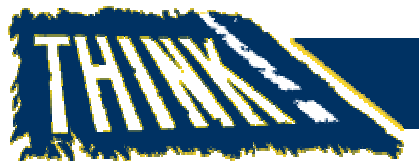


# Surrey Highways



## WOKING

### Joint Road Safety Local Action Plan 2007/08



2<sup>nd</sup> Edition  
Version 1 31<sup>st</sup> May 2007

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## **1. INTRODUCTION**

### **WHY A JOINT STRATEGY?**

Surrey's new Joint Road Safety Strategy (JRSS) builds on the previous JRSS between Surrey Police and Surrey County Council (SCC) between 2003-2006. The new JRSS has some new partners Surrey County Council's Fire & Rescue Service; Safer and Smarter Travel Team and the Community Safety Unit; The Highways Agency, South East; and Surrey Safety Camera Partnership.

The 2006 JRSS is a commitment by all four partners to work more closely to identify and address road safety issues in Surrey.

The link below allows access to the Surrey County Council Web Page relating to the Joint Strategy. Annex A provides details of the June 2006 Joint Strategy.

<http://www.surreycc.gov.uk/sccwebsite/sccwspublications.nsf/WebLookupFileResourcesByUNID/docidD180CCBCBF96F8E68025718700489F97?openDocument>

### **Why A Joint RS Strategy Local Action Plan?**

Within the West and East Area Highway Service there are 11 County Council Local Highway Managers (one for each District/Borough) each reporting to a Local Committee and a pool of officers who implement strategic roads issues, identify local problems and concerns and implement remedial measures following policy guidelines and strategies, but with flexibility to respond to local circumstances.

There are many different road safety initiatives, challenges, local targets and solutions and this sets out all the information in one same place for partners and customers

Local actions will be appropriate to the situation taking into account the nature, severity and frequency of the offences or collisions. Where increased priority is given to enforcement, the increased level of interventions will be publicised through campaigns and local media to bring about an understanding of the reason for this change.

A Process Map has been identified in Annex B.

## **CONSULTATIONS**

The Joint Road Safety Strategy had been prepared by officers of the County Council, Highways Agency and Surrey Police, however the Local Action Plan has also had input from the Borough Council for each specific area.

The document should not be regarded as complete in its final form, and the initial document was the subject of a review. However, there were only minor changes and therefore as statistics are updated annually it is suggested that this document is treated likewise

## **WHO IS THE LOCAL ACTION PLAN FOR?**

This strategy builds upon the first Joint Road Safety Strategy for Woking, which was developed during 2003. The Local Action Plan has been drawn up by and for Surrey Police, County and District Officers and Elected Members as a reference, and against which to judge performance and progress. It should also be of interest to others who contribute to safer roads in Surrey e.g. Government Office for the South East (GOSE); the Highways Agency (HA); Health Trusts and Authorities, and Crime and Disorder Partnerships

## **What difference does a few miles per hour make?**

There is national and international research evidence that lower vehicle speeds result in a lower likelihood of road collisions occurring. Also, lower vehicle speeds lead to a reduction in the severity of injuries suffered by those involved in collisions. This is especially true of vulnerable road users such as children, pedestrians, cyclists, motorcyclists and the elderly.

It has been estimated that as a robust general rule, for each 1 mph reduction in average speed, collision frequency is reduced by 5%.

- An average family car travelling at 35mph will need an extra 21 feet (six metres) to stop than one travelling at 30mph, no matter how good the driver is
- At 40mph, 85% of pedestrians hit by vehicles die, compared to 20% at 30mph (at 20mph it is just 5%)
- The force of the impact on a cyclist or pedestrian is increased by a third when hit at 35mph rather than 30mph.

## **MONITORING**

Local Action Plans will need to be updated on a quarterly basis at the two Accident Working Group Meetings plus two additional 'special update meetings' and a full review on an annual basis with progress reports to the Local Committee around May/June of each year to enable a forward programme to be established for the forthcoming year and future years.

The timing of the full review has to take into account the previous years accident statistics, however if these are being monitored on a regular basis the forthcoming years Local Action Plan can be developed during the previous calendar year.

This will enable the previous calendar year data to be published as an Annex to this Report, which will allow an annual adjustment to the Action Plan and therefore provide details of trends etc.

## **TARGETS**

In 2000 the Government published 'Tomorrows Roads Safer for Everyone' which included the national road safety casualty reduction targets for the year 2010. The targets (to be measured by comparison with the 1994 to 1998 averages) were:

- 40 per cent reduction in the number of people killed or seriously injured (KSI) in road accidents;
- 50 per cent reduction in the number of children (under 16 years of age) killed or seriously injured; and
- 10 per cent reduction of the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres travelled.

### **Surrey County Council Local Transport Plan Targets**

- Number of people killed or seriously injured is reduced from 932 (average value for 1994-98) to 386 by 2010/11. This is a reduction of about 59% and is significantly more ambitious than the Government's minimum target of 40%.
- Number of children killed or seriously injured is reduced from 85 (average value for 1994-98) to 28 by 2010/11. This is about 66% reduction and is significantly more ambitious than the Government's minimum target of 50%.
- A reduction of slight casualties from 6,635 (average value for 1994-98) to 5,786 by 2010/11. Again this is a more ambitious target than set by Government of a minimum target of 'no increase in slight casualties

### **Local Public Service Agreement**

However, Surrey County Council, in Partnership with Surrey Police and eight local councils, including Woking, have embarked on a Government Local Public Service Agreement (LPSA) to 'stretch' the KSI and slight targets to 2008 which if successful will attract a performance reward grant. In numerical terms, the LPSA target is to reduce KSI casualties to 442 and slight casualties to 5943. Child KSI casualties are not part of this target.

Although the Police have not been set these targets by the Home Office, the force supports casualty reduction in line with the Government's "Tomorrow's Roads - Safer for Everyone"; traffic and speed management in line with the National Transport Plan, and public re-assurance in line with Crime & Disorder Strategies.

Local Authorities are also judged on their performance against national Best Value Performance Indicators (BVPIs) and by the Comprehensive Performance Assessment (CPA), which is required by the Audit Commission. Surrey is among the best performing authorities in terms of killed and seriously injured casualties but has a poor record for slight injury accidents.

In addition the European Union has introduced the European Road Assessment Programme (EURORAP) to classify trunk roads and primary routes according to their safety. . Surrey has recently adopted this method to identify lengths of the primary network, which have a high rate of accidents per kilometre.

## 2. Countywide Performance against Road Casualty Reduction Targets 2006

### Headline Figures

In 2006 a total of 6,848 people were reported as injured in road collisions in Surrey. |

- 583 people were killed or seriously injured, 0.2% less than the 2005 figure of 584 and 37.5% less than the baseline figure of 932
- 23 children under the age of 16 were killed or seriously injured, 42.5% fewer than the 2005 figure of 40 and 73% less than the baseline figure of 85
- 6,265 people were slightly injured, 0.1% fewer than the 2005 figure of 6274, and 5.6% less than the baseline figure of 6635

The following sections describe in more detail the progress towards the targets in Surrey.

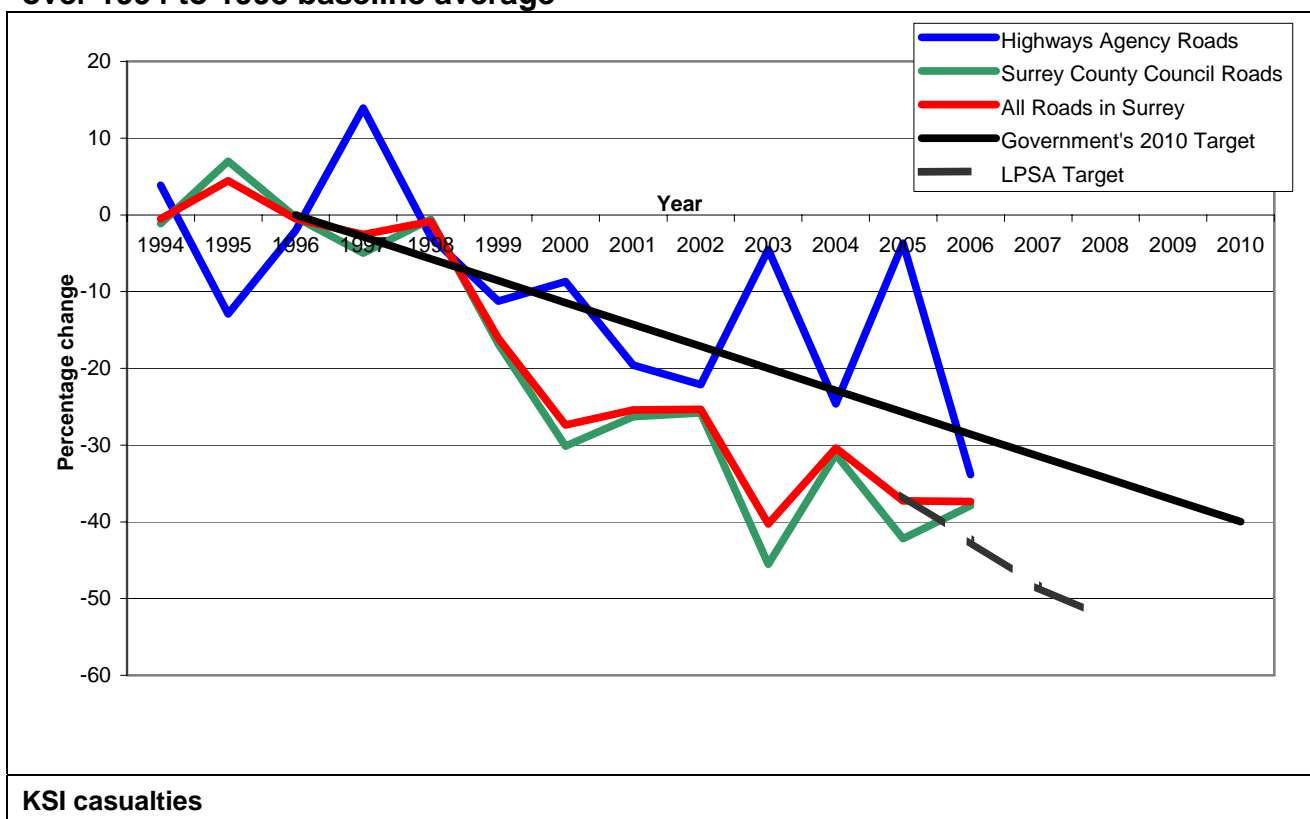


## Killed and Seriously Injured Casualties

Figure 1 describes the progress towards the Government's 2010 KSI target and Surrey County Council's LPSA KSI target. Data is shown separately for Surrey County Council roads, Highways Agency roads, and then all roads combined.

