The road is currently on the Surrey Heath Speed Management Plan and surveys by Surrey Police suggest further improvements are required.	30,000	
A319 Bagshot Road, Chobham – new footway	<b>Design only</b> - There is evidence that the route is already used due to the wear on the verge.	10,000	
B311 Upper Chobham Road, Frimley – Traffic	<b>Design only</b> - Determine a more accurate cost for the scheme proposals arising from safety outside school	10,000	

## ITEM 12

calming measures	report.		
D3448 Coleford Bridge Road – new footway	Design only, drawing from any previous design work available.	10,000	
A319 Chertsey Road, Chobham – speed reducing features.	<b>Feasibility, consultation and design</b> - This scheme should be progress in conjunction with 06 to combine consultation opportunities.	15,000	
A30 London Road, Camberley LSR	Golf Rbt & approaches	118,800	
B3411 Frimley Road, Camberley LSR	Rbt with Wilton Rd & Park Rd	£32,000	
Greyfriars Drive, Bisley LSR	Full Length	£27,650	
Burr Hill Road, Chobham LSR	From Delta Rd to J/W Windsor Court Rd	£42,910	
Windsor Court Road, Chobham LSR	From Windsor Court Rd to J/W Bowling Green Rd	£41,755	
Elizabeth Avenue, Bagshot LSR	Whole length	£52,220	
Orchard Way, Camberley LSR	Link outside Orchard Court	£15,470	
Gloucester Gardens, Bagshot LSR	Whole length	£7,815	
Ferniehurst, Camberley LSR	From Waverley Dr to end of cul de sac	£22,980	
Higgs Lane, Bagshot LSR	Cul de sac section from outside no. 8 to end	£6,720	
Warren Rise (Cul de sac), Frimley LSR	From no. 27 to 45a	£5,580	
St Catherines Rd/ Regent Way, Frimley LSR	From point adjacent to no. 2 Regent way for a distance Of 63m down towards St Catherines Rd	£9,905	
Picton Close, Camberley LSR	outside no's 7 to 10	£3,690	
Gosnell Close, Camberley LSR	Whole cul de sac	£45,525	
Mytchett Place Road, Mytchett LSR	From West of Ent to " Bracklands" to top of rail bridge. Include section of Salisbury Grove (24m to Nth of J/W Salisbury Terrace)	£44,310	
Saddleback Road / Rowan Close, Camberley LSR	From junction with Larch Close to end of cul de sac	£24,080	
Berkshire Road, Camberley LSR	Whole length	£85,400	

Hartford Rise, Camberley LSR	Whole Length	£16,710	
Robins Bow, Camberley LSR	Whole Length	£21,300	
Lime Avenue, Camberley LSR	From no.47 to end	£17,640	
St Andrews Way, Frimley LSR	Whole length	£9,855	
Dell Grove, Frimley LSR	Whole Length	£14,520	
Quarry Bank, Lightwater LSR	From outside no.18 to end of road (excluding cul de sac splays nr numbers 6 & 16)	£8,325	
Regent Way, Frimley LSR	From outside no.19 to outside no.29	£3,408	
T3019 Town Path, Camberley LSR	TOWNPATH from The Avenue to The Recreation Ground	£10,500	
Lupin Close, Bagshot LSR	Whole length	£10,215	
<b>Total</b>		<b>£884,283</b>	

**Table 5 – Proposed capital works programme for 2016/17**

### **3. OPTIONS:**

3.1 Options, where appropriate, have been presented in this report.

### **4. CONSULTATIONS:**

4.1 Consultation is routinely carried out for highway-related schemes with relevant key parties, including residents, Local Members, Surrey Police and Safety Engineering. Specific details regarding consultation and any arising legal issues are included in individual scheme reports as appropriate.

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 Proposed ITS schemes are prioritised to ensure that the maximum public benefit is gained from any funding made available. So far as is practicable, Officer proposals follow the Countywide scheme assessment process (CASEM) and the prioritisation order determined by this.
- 5.2 The Committee Capital and Revenue Maintenance budgets are used to target the most urgent sites where a specific need arises, to keep up with general maintenance activities that reduce the need for expensive repairs in the future, and to support local priorities. The nature of these works is such that spend may vary slightly from that indicated.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. Appropriate and proportionate consultation is carried out with residents, and bodies representing particular user groups, to ensure that the interests of all highway users are considered.