It can be seen that the KSI casualty reduction performance is still on course to achieve the Government's target for 2010. However, progress towards Surrey County Council's LPSA target for 2008 is currently less than the ideal interim figure. Although the overall KSI reduction is disappointing, only 52 fatalities occurred in 2006 which is the lowest ever recorded in Surrey, and 12 fewer than in 2005. It should also be noted that it is typical for there to be random fluctuation from year to year in road casualty statistics, and therefore overall performance should be considered over the longer-term.

**Figure 1: Killed and seriously injured casualties: percentage change over 1994 to 1998 baseline average**



### KSI casualties

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Highways Agency Roads	124	104	117	136	116	106	109	96	93	114	90	115	79
Surrey CC Roads	802	868	809	771	807	675	567	598	602	442	558	469	504
<b>All Roads</b>	<b>926</b>	<b>972</b>	<b>926</b>	<b>907</b>	<b>923</b>	<b>781</b>	<b>676</b>	<b>694</b>	<b>695</b>	<b>556</b>	<b>648</b>	<b>584</b>	<b>583</b>
<b>Ideal interim to meet 2010 Target</b>			<b>932</b>	<b>905</b>	<b>879</b>	<b>852</b>	<b>799</b>	<b>772</b>	<b>746</b>	<b>719</b>	<b>692</b>	<b>666</b>	<b>639</b>
<b>Ideal interim to meet LPSA Target</b>												<b>592</b>	<b>536</b>

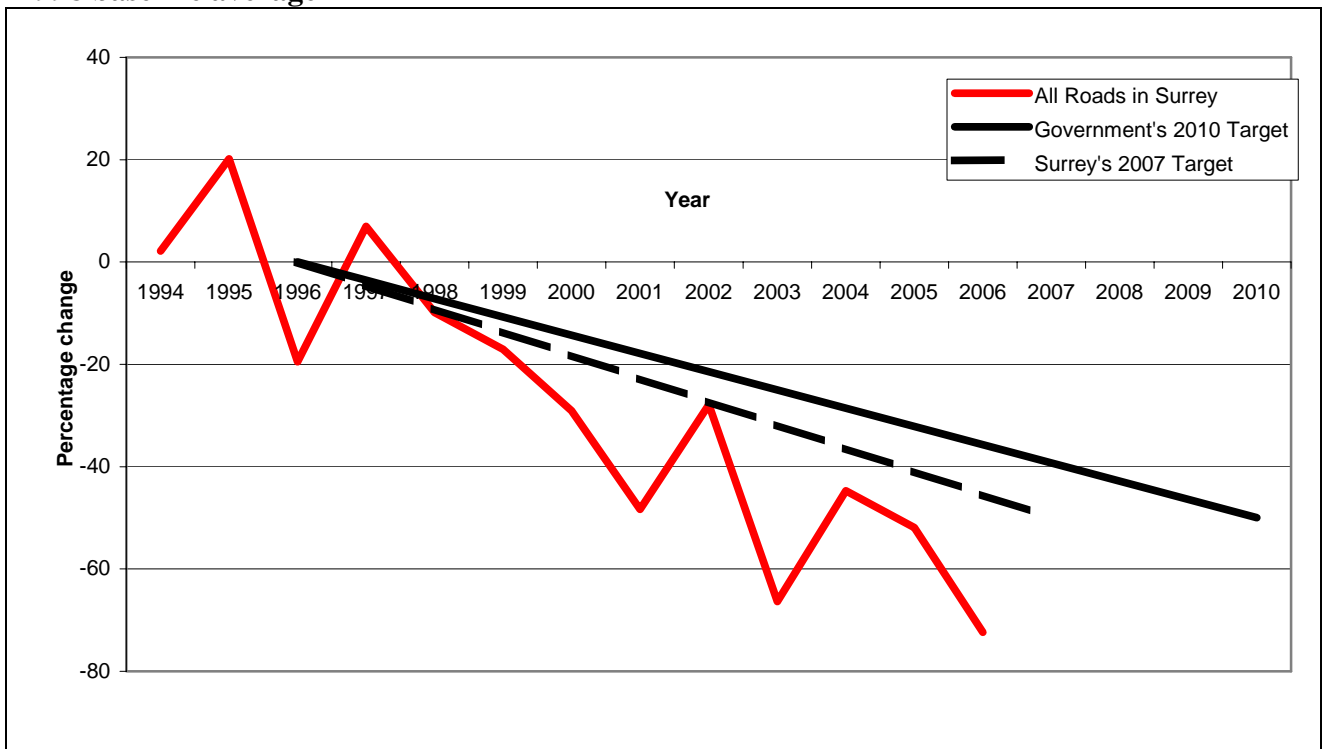


## Children Killed and Seriously Injured

Figure 2 describes the progress towards the Government's 2010 child KSI target, and Surrey County Council's 2007 child KSI target. Data for Highways Agency roads is not shown separately on the chart, as the numbers are very small (small changes in the absolute numbers of casualties equate to large percentage changes).

It can be seen that the child KSI casualty reduction performance is well on course to achieve the Government's target for 2010, and Surrey County Council's ideal interim target for 2007. It should be noted that the relatively low numbers of child KSIs are especially susceptible to random fluctuations that occur from year to year in road safety statistics. The low number of child KSI casualties experienced in 2006 is exceptional when compared to previous years.

**Figure 2: Children killed and seriously injured: percentage change over 1994 to 1998 baseline average**



### Child KSI casualties

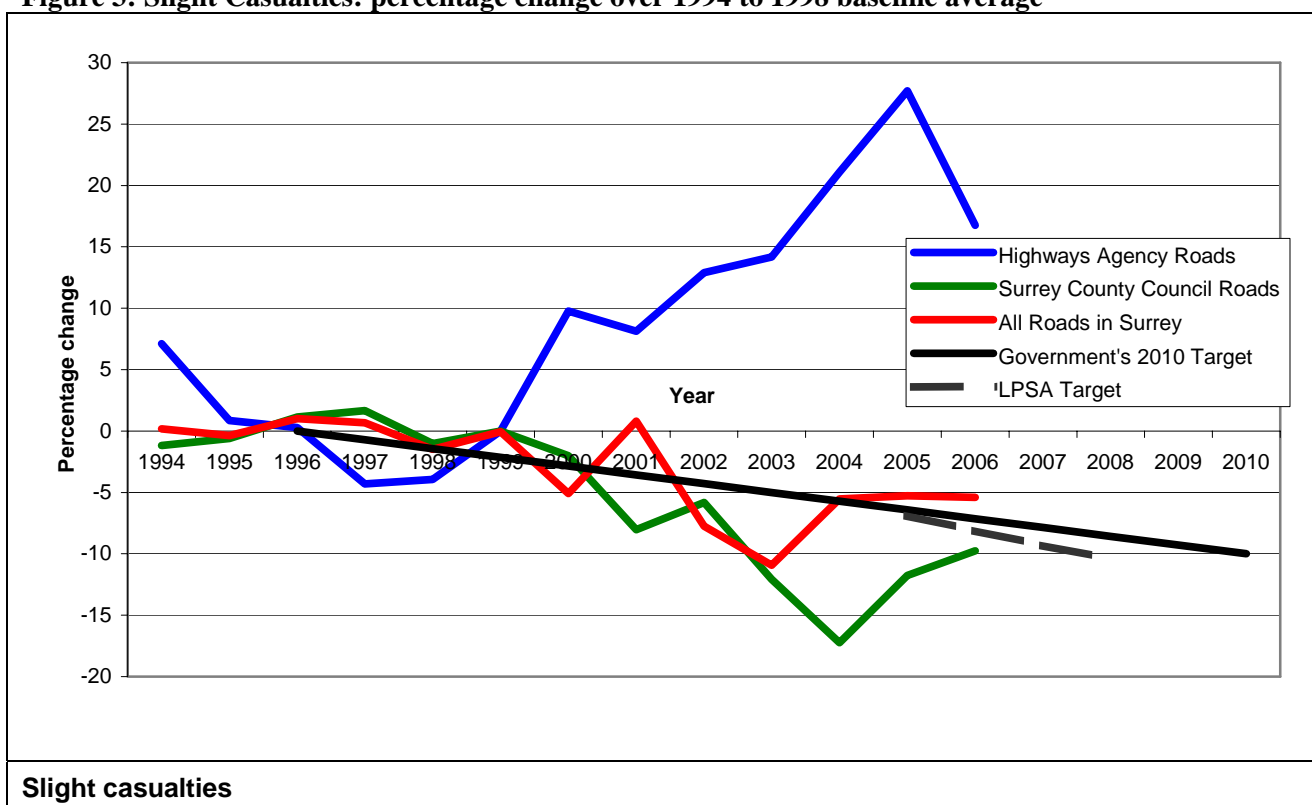
Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Highways Agency Roads	3	5	3	7	7	5	5	4	6	2	4	4	0
Surrey CC Roads	82	95	64	82	68	64	54	39	54	26	42	36	23
<b>All Roads</b>	<b>85</b>	<b>100</b>	<b>67</b>	<b>89</b>	<b>75</b>	<b>69</b>	<b>59</b>	<b>43</b>	<b>60</b>	<b>28</b>	<b>46</b>	<b>40</b>	<b>23</b>
<b>Ideal interim to meet 2010 Target</b>			<b>85</b>	<b>82</b>	<b>79</b>	<b>76</b>	<b>73</b>	<b>70</b>	<b>67</b>	<b>64</b>	<b>61</b>	<b>58</b>	<b>55</b>
<b>Ideal Interim for 2007 Target</b>			<b>85</b>	<b>81</b>	<b>77</b>	<b>73</b>	<b>70</b>	<b>66</b>	<b>62</b>	<b>58</b>	<b>54</b>	<b>50</b>	<b>46</b>

## Slight Casualties

Figure 3 describes the progress towards the Government's 2010 slight target and Surrey County Council's LPSA slight target. Data is shown separately for Surrey County Council roads, Highways Agency roads, and then all roads combined.

It can be seen that the slight casualty reduction performance is currently less than is needed to achieve both the Government's target for 2010, and Surrey County Council's LPSA target for 2008. However, the number of casualties occurring on Highways Agency roads has a greater effect on slights than other categories, and the performance of Surrey County Council roads is better than needed to meet both targets.

**Figure 3: Slight Casualties: percentage change over 1994 to 1998 baseline average**



Year	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Highways Agency Roads	1164	1096	1090	1040	1044	1086	1193	1175	1227	1241	1316	1388	1269
Surrey CC Roads	5472	5503	5600	5629	5480	5536	5426	5092	5215	4868	4583	4886	4996
<b>All Roads</b>	<b>6636</b>	<b>6599</b>	<b>6690</b>	<b>6669</b>	<b>6524</b>	<b>6619</b>	<b>6287</b>	<b>6676</b>	<b>6111</b>	<b>5899</b>	<b>6257</b>	<b>6274</b>	<b>6265</b>
Ideal interim to meet 2010 Target			6635	6588	6540	6493	6445	6398	6351	6303	6256	6208	6161
Ideal interim to meet LPSA Target												6178	6100

### **3. JOINT ROAD SAFETY – LOCAL ACTION PLAN FOR WOKING**

The Local Road Safety Plan has numerous Actions targeted towards making the roads in Woking Safer and have been defined in the previous pages under the topic headings. However, there are Action Points that will need to be addressed, over and above those defined previously and these have been scheduled in the Action Plan detailed in Annex F.

### **4. CASUALTY REDUCTION OFFICER**

There are 11 Surrey Police Casualty Reduction Officers who are equipped with a police van and a laser speed detection device / camera, 6 in West Area and 5 in East Area, matching the Borough /District areas.

The Woking Casualty Reduction Officer work includes duties on the “RED ROADS” within Woking, backing up the West Area (Woking) Poster/Vehicle Activated Signs programme and the LPSA work, and responding to complaints about perceived speed problem sites.

The sites currently under investigation are as follows:

- A245 Parvis Road from the Elmbridge Boundary to j/w Old Woking Road
- A320 Egley Road (Mayford roundabout to Turnoak roundabout)

Statistical data covering these two sites has been shown in Annex K

### **5. SURREY ROAD STANDARDS**

**SURREY ROAD STANDARDS** is the name given to the Surrey Police initiative aimed at tackling anti-social behavior committed by the use of and/or from motor vehicles. It includes the anti-social use of pedal cycles, mopeds, mechanically powered scooters and mini motor bikes.

In addition to roads, this initiative will be used in other public places and common land utilising the Police Reform Act 2002 and the Public Order Act 1986.

#### **The aim of the scheme is:**

To reduce low level offending behavior caused by the anti-social use of vehicles etc; to reduce collisions and to reduce the fear of crime by providing visible reassurance.

To increase Officers confidence in dealing with vehicle related anti-social behavior.

To provide a mechanism to gather evidence against repeat offenders to possibly progress Acceptable Behavior Contracts (ABCs) and or Anti-Social Behavior Orders (ASBOs).

#### **How the scheme operates:**

Surrey Road Standards focuses on certain types of anti-social behavior (where vehicles are involved) which often acts as a precursor to aggressive or inconsiderate driving leading to raised anxiety levels of others and potentially serious collisions on or off road. It uses football metaphors of yellow and red cards to warn offenders that they potentially face summons, arrest and/or vehicle seizure if they continue with their anti-social behavior.

## **6. CASUALTY REDUCTION ROUTES & EURO RAP**

There is two nominated Casualty Reduction Routes within the district of Woking, these are roads or areas where the Surrey Road Partnership Coordinating Group have nominated them for special treatment due to the high number of casualties identified through the Euro Rap data, which has identified the 'worst roads' for casualties within the county.

Some roads identified through the EuroRap would be difficult to carry out certain types of casualty reduction work, such as enforcement. The Casualty Reduction Routes are identified in Annex G but the sites within Woking are detailed below.

- A324 Hermitage Road from A322 Bagshot Road to Amstel Way.
- A320 Runnymede Bdy to Woking Town Centre (Motor Cycles see section 12)

The schedule of EuroRap sites with Woking is also indicated in Annex H together with comments on the plan of action.

## **7. DRIVER ALERT SCHEME**

The Driver Alert Scheme is a booklet containing a number of photographs that show the consequences of driver behaviour in a number of different situations. If the Surrey Police Officer sees an example of driving which contravenes specific regulations the officer has the option to show the driver one photograph of the consequences of that behaviour. These photographs depict scenes of serious collisions that police have attended in the past and it is hoped that this type of warning will have more of an impact on the driver than the conventional warning.

## **8. SPEED INDICATOR DEVICE**



There are a number of Speed Indicator Device (SID) around the West Area. However, they are normally attached to specific districts, such as Surrey Heath and Spelthorne.

It is fairly rare for these to be used elsewhere as there is little capacity within the programme.

A bid has therefore been made, using the LPSA funding, to purchase an additional SID to be deployed within Woking district

## 9. VEHICLE ACTIVATED SPEED DEVICES (VAS)



Vehicle Activated Signs come in several forms and are activated when a vehicle approaching the sign is travelling at a speed above the speed limit of the road.

An example of the types of signs that are available are indicated on the left, however this type can only be used at sites in the vicinity of a school as the sign contains the school symbol. Another example is where the sign indicates a 30mph symbol. The forward programme for these signs is indicated in Annex D. Software

within the sign enables data to be collected on speed and vehicle numbers whilst the sign is in operation. Further monitoring of the sites takes place without the sign in place.

The ATS (Woking) through its Local Committee have set aside £10,000 to enable a full programme of VAS signs (and posters) to be installed within Woking during the 2007/08 financial year. Monitoring of the sites will also be undertaken so that comparisons can be made.

### **Additional Funding for VAS 2007/8**

The County Council has allocated an additional budget for VAS to promote local safety

This budget can be used to address a perception of poor safety, not necessarily backed up by records of injuries or high speeds, to remind drivers of the speed limit and to slow them down e.g. where there is a school or fear of traffic and speeds.

Sites within Woking will be identified within the near future.

## 10. WATCH YOUR SPEED POSTERS

Watch Your Speed Posters have been installed in several roads since 2003 and are used in conjunction with the VAS devices at certain sites. Again data on speed and vehicle numbers is obtained from the sites before, during and after the use of these posters. It is the intention of the ATS (Woking) to provide different posters each time the posters return to the site again. Annex D provides the programme of works for 2007/08





The Safer Travel Team (West) are planning on a 'Road Safety Poster Campaign' during 2007.

The poster competitions will be run in schools close to allocated enforcement roads the winning designs will then be displayed in conjunction with enforcement programmes

A previous campaign in the Spelthorne area is indicated to the left. The 'Snail poster' was used at 'School sites' during 2005/06. A programme for these will be developed later on during the year.

## **11. ACCIDENT WORKING GROUP SITES - WOKING**

The Accident Working Group meets twice every year and consists of officers from Surrey County Council Road Safety Group, the Local Highway Service – Woking, Fire & Rescue Service, Surrey Police who investigate sites and routes where there is currently a poor accident record and provide options / measures to reduce the number of casualties.

## **12. LPSA MOTORCYCLE CASUALTIES Think Bike!**

The County Council's Road Safety Team have identified 8 routes in Surrey (all with Speed Management LPSAs) with poor motorcycle safety records. These have been investigated and it is planned that THINK! BIKE posters will be installed a specific locations along the routes identified.

- **A240 West Ewell / Stoneleigh** - Stoneleigh Park Road to Reigate Road  
(Epsom & Ewell)
- **A322 Guildford** - A25 to Bridge Street (Guildford)
- **A3050 Molesey** - A309 to B369 (Knight Reservoir) (Elmbridge)
- **A307 Esher** - Scilly Isles to A244 (Elmbridge)
- **A30** - Bagshot to A321 (Surrey Heath)



- **Charlton Road, Ashford** (Queen Mary's Reservoir) Ashford Road to Charlton Lane (Spelthorne)
- **B375 & B387, Chertsey** - A320 to A 317 (Runnymede)
- **A320 - Chertsey to Woking** (Runnymede / Woking)

### 13. SAFE ROUTES TO SCHOOL



There are several Targets within the Local Transport Plan that link to the Safe Routes to School initiative. One is Road Casualty Reduction and through the Safe Routes to School initiative the identification of sites that currently cause concern for users or inhibit others from using a site are identified through the questionnaires. The objections are that through improvements there

will be a reduction in car use to schools, with more walking, cycling and public transport use resulting in a reduction in road casualties.

Schemes that have assisted with Safe Routes to School, since 2002 have been produced within a report dated September 2006. This document should be read in conjunction with this Local Action Plan and provides a 5-year forward programme of Safe Routes to School schemes.

### 14. LPSA SCHOOLS FOR CYCLING

In Woking there are currently two LPSA schools that are currently working to promote cycling through the implementation of cycle clubs

St Dunstons have had a Bicycle sale, which raised money to go with their Travel plan money to build cycle sheds at the event there was a Doctor Bike from Halfords.

Woking High are currently in the process of implementing a cycle club although they have a strong reputation in cycle promotion and have a higher than average number of students who currently cycle to school they also have cycling prefects dedicated to cycle safety there is also a teacher dedicated to promotion of cycling within the school and a honorarium has been funded for this.

### 15. HIGHWAY PARKING OUTSIDE SCHOOLS

In many schools in the borough parking inconsiderately at schools times is an issue, causing hazards to pedestrians and pupils many have highlighted this as part of their school travel plans. In response to inappropriate parking Surrey Police have developed a laminated postcard, which can be placed onto car window screens or explained to drivers. With the assistance of the local Casualty Reduction Officer and

CTA, School council's use these posters. The postcard scheme has been used successfully in schools and it is planned to extend this to more schools in the future, which have identified parking around their school as an issue throughout the year

## **16. CRAG & OTHER CASUALTY FORUMS**

The Casualty Reduction Action Group is comprised of members from Surrey County Council, Surrey Police and Surrey Fire and Rescue. Its aim is to contribute towards Surrey County Councils objective in achieving the Governments Casualty reduction targets for 2010 (as contained in the Governments road safety review, "Tomorrow's roads-safer for everyone") through working in partnership analysing data and responding to local trends/issues.

A comprehensive schedule of other Casualty Reduction Forums is attached in Annex J.

## **17. SCHOOL TRAVEL PLANS - Woking**

The Safer Travel Team has created the role of 'School Travel Plan Officers' within the current job description of members of staff. This has enabled the specific officer for the Woking Area to target School Travel Plans especially where Safe Routes to School has already been carried out or is planned. The main driver of School Travel Plans is to reduce the need to travel by car to the school and this may assist in meeting casualty reduction targets for Spelthorne.