**7. LOCALISM:**

- 7.1 Through the views and needs expressed by local communities, and accommodating where possible the involvement of local communities in looking after the public highway, localism is routinely considered as part of the consultation and bidding processes for highway-related works. Specific details regarding localism are included in individual reports as appropriate.

**8. OTHER IMPLICATIONS:**

- 8.1 Other implications, such as the contribution that a well-managed highway network can give to reducing crime and disorder, are considered in relation to individual schemes, and specific details included in individual reports as appropriate.

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

**9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 The Committee is asked to note the progress with all schemes and budgets.
- 9.2 The Committee is asked to approve the proposed 2016/17 capital works programme as laid out in Table 5 of this report.
- 9.2 It is recommended that a further Highways Update is presented at the next meeting of this Committee.

**10. WHAT HAPPENS NEXT:**

- 10.1 Officers will continue to progress delivery of all schemes and ensure effective use of all budgets.

**Contact Officer:**

Andrew Milne, Area Highways Manager (NW) – 03456 009 009

**Annexes:** none**Sources/background papers:**



# A325 Portsmouth Road

Scheme Bulletin Week 23 November 2015

## Previous Weeks Activity

- Started phase 3 of the footway excavation, near the junction with Grove Cross Road.
- Lay new kerbs and edgings
- Excavated around the existing utilities.
- Installed the posts for the advanced direction sign.



## Planned Activity (w/c 24-3 November 2015)

- Lower existing utilities.
- Lay the new kerb line leading into emergency access.
- Lower existing manholes and chambers to the new footway height.
- Construct the Sub-base for the new carriageway around the pedestrian crossing.
- Install the sockets for new traffic signal poles.

### **Traffic Management Restrictions:**

Footway closed from hospital pedestrian access near emergency access to hospital roundabout.

Alternative pedestrian routes provided via the temporary controlled crossing and route into hospital.

**The next update is planned for Monday 30 November 2015**



**SURREY**



## **Background**

Following Traffic Studies in 2013, a detailed consultation and project plan in 2014 and project mobilisation in 2015, the A325 Portsmouth Road project is a Surrey Heath scheme intended to ease congestion and enhance highways safety for all users along a section of the A325 Portsmouth Road in Frimley.

The project introduces an extra north bound lane along the A325 Portsmouth Road, outside of the Frimley Park Hospital, between the southern roundabout at the B3411Frimley Road junction and the northern roundabout at the B311 Chobham Road junction.

Works on site to implement the extra lane started on 28 May.

The works are expected to finish in winter 2015/16. Please note that this is weather permitting.

### **Contact Details:**

If there are any problems or questions, the project team can be contacted by telephone, email or post:

Tel - 0300 200 1003

Email - [highways@surreycc.gov.uk](mailto:highways@surreycc.gov.uk)  
Subject Line: A325 PORTSMOUTH ROAD Attn: Harold Parr - Project Manager

Post - ATTN: Harold Parr – Project Manager  
TOSHIBA ROUNDABOUT PROJECT  
HAZEL HOUSE RECEPTION  
MERROW LANE  
GUILDFORD  
GU4 7BQ



**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (SURREY HEATH)**

**DATE: 10 December 2015**



**LEAD OFFICER: Michelle Collins, Community Partnerships Team Leader (West)**

**SUBJECT: LOCAL COMMITTEE & MEMBERS' ALLOCATION FUNDING – UPDATE**

**DIVISION: ALL**

**SUMMARY OF ISSUE:**

Surrey County Council Councillors receive funding to spend on local projects that help to promote social, economic or environmental well-being in the neighbourhoods and communities of Surrey. This funding is known as Members' Allocation.

For the financial year 2015/16 the County Council has allocated £10,296 revenue funding to each County Councillor. This report provides an update on the projects that have been funded since April 2015 to date.

**RECOMMENDATIONS:**

**The Local Committee (Surrey Heath) is asked to note the amounts that have been spent from the Members' Allocation budget, as set out in Annex 1 of this report.**

**REASONS FOR RECOMMENDATIONS:**

The allocation of the Committee's budgets is intended to enhance the wellbeing of residents and make the best possible use of the funds. Greater transparency in the use of public funds is achieved with the publication of what Members' Allocation funding has been spent on.

## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 The County Council's Constitution sets out the overall Financial Framework for managing the Local Committee's delegated budgets and directs that this funding should be spent on local projects that promote the social, environmental and economic well-being of the area.
- 1.2 In allocating funds councillors are asked to have regard to Surrey County Council's Corporate Strategy 2015-20 Confident in Surrey's Future that highlights three themes which make Surrey special and which it seeks to maintain:
- Wellbeing;
  - Economic prosperity;
  - Resident experience
- 1.3 As with all expenditure by the Council, spending of members' allocations should:
- Be directed to activities for which the County Council has legal powers
  - Meet demonstrable local needs;
  - Deliver value for money, so that there is evidence of the outcomes achieved;
  - Be consistent with County Council policies;
  - Be approved through a process that is open and transparent, consultative, accountable, and auditable;
  - Where appropriate, allow opportunities to be taken to pool funds with partner organisations.
- 1.4 Member Allocation funding is made to organisations on a one-off basis, so that there should be no expectation of future funding for the same or similar purpose. It may not be used to benefit individuals, or to fund schools for direct delivery of the National Curriculum, or to support a political party.

## **2. RECENT PROJECTS:**

- 2.1 Two examples of projects that have received funding:

### **FRIMLEY Business Association**

£4,200

To install a safe electrical supply on Frimley High Street, enabling the installation of a Christmas Tree with lights, and other future projects.

### **Just Advocacy**

**£1,000**

Just Advocacy supports people with disabilities through technology. This funding enables the purchase of equipment and mobile apps, to allow them to reach and offer support to more people.

### **3. ANALYSIS:**

- 3.1 All the bids detailed in Annex 1 have been considered by and received support from the local county councillor and have been assessed by the Community Partnerships Team as meeting the County Council's required criteria.

### **4. OPTIONS:**

- 4.1 The Committee is being asked to note the bids that have already been approved.

### **5. CONSULTATIONS:**

- 5.1 In relation to new bids the local councillor will have discussed the bid with the applicant, and Community Partnerships Team will have consulted relevant Surrey County Council services and partner agencies as required.

### **6. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 6.1 Each project detailed in this report has completed a standard application form giving details of timescales, purpose and other funding applications made. The county councillor proposing each project has assessed its merits prior to the project's approval. All bids are received and scrutinised by officers in the County's Community Partnership Team. We also contact officers from other services and departments for advice if we require additional information or specialist knowledge to assess the suitability of projects. We ensure that bids comply with the Council's Financial Framework which contains the financial rules and regulations governing how Members' Allocations funding can be spent.
- 6.2 The current financial position statements detailing the funding by each member of the Committee are attached at **Annex 1**. Please note these figures will not include any applications that were approved after the deadline for this report had passed.

### **7. EQUALITIES AND DIVERSITY IMPLICATIONS::**

- 7.1 The allocation of the Members' Allocation budget is intended to enhance the wellbeing of residents and make the best possible use of the funds. Funding is available to all residents, community groups or organisations based in, or serving, the area. The success of the bid depends entirely upon its ability to meet the agreed criteria, which is the same for all projects.

**8. LOCALISM:**

- 8.1 The budgets are allocated by the local members to support the needs within their communities.

**9. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

**10. CONCLUSION AND RECOMMENDATIONS:**

- 10.1 The spending proposals put forward for this meeting have been assessed by officers in the Community Partnerships Team, against the County standards for appropriateness and value for money within the agreed Financial Framework.

**11. WHAT HAPPENS NEXT:**

- 11.1 Payments to the organisations have, or will be paid to the applicants, and organisations are requested to provide publicity of the funding e.g. posters, leaflets, articles in newsletters. We also require evidence that the funding has been spent within 6 months e.g. receipts, photos, invoices.

**Contact:** Jenny Harvey, Local Support Assistant ([Jenny.Harvey@surreycc.gov.uk](mailto:Jenny.Harvey@surreycc.gov.uk))

**Consulted:**

- Local Members have considered and vetted the applications
- Community Partnership Team have assessed the applications

**Annexes:**

Annex 1 – The breakdown of spend to date per County Councillor.