### **Approved School Travel Plans in Woking: Maintained Schools**

<b>School</b>	<b>SCC Approved</b>	
1. Beaufort Community Primary School	2005	<a href="#">view STP</a>
2. Byfleet Primary School	2006	<a href="#">view STP</a>
3. Goldsworth Primary School	2004	<a href="#">view STP</a>
4. Marist Catholic Primary School	2004	<a href="#">view STP</a>
5. Oaktree School	2004	<a href="#">view STP</a>
6. Pyrford Primary School	2005	<a href="#">view STP</a>
7. St. John the Baptist Catholic Comp. School Woking	2006	<a href="#">view STP</a>
8. St. John's Primary School Knaphill	2005	<a href="#">view STP</a>
9. St. Mary's C of E (C) Primary School	2005	<a href="#">view STP</a>
10. Woking High School	2005	<a href="#">view STP</a>
37. Barnsbury Junior School	2007	
38 St Dunstons	2007	
39 Brookwood Primary School	2007	
40 Horsell C of E (Aided) Junior School	2007	
41 Kingfield School	2007	



42	New Monument School	2007
43	St. Hugh of Lincoln Catholic Primary School	2007
	Freemantles	2007

### **Woking School Travel Plans in the Pipeline**

<b>School</b>	<b>Contact</b>	<b>Expected date of submission for grant</b>
Broadmere Primary - Sheerwater	Sarah Akerman	March 2008
Hermitage Junior – St Johns	Sarah Akerman	March 2008
Knaphill Infants & Junior	Sarah Akerman	March 2008
The Park - Woking	Sarah Akerman	March 2008
Pyrford Centre - Pyrford	Sarah Akerman	March 2008
Bishop David Brown School	Sarah Akerman	March 2008
Sythwood Primary School	Sarah Akerman	March 2008
West Byfleet Infants & Juniors	Sarah Akerman	March 2008
Westfield - Primary	Sarah Akerman	March 2008
Winston Churchill Secondary	Sarah Akerman	March 2008
Woking College – Old Woking	Sarah Akerman	March 2008
Woking PRU - Woking	Sarah Akerman	March 2008

### **18. SCHOOL COLLISION SITES**

From Monday 11th September 2006 the Road Policing Unit (RPU) have been working on identified routes/locations that form part of routes used by children to go to & from school and by their parents when taking them there by car. This initiative arises out of a tasking given to the RPU by ACC Rowley in respect of child KSIs and enforcement/education activity around schools.

There are relatively few child KSIs that actually occur immediately outside schools during the relevant morning and afternoon journey times, however, using validated collision data suitable areas/routes that have schools within them have been identified for attention. In the Woking Borough two areas have been identified:

- 1 Knaphill/Hermitage/Goldsworth Park area.
- 2 Kingfield/Westfield/Barnsbury area.

The RPU will deploy RPCSOs and RPU officers during identified times, to educate, enforce and raise awareness and it has been requested that the Casualty Reduction Officer assists also, especially in respect of the enforcement element of the initiative.

## **19. ROAD SAFETY CAMPAIGN CALENDAR**

The Joint Communications Group have developed a Road Safety Campaign Calendar, which will be updated during the year. The April 2007 edition is indicated in Annex I

In the past Road Safety Campaign material was made available at Public Events, County Council Meetings, Residents Association meetings etc where an officer of the County Council was in attendance. It is recommended that a similar format is followed in the future.

## **20. FREIGHT QUALITY PARTNERSHIPS**

Many of the roads in the “North” of Surrey suffer from a large number of Heavy Goods Vehicles (HGV) travelling to/from locations within Surrey or through the area. This has resulted in a constant stream of complaints from local residents to both the Police and the Transportation Service.

As part of responding to the above and the Local Transport Plan a Freight Quality Partnership project is currently underway whereby appropriate signage is displayed on suitable routes to direct HGV's from roads of national importance, such as the M3, M25 into the main centres of Surrey's towns and industrial areas.

## **21. DRIVER IMPROVEMENT COURSES**

In August 2001 the first National Driver Improvement Course to be held in Surrey took place. Since then, over a thousand drivers have successfully completed a course in the county.

The Police can offer a Driver Improvement course to drivers or motorcyclists who have been involved in a road traffic accident, or incident, where there is sufficient evidence for prosecution for driving without due care and attention. For most drivers, re-training is considered more beneficial than a fine and points on their licence. Studies of the scheme carried out by Leeds University have shown positive long-term benefits in doing the course.

The Driver Improvement scheme is designed to reduce road casualties by improving drivers' attitudes and behaviour and by rectifying driving faults. The course combines a theory and practical driving sessions with highly qualified, approved driving instructors. The course has been designed to be informative, participative and of practical benefit to all who attend, regardless of age or gender. Clients must pay for the course themselves. If they decline the offer of a course, or do not successfully complete it, they are referred back to the police.

The theory session promotes discussion of the causes of road traffic collisions and the importance of hazard awareness. It also explores the different ways people behave once behind the wheel of a car.

The practical session allows clients to put what they have learned in the classroom into practice and to benefit from the tuition of experienced instructors.

*'Excellent course – should be available for all drivers, say every 5 to 10 years, to improve skills and help to prevent accidents.'*

Course participant

## **22. SCHOOL SPEED WATCH**

Several schools in the borough have perceived issues arising from speeding around their local area, which has been highlighted in their school travel plans. As a consequence of this perceived issue School Speed Watch has been developed this works on the same principle as Community Speed Watch in that Pupils from Year 6 in Junior or primary schools operate speed lasers with the local Casualty Reduction Officer (CRO) and question the offending drivers following them being stopped by the CRO.

## **23. COMMUNITY SPEED WATCH**

Following successful trails by Surrey Police in the North Surrey Division, which included Spelthorne and Elmbridge, the Community Speed Watch has now been rolled out to all areas of Surrey. The Community Speed Watch is where trained members of the public monitor the speed of traffic on nominated roads. Details of any vehicles exceeding a predetermined threshold are passed to the police and a road safety advice letter is sent to the registered owner of that vehicle. Woking has three current active schemes operating (as at May 2007) and the details are as follows:

### **Mayford:**

They have 13 members and cover Saunders Lane and Smarts Heath Road.

### **Horsell:**

They have 9 members and cover High Street, Brewery Road, Woodham Lane, South Road, Chobham Road and Woodham Road.

### **West Byfleet & Pyrford:**

They have 8 members and cover Coldharbour Road, Pyrford Road, Parvis Road and Woodlands Ave. will feature.

## **24. HIGHWAY INFRASTRUCTURE**

The Surrey Highway Partnership (Surrey County Council directly from about early August 2007) carries out Safety Inspections of the highway network inspecting the carriageway, footway and street furniture including signs and lining in conjunction with the County Council Code of Practice.

## **25. TRAINING FOR CYCLISTS**



Surrey County Council is committed to working closely with schools and employers to provide appropriate training for cyclists and to improve facilities.

Working closely with the community, cycle forums and schools the Traffic and Road Safety Team aims to provide an integrated cycling programme that considers the needs of all road users.

## **26. TRAINING FOR PEDESTRIANS**

Road safety is an essential part of education for life. Young children need to learn to recognise the hazards of the road environment. As they grow older they need to be prepared for their independence as road users, which includes accepting responsibility for their own safety.



## **27. LOCAL TRANSPORT PLAN WORKS PROGRAMME 2007/08**

The Local Transport Plan Works Programme for 2007/08 includes a number of schemes that relate directly or indirectly to Road Safety and aim to reduce the number of casualties within the Highway Network.

The Programme is reviewed annually during the 'winter period' of each year and reported to the Local Committee during February, providing a 5-Year forward programme of feasibility studies, detailed design and construction of schemes.

The schemes planned for the 2007/08 financial year are indicated in Annex J

## **28. SAFETY CAMERA & SPEED & RED LIGHT VIOLATION CAMERA SITES**

Safety cameras have been in use in Surrey since 1995. Comparing the average number of collisions per year during the three years prior to the installation of the cameras to the first year of the Partnership we have seen:

A 34% reduction in collisions and a 71% reduction in KSI (killed/serious injured) collisions at our 17 fixed speed sites

A 30% reduction in collisions and a 76% reduction in KSI collisions at our 10 junctions with red light cameras

There have been no further KSI collisions at our three new mobile sites  
Clearly the use of safety cameras has led to a reduction in road casualties.  
Crime and Disorder surveys of Surrey residents have shown that the fear of traffic is a prime concern. Although it is hard to quantify, it is thought that fast vehicles may discourage people from walking, cycling and horse riding. In the worst cases, fast, busy roads may prevent people accessing essential local facilities, shops and schools, contributing to community severance.

It is also worth knowing that when asked during the 2006 Surrey Policing Plan Survey, 39% of those residents questioned cited speeding motorists as a problem – the top rated community issue.

Within Woking there are no Safety Camera sites but there is one Red Light Violation Camera. Details of this site can be viewed in Annex E

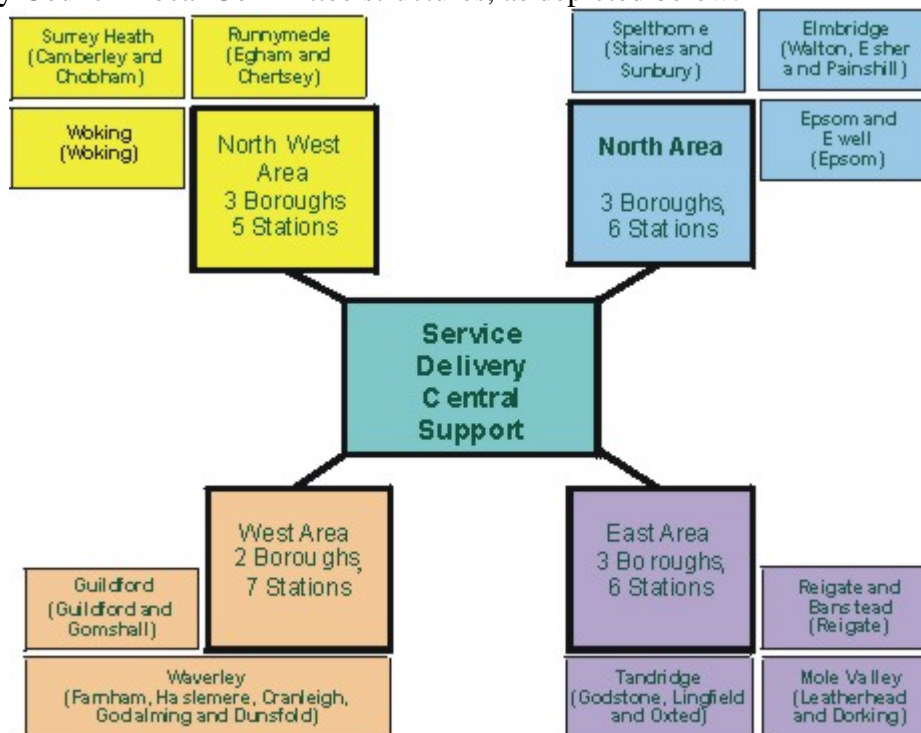
Clearly the use of safety cameras has led to a reduction in road casualties.  
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It is also worth knowing that when asked during the 2006 Surrey Policing Plan Survey, 39% of those residents questioned cited speeding motorists as a problem – the top rated community issue.



## 29. SURREY FIRE & RESCUE

The Service operates through 11 borough/district-based teams, working from 24 fire stations and 4 area offices supported by a central policy unit based at Service HQ. The four Areas reflect the same operational areas adopted by Surrey Police and Surrey County Council Local Committee structures, as depicted below.



Through this structure, the Service has managers of an appropriate level in place to maximise SRFS input and involvement at County, Local Committee and Borough levels throughout Surrey. It provides teams who understand their local areas and risks will work with local partners to reduce risk through appropriate prevention and protection initiatives and services. When intervention is required it will continue to be delivered on a countywide and/or regional basis.

The Service engages with a wide range of diverse groups from the very young to the elderly and through a variety of schemes is able to promote and raise the profile of road safety to a wide audience.

The Service will work with partners to deliver a variety of road safety initiatives targeting specific groups and supporting both National and local campaigns as agreed in the Local Action Plan.

The Service is the Lead Partner in delivering Safe Drive Stay Alive, a road safety theatre production, targeted at sixth form facilities and colleges throughout the County. To date over 16500 students have received the input.

## 30. HIGHWAY AGENCY

### Area 5 road safety in Surrey

The Highways Agency Area 5 network covers a number of trunk roads within Surrey. These are:-

- M25 between Clacket Lane services and junction 14
- A23 between its boundary with the TfL network and junction 7 of the M23
- M23 between Junction 7 and the A25 overbridge
- A3 between its boundary with the TfL network and the B2039
- M3 between Sunbury (A316) and Virginia Water
- A30 between M25 Junction 13 and its boundary with the TfL network.

The Highways Agency has set itself the targets below to contribute to the Government's 2010 targets for casualty reduction:-

- a one third reduction in the number of people killed or seriously injured on trunk roads
- a 10% reduction in the slight casualty rate;
- and will contribute to the child casualty reduction target and to tackling the significantly higher incidence of road casualties in disadvantaged communities than elsewhere.

The KSI target is lower than the national target because of the already low accident rates and the relatively greater increases in traffic on the trunk road network, compared with those on other roads.

In order to meet these targets, the Agency prepares annual route safety plans that provide an understanding of the current accident situation on all of the individual routes that form the Area 5 network.

Accident data from the latest 36 month period is analysed and provides the basis for comparison with other similar sections of the Area 5 network and the wider national network. Hazardous sites are then identified through the presence of clusters of accidents. These sites are then further assessed to determine if they have already been treated, are under investigation or design or will be included in future programmes. A number of the sites where there has been a high occurrence of accidents and no schemes programmed for the future are brought together to produce a list of sites which justify further investigation of the accident data and potentially require a full safety study.

The latest Area 5 Route Safety Plan identified the following sites in Surrey for study in financial year 2007/08:-

- A3 Copsem Lane junction
- M3 south of the M25
- M25 between Clacket Lane services and Junction 6
- A30 (entire route)

Accident remedial measures identified for implementation by these studies will contribute to reducing accident and casualty rates on the Area 5 network.

Area 5 are currently compiling their own Area Safety Action Plan and this includes stakeholder participation in a more structured way, using one of three methods. For stakeholders having a high involvement (e.g. Police and county councils), the intention is to hold workshops with these groups. For those having a medium involvement (e.g. borough and district councils), we will use existing communication methods along with any ad-hoc meetings deemed necessary, and for those having a

low involvement (e.g. cycling and other user groups) we will contact via correspondence, safety news letter, fact sheets, web site or e-mail.

### **31. WOKING BOROUGH COUNCIL**

Woking Borough Council contribute to this Local Action Plan by the way of their management of the Decriminalised Parking Enforcement (DPE) and Car Parking Zone (CPZ) areas within Woking.

#### **Decriminalised Parking Enforcement**

Following the implementation of changes to parking procedures in July 2005, Woking Borough Council carries out enforcement of all the parking restrictions throughout the Borough, on behalf of Surrey County Council. Two exceptions to this are certain 'A' roads and Clearways which the police are responsible for enforcing.

The enforcement regime is carried out in accordance with the terms of the Road Traffic Act 1991, which de-criminalised parking offences. Although responsibility for enforcing parking restrictions recently passed from the police to the local authority, the parking contraventions for which a ticket can be issued have not changed.

#### **Controlled Parking Zones**

These are geographically defined areas within which all lengths of kerbside are subject to a waiting restriction. Within the Borough there are three CPZs covering Woking, West Byfleet and Brookwood. Yellow lines or designated parking bays indicate where parking is prohibited or permitted during the CPZ operating hours and the times when the restrictions apply are on the CPZ entry signs on the way into the zone.

Therefore, because a common restriction applies there will not necessarily be individual Time Plates in place throughout the zone. The exception to this occurs when a different restriction is in place in a particular location within the CPZ and then a supporting Time Plate will be displayed showing when the restriction operates. Outside of the CPZ operating times, parking can take place on a single yellow line or in a bay without payment although drivers should not park where it would endanger or inconvenience pedestrians or other road users.

Enforcement of these parking restrictions contributes towards the safety of highway users.



# Joint Road Safety Strategy

June 2006

**Surrey County Council    Fire & Rescue Service  
Transportation Service  
Safer and Smarter  
Travel Team  
Community Safety Unit**

**The Highways Agency South East**

**Surrey Police**

**Surrey Safety Camera Partnership**



## **Introduction**

Each partner is contributing to making Surrey a safer place, by helping to reduce the number and severity of crashes and the injuries resulting from them, especially those involving children and vulnerable road users, and by reducing the potential for further crashes resulting in injury. This is through the specialist but complementary fields of education, training, campaigning, enforcement and engineering

This new Joint Road Safety Strategy (JRSS) builds on the previous JRSS between Surrey Police and Surrey County Council (SCC) between 2003-2006, through the addition of new partners. The development of this JRSS has already started to result in a greater co-operation, understanding and multi-disciplinary approach between the partners

## **The Strategy**

The 2006 JRSS is a commitment by all four partners to work more closely to identify and address road safety issues in Surrey.

Building on existing relationships and activity, the JRSS will maximise casualty reduction by taking advantage of and complementing each partner's expertise, initiatives and resources across boundaries, issues and responsibilities. Improved efficiency and effectiveness will benefit all road users in Surrey and help achieve our road safety targets

- Common casualty data and other intelligence will be used by all partners to identify road safety challenges in Surrey
- Each partner will identify how it is best placed to contribute to casualty reduction
- Areas of duplication and others for development will be identified
- A Joint Road Safety Action Plan will be agreed and published
- Regular monitoring and review of the Joint Road Safety Action Plan will be published on websites

## **Facts and Figures**

What are the road safety problems in Surrey? See our [latest Casualty report](#)

Details about the partner organisations and their work can be found on [partners' websites](#)

### **Responsibilities for road safety**

Surrey County Council is committed to reaching and exceeding the Government's national casualty reduction target for 2010 to reduce deaths and serious injuries to all ages by 40 %; to reduce deaths and serious injuries amongst children by 50 % (under 16 years of age); and to reduce slight injuries amongst all ages by 10 % (the number of people slightly injured per 100 million vehicle kilometres). The target is measured by comparisons with the 1994 to 1998 average.

Surrey has agreed with the Department for Transport, more challenging targets than the national ones set out above, to achieve the results early and to exceed this target

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

**Surrey Fire and Rescue Service** has a statutory duty under the Fire and Rescue Act 2004 to attend Road Traffic Collisions where appropriate, and a duty to assist in achieving both Government and locally set casualty reduction targets through education, awareness and enforcement

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

**Community Safety Unit** This was set up in response to the Crime and Disorder Reduction Act of 1998, to work with partners, residents and businesses to achieve safer communities countywide

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

**Smarter and Safer Travel** is a new SCC team and approach to road safety and travel planning promotion

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

[www.surreycc.gov.uk/safe-routes](http://www.surreycc.gov.uk/safe-routes)

**Surrey Police** have adopted an internal target to achieve a further 15% reduction in numbers of deaths or serious injuries during the lifetime of the JRSS

[www.surrey.police.uk](http://www.surrey.police.uk)

**The Highways Agency** (an Executive Agency for the Department for Transport) Road Safety remains a priority and the HA aims to contribute to the Government's 10 year target of a further reduction of 750 people killed or seriously injured in 2006-07. They will continue with a rolling programme of maintenance to ensure the road network is safe to use. Technology plays a big part in the safe use of the network and combined with traffic officers will be even more effective. Greater road safety will help deliver the key features of the business plan. These are new journey reliability targets, delivery of enhanced information for road users and increased capital investment to relieve pressure on the busiest points of the network

[www.highways.gov.uk](http://www.highways.gov.uk)

**Surrey's Safety Camera Partnership** aims to reduce the level and severity of crashes caused as a direct result of drivers exceeding the posted speed limit and violations at traffic signals to contribute to Surrey's casualty reduction target

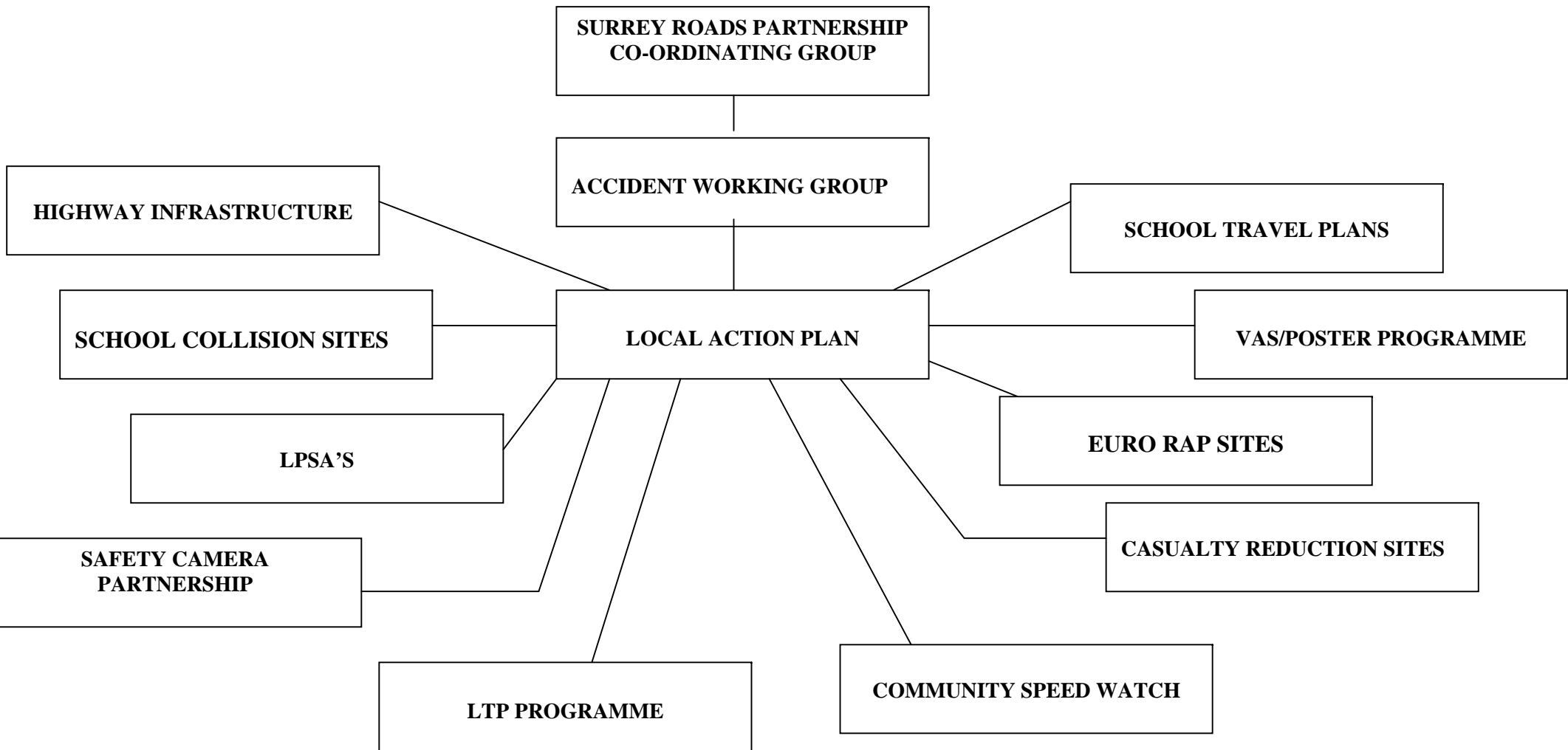
[www.surrey-safecam.org](http://www.surrey-safecam.org)