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**Sources/background papers:**

- All bid forms are retained by the Community Partnerships Team

# **Surrey Heath Members Allocations Expenditure - Balance Remaining 2015-2016**

County Councillors have £10,296 to spend on projects to benefit the local community.

Bill Chapman	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE £10,296.00	DATE PAID
	EF700300696	Windle Valley Youth Project	Overhead costs for Surrey Heath Youth Council	£1,000.00	
	EF700295535	Camberley Alzheimers Cafe	Training day for volunteers and cafe users	£2,100.00	15.10.2015
	No application	Citizens Advice Centre Cambe	Purchase of ipads for advisors to take on visits - joint bid with Cllr Page	£1,000.00	
	EF700295535	Older and Bolder	Christmas / 10 year anniversary lunch	£200.00	15.10.2015
	EF700301300	Surrey Heath Age Concern	Purchase of kitchen equipment for re-furbished cafe	£300.00	
	No application	Windle Valey Youth Project	community youth worker, Old Dean	£2,353.00	
	EF800292610	Hubble Community Enterprise	Replacement of worn puppets / equipment	£730.00	
<b>BALANCE REMAINING</b>				<b>£2,613.00</b>	

Denis Fuller	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE £10,296.00	DATE PAID
	EF800260605	Kings International School	Renovations to changing rooms - joint bid with Cllr Ivison	£1,500.00	29.06.2015
	EF800268510	Sea Cadets	Creating an additional gate / entrance to site.	£1,000.00	15.05.2015
	EF700299302	SHBC	Christmas lights for Frimley High St	£4,200.00	
	EF700282037	Camberley Town YFC	Essential repair work to pitches at Kings International school joint bid with Cllr Ivison	£3,000.00	20.06.2015
	EF700288435	Frimley Village Hall	New secure external noticeboard	£500.00	01.09.2015
	EF700289842	Camberley Society	Contribution to costs of meeting re A30 Bus Lane(joint bid with Cllr Ivison)	£25.00	18.09.2015
<b>BALANCE REMAINING</b>				<b>£71.00</b>	

Mike Goodman	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE £10,296.00	DATE PAID
	EF700276430	St Lawrence Church, Chobham	Contribution to church stewardship campaign event	£750.00	15.05.2015
	EF700281578	Quest (RDA Chobham)	40th anniversary celebration - help with cost of hiring equipment	£361.00	26.06.2015
	EF700300696	Windle Valley Youth Project	Overhead costs for Surrey Heath Youth Council	£500.00	
	EF800291575	SCC Highways	New Grit Bin - Bowling Green Lane, Chobham	£947.00	
	EF800291566	SCC Highways	New Grit Bin - The Grange, Chobham	£947.00	
<b>BALANCE REMAINING</b>				<b>£6,791.00</b>	

David Ivison	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE £10,296.00	DATE PAID
	EF800268326	Heatherside Senior Citizens	Cost of coaches for a day trip.	£200.00	24.04.2015
	EF700275176	Murray Rowlands	Hire of venue for Gallipoli anniversary event	£250.00	16.07.2015
	No application	Heatherside Infant School	TBC - So only proposed at this time	£800.00	
	EF700274973	Heatherside Community Centre	Re-sealing and polishing of the main hall floor.	£1,000.00	07.05.2015
	EF800268619	SATRO	Contribution to purchase / equipping of mobile classroom van	£1,000.00	10.06.2015
	EF800260605	Kings International School	Renovations to changing rooms - joint bid with Cllr Fuller	£500.00	29.06.2015
	EF800279011	Prior Heath School	Installation of a greenhouse	£1,500.00	
	EF800289598	Heatherside W.I.	Planting a tree at Heatherside (100th Ann.of the W.I. & 70th Ann.of Surrey Federation)	£305.15	05.11.2015
	EF700290742	Heathside Senior Citizens	Contribution to cost of Christmas lunch	£500.00	24.09.2015
	EF800287106	Camberley Care	Contribution to cost of Christmas lunch for volunteers	£400.00	23.10.2015
	EF700300696	Windle Valley Youth	Overhead costs for Surrey Heath Youth Council	£1,000.00	
	EF700295857	Just Advocacy	Purchase of equipment and apps for 'technology project' joint bid with Cllr Page	£500.00	19.11.2015
	EF700289842	Camberley Society	Contribution to costs of meeting re A30 Bus Lane(joint bid with Cllr Ivison)	£25.00	18.09.2015
<b>BALANCE REMAINING</b>				<b>£2,315.85</b>	