## Current Activity

	Surrey County Council	Surrey Police	Fire & Rescue Service	Highways Agency	Safety Camera Partnership	
<b><u>Enforcement</u></b>						
• Operation of Casualty Reduction Units		√				
• Safety Cameras	√	√		√	√	
• Speed Management	√	√		√	√	
• Drink/drugs	√	√	√			
• Safe Parking	√	√		√		
<b><u>Education, training, publicity</u></b>						
• Cycle Training	√					
• Child Pedestrian Training	√					
• Driver Advice Days	√	√	√			
• Deployment of Vehicle Activated Signs	√	√		√	√	
• Safe Drive Stay Alive	√	√	√			
• Junior Citizen	√	√	√			
• School Crossing Patrol	√					
• Driver Improvement	√	√				
• Driver/Rider training	√	√				
• Child Safety Audit	√					
<b><u>Engineering</u></b>						
• Highways Improvements	√	√		√	√	
• Highways Maintenance	√	√		√		
• Speed Management	√	√		√	√	
• Street lighting	√			√		
• Safety Audit	√	√		√		
• Accident data collection		√				
• Accident data analysis	√	√	√	√	√	

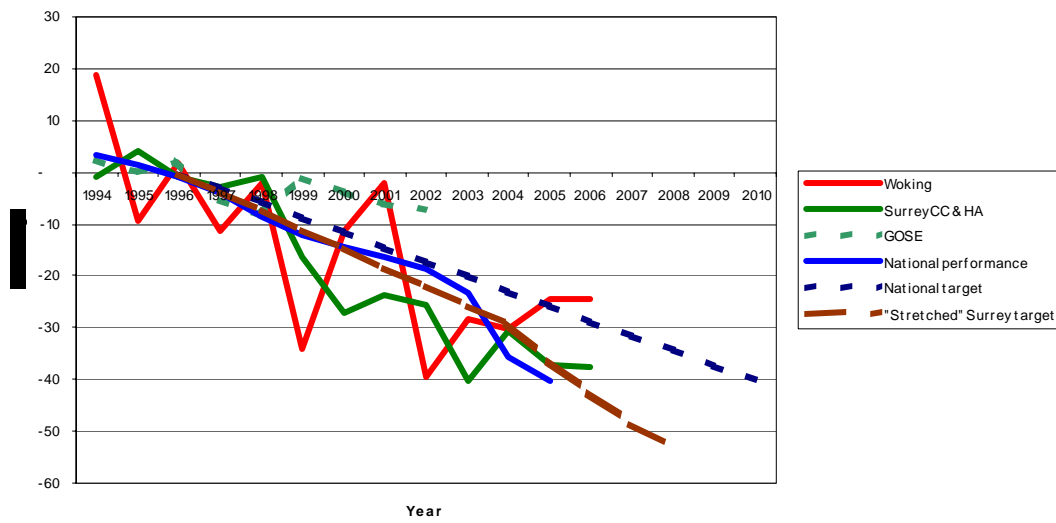
May 2006

**Joint Road Safety  
Local Action Plan  
Process Map**



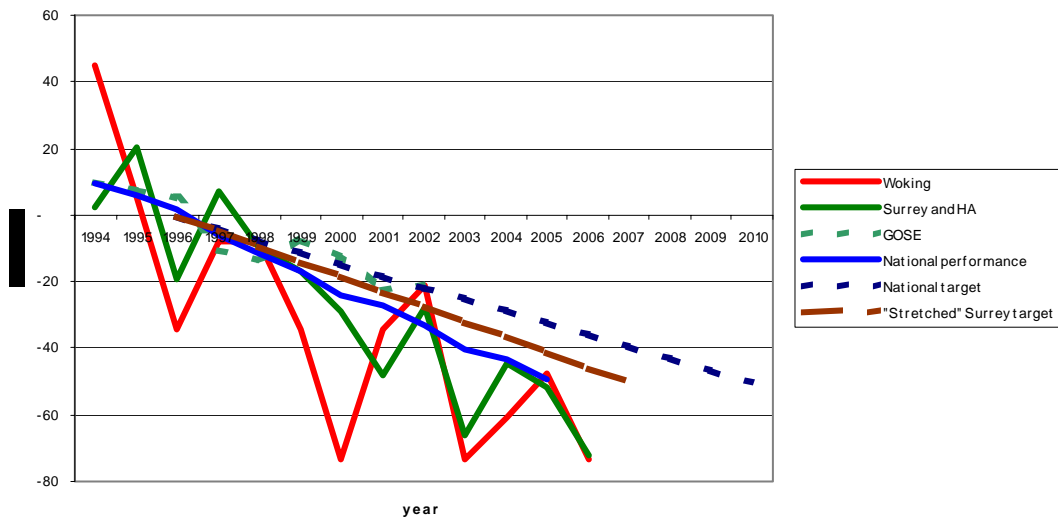
# ANNEX C

## Woking & HA KSI



	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
<b>Woking &amp; HA</b>	63	48	54	47	52	35	47	52	32	38	37	40	40
<b>Surrey Total including HA Roads</b>	926	972	926	907	923	781	679	711	695	556	648	584	583

### Child KSI - Woking & HA



	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
<b>Woking &amp; HA</b>	11	8	5	7	7	5	2	5	6	2	3	4	2
<b>Surrey Total including HA Roads</b>	85	100	67	89	75	69	59	43	60	28	46	40	23

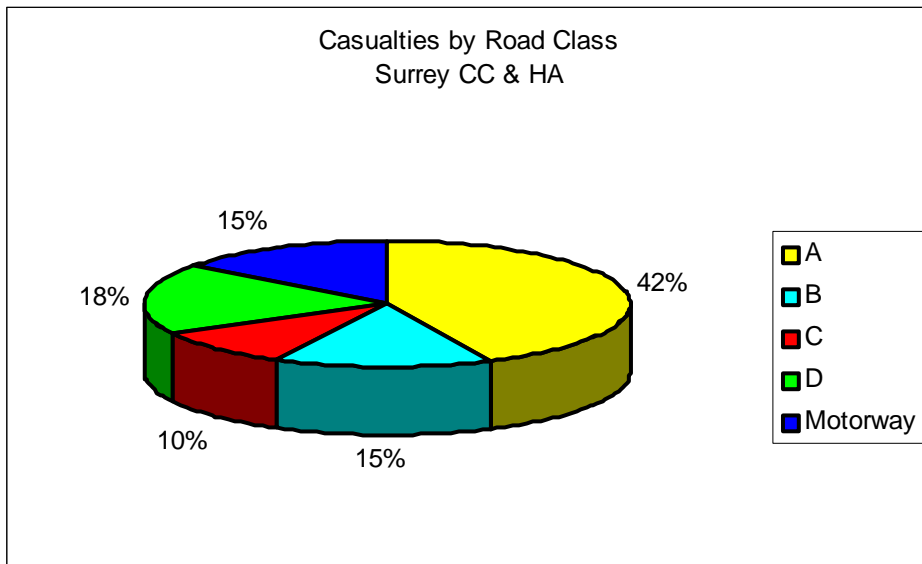


### User groups in Woking (all casualties including HA Roads)

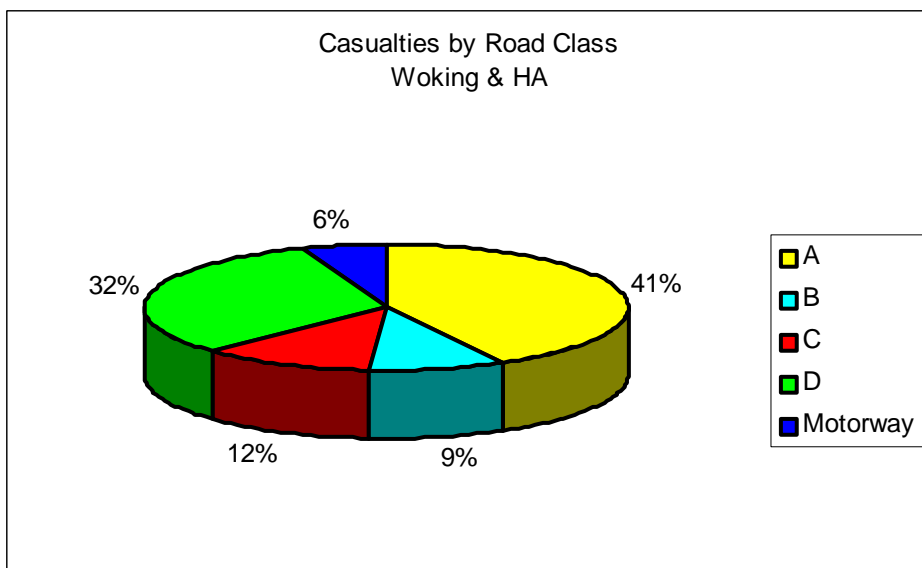
	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
<b>Pedestrian</b>	54	48	47	50	61	43	36	41	47	38	40	39	42
<b>Pedal Cyclist</b>	67	65	56	59	54	67	42	51	50	35	53	52	42
<b>Motorcyclist</b>	44	47	44	49	48	51	55	48	35	44	40	40	53
<b>Car Occupant</b>	327	315	311	314	316	327	370	402	297	263	338	328	326
<b>LGV/HGV</b>	6	6	10	8	12	9	15	17	10	6	8	2	18
<b>Other</b>	8	12	9	25	22	4	6	23	14	13	10	4	9
<b>Total</b>	<b>506</b>	<b>493</b>	<b>477</b>	<b>505</b>	<b>513</b>	<b>501</b>	<b>524</b>	<b>582</b>	<b>453</b>	<b>399</b>	<b>539</b>	<b>465</b>	<b>490</b>