We aim to process 60% of approved applications within 14 days, for this month we have met our target

**Surrey Heath Members Allocations Expenditure - Balance Remaining 2015-2016**  
County Councillors have £10,296 to spend on projects to benefit the local community.

Adrian Page	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
				£10,296.00	
	EF800276684	Holy Trinity Church, West End	Re-configuration of vestry to accommodate accessible toilet.	£1,600.00	21.7.2015
	EF700289079	West End Table Tennis Group	Purchase of an additional table tennis table.	£269.00	18.09.2015
	EF700297147	West End Parish Council	Installation of a duck shelter / island in West End Pond	£600.00	23.10.2015
	EF700295857	Just Advocacy	Purchase of equipment and apps for 'technology project' joint bid with Cllr Ivison	£500.00	19.11.2015
	No application	Citizens Advice Centre Cambe	Purchase of ipads for advisors to take on visits - joint bid with Cllr Chapman	£1,000.00	
	EF800289830	Tringham Day Centre	Christmas lunch trip for 75 volunteers and users of the centre	£700.00	13.11.2015
	EF700300696	Windle Valley Youth Project	Overhead costs for Surrey Heath Youth Council	£1,000.00	
	EF700301207	West End Football club	Floodlights for West End Recreation Ground, to be used by both club and community	£1,320.00	
BALANCE REMAINING				£3,307.00	

Chris Pitt	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
				£10,296.00	
	EF400229175	SCC	Installation of heritage lighting in Frimley Green	£10,296.00	
BALANCE REMAINING				£0.00	

We aim to process 60% of approved applications within 14 days, for this month we have met our target



**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (SURREY HEATH)**

**DATE:** 10 December 2015

**LEAD OFFICER:** David Hall

**SUBJECT:** Forward Plan

**DIVISION:** All



**SUMMARY OF ISSUE:**

This report is produced for each meeting of the Local Committee (Surrey Heath) so that members can review the forward plan. The reports that are currently anticipated will be received by the committee are outlined in paragraph 3.

**RECOMMENDATIONS:**

The Local Committee (Surrey Heath) is asked to note and comment on the forward plan contained in this report.

**REASONS FOR RECOMMENDATIONS:**

The report contains an updated version of the Local Committee's forward plan.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 The Local Committee (Surrey Heath) may receive a forward plan at each meeting setting out the anticipated reports for future meetings. The forward plan will be used in preparation for the next committee meeting. However, this is a flexible forward plan and all items are subject to change.

**2. ANALYSIS:**

- 2.1 No analysis was required for this report.

**3. OPTIONS:**

- 3.1 In addition to the following, requests from Members for other reports will be welcomed.

**Thursday 10<sup>th</sup> March 2016**

1. Educational Attainment Performance report
2. Highways Update
3. Members Allocations Report
4. Petition responses
5. Forward Plan

**4. CONSULTATIONS:**

Members and Surrey County Council officers have been consulted.

**5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 There are no financial implications of the forward plan.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 There are no equality and diversity implications arising out of the forward plan.

**7. LOCALISM:**

Future reports and discussion topics for the Local Committee are included in the forward plan, giving all residents and businesses in the Surrey Heath area notice of topics on future agendas.

**8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for	No significant implications arising

vulnerable children and adults	from this report
Public Health	No significant implications arising from this report

## **9. CONCLUSION AND RECOMMENDATIONS:**

9.1 The committee is asked to note the forward plan contained in this report.

## **10. WHAT HAPPENS NEXT:**

10.1 No further action is required.

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**Contact Officer:** David Hall, temporary Community Partnerships and Committee Officer (Surrey Heath)  
01276 800269

**Consulted:** Members and Surrey County Council officers have been consulted.

**Annexes:** None

**Sources/background papers:** None

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