### User groups in Surrey (all casualties including HA Roads)

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
<b>Pedestrian</b>	633	634	594	557	580	510	501	537	494	440	486	431	416
<b>Pedal Cyclist</b>	624	593	534	552	539	508	393	427	326	319	370	412	395
<b>Motorcyclist</b>	685	622	722	737	663	717	649	632	680	657	676	576	592
<b>Car Occupant</b>	5237	5334	5433	5333	5243	5168	4978	5383	4865	4595	4970	5053	5128
<b>LGV/HGV</b>	236	240	201	234	243	288	315	229	227	227	237	159	167
<b>Other</b>	147	148	132	163	179	209	130	179	214	217	163	228	150
<b>Total</b>	<b>7562</b>	<b>7571</b>	<b>7616</b>	<b>7576</b>	<b>7447</b>	<b>7400</b>	<b>6966</b>	<b>7387</b>	<b>6806</b>	<b>6455</b>	<b>6902</b>	<b>6859</b>	<b>6848</b>



	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>Motorway</b>	<b>Total</b>
<b>SurreyCC &amp; HA</b>	2946	994	664	1231	1013	<b>6848</b>



	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>Motorway</b>	<b>Total</b>
<b>Woking &amp; HA</b>	205	46	57	155	27	<b>490</b>

**VEHICLE ACTIVATED SIGNS AND WATCH YOUR SPEED**

**POSTER CAMPAIGN PROGRAMME**

**2007/08**

***INSERT***

***VEHICLE ACTIVATED SIGNS AND WATCH YOUR SPEED***

***POSTER CAMPAIGN PROGRAMME***

***2007/08***

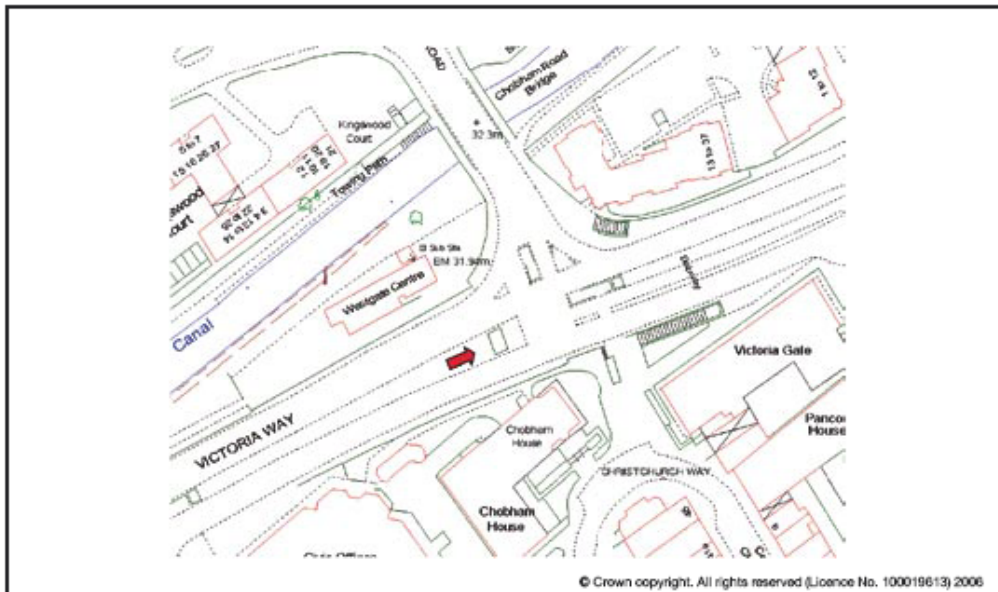
**RED LIGHT VIOLATION CAMERA INFORMATION**

## Site Biography

together  
driving road  
safety

SURREY SAFETY CAMERA PARTNERSHIP

Location:	A320 Victoria Way Jct. A3046 Chobham Road, Woking		
Ref number:	R2	District/ Borough:	Woking
Type of site:	Red Light Violation	Safety camera housings:	One
Speed limit:	40 mph	Direction of enforcement:	Eastbound
Operational:	June 1995	Length of site analysed:	100 m



### Additional Information

This is a single red light violation camera enforcing in the eastbound direction towards Byfleet. Continued enforcement is necessary at this location because:

- There were 17 personal injury casualties at this location in the three years prior to enforcement, including three with serious injuries.
- Without enforcement there would be a strong likelihood of further casualties associated with red light violations.
- Continued enforcement will allow us to improve the road safety record at this location.
- Full collision data can be downloaded via [www.surrey-safecam.org](http://www.surrey-safecam.org)

## **ANNEX F**

### **ACTION POINTS**

			Responsible Officers		
No	Action	By When	SCC	Police	<i>Progress At July 2007</i>
1	Casualty Data for Woking – Update annually	March 2008	Debbie Carter		
2	Euro Rap Data (Woking Area) – Update annually	March 2008	Debbie Carter		
3	LPSA Motor Cycle Sites – Update annually	March 2008	Debbie Carter		
4	Euro Rap Sites – Investigation & Action	July 2007	David Durrant		
5	Casualty Reduction Officer ‘Red Roads’ Data update (every 6 months at AWG)	July 2007		Trevor Bashford	
6	AWG Site: a) Carhouse Lane – Planned works	Summer 2007	John Masson		
	AWG Site: b) A245 j/w Camphill Road – Feasibility Study	Summer 2008	John Masson		
7	Local Action Plan – Review / Update (every 3 months) at AWG plus ‘special meeting’	July 2007	Paul Fishwick		
8	VAS / Poster Programme 2007/08 (every 3 months) at AWG plus ‘special meeting’	July 2007	Kevin Patching		
9	Woking ITS Works Programme 2007/08 (every 3 months) at AWG plus ‘special meeting’	July 2007	Paul Fishwick		
10	Woking ‘Anti-Skid Programme 2007/08 (every 3 months) at AWG plus ‘special meeting’	July 2007	Paul Fishwick		



**SCHOOL PARKING SIGNS**

# **A MESSAGE FROM THE PUPILS OF ST HUGH OF LINCOLN SCHOOL AND SURREY POLICE**



As a motorist we would like you to consider our safety and draw your attention to the Highway Code rules on parking which state;-

- You must not wait or park where there are restrictions shown by school entrance markings on the carriageway (rule 213).
- Do not park your vehicle on the road where it would endanger, inconvenience or obstruct pedestrians or other road users (rule 217).
- Do not park partially or wholly on the pavement unless signs permit it (rule 218).

*YOUR THOUGHTFULNESS IN FUTURE WILL BE APPRECIATED*

**CASUALTY REDUCTION ROUTES**

### Casualty Reduction Routes

Road	Borough	Description of Location	Analysis Notes	OS Task #	Borough	# Sites
A3	CGD	Between M25 and Clay Lane Burpham	General Collision Risk	TBA	AEL	2
A3	CWV	Between Hindhead and Hampshire Border	General Collision Risk	TBA	AEP	2
A30	ASL	Between Crooked Billet Roundabout and Met Border	General Collision Risk	TBA	ASL	2
A30	DSH	Between A331(Meadows RA) and Mongolian Round About	General Collision Risk	TBA	BMV	2
A2044	BRB	Between A217 and A23	General Collision Risk	TBA	BRB	2
A24	AEP	Between South St. Epsom and Beggars Cross Road	General Collision Risk	TBA	BTD	2
A245	BMV	Leatherhead One Way System	General Collision Risk	TBA	CGD	2
A243	BMV	Between M25 J9A and J9B	General Collision Risk	TBA	CWV	2
A325	CWV	Between Coxbridge RA and Shepard & Flock Round About	General Collision Risk	TBA	DRM	2
A217	BRB	Between A2022 and Met Border	General Collision Risk	TBA	DSH	2
A324	DWK	Between A322 and Amstel Way	General Collision Risk	TBA	DWK	2
A22	BTD	M25 to Met Border	General Collision Risk	TBA		
A25	BTD	Border with Reigate & Banstead to A22	General Collision Risk	TBA		
A240	AEP	Stoneleigh Park Road to Reigate Road	Motorcyclist Risk	TBA		
A322	CGD	A25 to Bridge Street	Motorcyclist Risk	TBA		
A3050	AEL	A309 Jnt to B369 (By Knights Reservoir)	Motorcyclist Risk	TBA		
A307	AEL	Scilly Isles to A244	Motorcyclist Risk	TBA		
A30	DSH	A322 (Bagshot) to A321	Motorcyclist Risk	TBA		
C233	ASL	Charlton Rd - Ashford Rd to Charlton Lane (Queen Mary's Reservoir)	Motorcyclist Risk	TBA		
B375	DRM	A320 to A317 (Chertsey)	Motorcyclist Risk	TBA		
A320	DRM	Chertsey to Borough Border with Woking	Motorcyclist Risk	TBA		
A320	DWK	Borough Border with Runnymede to Woking Town	Motorcyclist Risk	TBA		

*Analysis Valid from April 2007*

*Review Due by: July 2007*

#### Primary Targeted Driving offences

- Excess Speed
- Driving under the influence of drink / drugs

- Driving without due care and attention -e.g. wrong course / positioning, crossing double white lines.
- Traffic Sign / Lights offences
- "Road Rage" (Public order on a highway).

- Failing to wear seat belt
- Using mobile phone
- Driving in excess of permitted hours or fatigued

		Period 2002 to 2004		Period 2003 to 2005		Period 2004 to 2006	
		Accs per km	KSIs per km	Accs per km	KSIs per km	Accs per km	KSIs per km
A320_6	One way system to Lockfield Drive Woking	68.70	6.25	78.10	6.25	75.00	9.38
A320_4	Wych Hill Lane to Claremont Avenue Woking	14.30	0.00	14.30	0.00	10.79	3.60
A324_2	Brookwood Bridge to Woking	11.50	1.83	11.70	1.65	14.81	2.01
A245_1	A245 Horsell Common j/w Kettlewell Hill	5.17	1.72	9.48	1.72	11.20	1.72
A3046_23	A3046 Horsell to A324 Victoria Way	4.65	0.00	7.75	0.77	10.07	1.55
A247_2	BurntCommon to Elm Bridge Woking	9.44	1.27	10.30	1.45	12.70	1.45
A245_2	A245 chertsey Rd Sheerwater J/W	17.00	1.72	16.10	1.55	16.85	1.38
A245_3	A245 Parvis Rd Byfleet to A3 Painshill	11.10	1.81	8.45	1.21	9.65	1.21
A320_10	Six Cross Roads Roundabout to Chobham Road	9.99	1.11	9.99	1.11	10.26	1.11
A3046_2	A3046 Chobham to Horsell	6.53	1.63	5.44	1.36	4.90	1.09
A320_8	Chobham road to Six Cross Roads Rdt Woking	6.39	1.28	10.20	1.28	11.49	0.64
A247_3	Wych Hill Ln Woking from Claremont Ave to A320	0.00	0.00	0.00	0.00	0.00	0.00
A247_4	Claremont Road Woking from Wych Hill Lane to	3.92	0.00	0.00	0.00	0.00	0.00
A320_5	Claremont Avenue to one way system Woking	20.00	0.00	13.30	0.00	11.13	0.00
A320_7	Lockfield Drive to Chobham Road Woking	23.40	0.00	17.60	0.00	8.80	0.00

**Key**



**All**

0  
<5  
5 - <10  
10 - <15  
15 - <20  
20 - <30  
over 30

**KSI**

0  
<0.5  
0.5 - <1.0  
1.0 - <1.5  
1.5 - <2.0  
2.0 - <3.0  
over 3.0



## Analysis of EuroRAP – SurreyRAP sites Woking

In the last decade 2 million Europeans have been killed or seriously injured – the cost equates to 2% of European GDP.

EuroRAP provides an independent system to measure the safety of Europe's roads, to track how quickly improvements are made, and once in place, to evaluate their effectiveness. From an initial pilot involving 4 countries there are now 20 countries involved, which led to the European Commission publishing a directive focusing on safety standards on European roads. The process has now been replicated in Australia and the USA.

The formal objectives of EuroRAP are to:

- reduce death and serious injury on European roads rapidly through a programme of systematic testing of risk that identifies major safety shortcomings which can be addressed by practical road improvement measures;
- ensure assessment of risk lies at the heart of strategic decisions on route improvements, crash protection and standards of route management; and
- to forge partnerships between those responsible for a safe roads system - motoring organisations, vehicle manufacturers and road authorities.

Surrey County Council have developed their own version of EuroRAP which broadly follows the principles of the European standard and might loosely be called SurreyRAP.

For analysis purposes lengths of road are graded according to the number of injury accidents, in particular those where persons are killed or seriously injured. For 2004 to 2006 15 sites in Woking were identified of which five have killed and serious injury rates of 1.5 to 3 or higher. These were subject of individual analysis by SCC and Surrey Police for the years 2004 to 2006.

- a. A 320 Guildford Road from Heathside Road to Lockfield Drive.

A significant number of accidents have occurred at the junction of A 320 and Cawsey Way/Church Street West - 17 accidents 9 in 2004, 6 in 2005 and 2 in 2006. A predominate cause appears to be injudicious turning manoeuvres and not complying with the traffic signals. However the low figure for 2006 is thought to result from the closure of the High Street and analysis is therefore skewed. The site will be monitored following the opening of this feeder road to establish whether the previous trend continues. No other actionable trends were detected.

- b. A320 Wych Hill Lane to Claremont Avenue

6 accidents in this short section of road but no trends detected for action.

- c. A 324 Brookwood X roads to A 320 Woking



A long section for analysis with 17 accidents in 2004, 18 in 2005 and 16 in 2006 – total 51.

Two significant trends have been identified.

Between Brookwood X rds and Blackhorse Road a number of drivers have lost control of their vehicles on the bends.

Between Hermitage Roundabout and Amstel Way there were 16 accidents during the period of which 9 involved pedestrians and 7 of the pedestrians were under 17 years. 2 of these pedestrian accidents involved serious injury and none were attributable to the actions of the vehicle driver. The Safer Travel Team have input to some schools in the area and an ongoing programme involves Winston Churchill and Hermitage schools.

d. A 245 Shores Road

14 accidents during the period and no discernable trend for action.

e. A 3046 Chobham Road/Kettlewell Hill

14 accidents during the period and no discernable trend for action.

**JOINT COMMUNICATIONS GROUP**

**ROAD SAFETY**

**CALENDAR**

**2007/08**

	Joint comms group	HA	SCP	SCC	SFRS	SECAS	Surrey Police	National	Borough councils	CRAGS	Accident working groups

**Road safety campaign calendar**

	2007	2007	2007	2007	2007	2007	2007	2007	2007	2007	2008	2008	2008
Campaign/project comms activity	April	May	June	July	August	Sept	Oct	Nov	Dec	Jan	Feb	March	
<b>GENERAL ROAD SAFETY CAMPAIGNS</b>													
Visibility													
Be Safe Be Seen (children)						DfT							
Clocks go back							27						
Car seats													
Seat belts						DfT					DfT		
Driving for work						DfT							
<b>SPEED</b>													
Speed awareness (general)		SCP radio ads				SCP radio ads				end Jan		SCP rad	
Speed awareness (general)			SCP bus back ads										
Speed awareness (business drivers)													
Speed awareness (young drivers)		Driving Standards Agency campaign (posters)											
Speed awareness (young drivers)		Woking FC perimeter ads											
Speed - rural roads							DfT						
Speed - urban											DfT		
<b>DRIVER IMPAIRMENT</b>													
Drink drive (joint)				Joint									
Drink drive (DfT)				DfT Think				DfT Think					

Drug drive			DfT Think		DfT			DfT		
<b>RED LIGHT CAMERAS</b>										
Don't gamble on a red light										
<b>MOTORBIKES</b>										
Motorcycles - awareness			DfT				DfT			
Motorcycles - leisure bikers			DfT				DfT			
<b>DISTRACTION</b>										
Mobile phones			DfT						DfT	
<b>TEENAGERS</b>										
Safe Drive Stay Alive		18								
Working with MTV on campaign		DfT								
<b>CHILDREN</b>										
Green Cross Code			DfT							
Be Safe Be Seen							DfT			
Child Safety Week			19-24							
<b>CYCLING</b>										
National Bike Week			16-24							
Bike to Work Week										
<b>WALKING/SUSTAINABLE TRAVEL</b>										
Walk to School Week			21-25							
Walk to Work Week						6-8				
International Walk to School Month										
Golden Boot Challenge				11	6					

<b>NATIONAL CAMPAIGNS</b>												
World Environment Day			5									
European Mobility Week						16-24						
In Town Without My Car						22						
National Road Safety Week (BRAKE)								5-11 Nov				
School transport safety week (Scania)						17-23						

**LOCAL TRANSPORT PLAN PROGRAMME**

**2007/08 WOKING**

### Woking Programme 2007/08 - LTP (IT) Schemes

Feasibility					07/08	Mapper	Work	Work	Safety	Public	Local
No.	PE	Scheme Name	Division	Description	Budget	Code	Start	Finish	Audit	Consult	Comm
21/06	JAM	Westfield Road		Zebra crossing	£3,000	HCELT026	April	May	June	July	31-Oct
41/06	DD	Coldharbour Road		VAS at zebra crossing	£1,000	HCELT039	April	April	N/A	April	N/A
30/06	KP	Denton Way		Ped crossing facilities	£3,000	HCELT027	April	May	June	July	31-Oct
31/06	KP	Denton Way/Lockfield Drive		Ped crossing facilities	£3,000	HCELT028	April	May	June	July	31-Oct
05/06	KP	Raglan Rd/Victoria Rd		Safety improvement	£2,000	HCELT029	Oct	Dec	Jan-08	Feb-08	N/A
16/06	JAM	Woking Town Centre		Access Study	£2,000	HCEGT051	Aug	Oct	Nov	Dec	N/A
24/06	DD	Heathside Rd/White Rose La		Ped crossing facilities	£3,000	HCELT030	April	May	June	July	31-Oct
67/06	KP	Barnes Wallis Drive		Ped crossing facilities	£3,000	HCELL014	April	May	June	July	31-Oct
13/06	JAM	Byfleet Village		2 No. zebras	£6,000	HECLT031	Aug	Oct	Nov	Dec/Jan	20-Feb-08
29/06	KP	Lower Guildford Rd		Speed limit, ped crossing	£6,000	HECLT032	Aug	Oct	Nov	Dec/Jan	20-Feb-08
06/06	DD	Paxton Gardens		Reduce Rat Running	£3,000	HCELT040	Aug	Oct	Nov	Dec/Jan	20-Feb-08
68/06	JAM	South Rd/Shores Rd		Speed reduction measures	£3,000	HCELT033	April	May	June	July	N/A
66/06	KP	Parvis Road		Ped crossing facilities	£3,000	HCELT034	April	May	June	July	31-Oct
50/06	JAM	Old Woking area		Traffic conditions	£3,000	HCELT041	Aug	Oct	Nov	Dec/Jan	20-Feb-08
15/06	JAM	A320 (S of Victoria Arch)		Route Management Study	£25,000	HCEGT077	Aug	Oct	Nov	Dec/Jan	20-Feb-08
64/06	DD	Victoria Way		Convert Pelican to Toucan	£3,000	HCELT035	Aug	Oct	Nov	Dec/Jan	20-Feb-08
1/07	JAM	Kingfield Road		Toucan crossing	£3,000	HCELT036	April	May	June	July	31-Oct
04/06	JAM	Cycle Route 6 (Version 2)		Pyrford to Byfleet	£1,000	HCEGT071	May	June	Jul	Aug/Sep	31-Oct
				<b>Feasibility total</b>	<b>£76,000</b>						

### Woking Programme 2007/08 - LTP (IT) Schemes

		<b>Design</b>			<b>07/08</b>	<b>Mapper</b>	<b>Work</b>	<b>Work</b>	<b>Safety</b>	<b>Legal</b>	
<b>No.</b>		<b>Scheme Name</b>	<b>Division</b>	<b>Description</b>	<b>Budget</b>	<b>Code</b>	<b>Start</b>	<b>Finish</b>	<b>Audit</b>	<b>Order</b>	
54/06	JAM	York Road		Crossing & bus imps.	£1,000	HCELT019	Apr-07	Jun-07	Jul-07	N/A	
02/06	KP	Prey Heath Road		Footway under bridge	£5,000	HCEGT070	May-07	Jul-07	Aug-07	N/A	
04/06	JAM	Cycle Route 6		Pyrford to Byfleet	£5,000	HCEGT071	Nov-07	Dec-07	Jan-07	Jan-07	
28/06	DD	Redding Way package	Knap	Ped crossing facilities	£7,000	HCEGT067	Mar-07	Apr-07	May-07	Jun-07	
30/06	KP	Denton Way		Ped crossing facilities	£4,000	HCELT027	Nov-07	Jan-08	Feb-08	Nov-07	
31/06	KP	Denton Way/Lockfield Drive		Ped crossing facilities	£4,000	HCELT028	Nov-07	Jan-08	Feb-08	Nov-07	
12/06	KP	Victoria Rd/Lower Guildford Rd		Junction / Ped improvement	£4,000	HCEGT066	Oct-07	Dec-07	Jan-08	N/A	
24/06	DD	Heathside Rd/White Rose La		Ped crossing facilities	£4,000	HCELT030	Nov-07	Jan-08	Feb-08	Nov-07	
68/06	JAM	South Rd/Shores Rd		Speed reduction measures	£1,000	HCELT033	Sep-07	Oct-07	Nov-07	N/A	
66/06	KP	Parvis Road		Ped crossing facilities	£4,000	HCELT034	Nov-07	Jan-08	Feb-08	Nov-07	
	JAM	Cycle improvements		problems on network	£1,000	HCELT037	Jun-07	Aug-07	N/A	N/A	
	KB	Cycle improvements		Lighting Station to Park	£1,000	HCELT038	May-07	Jun-07	N/A	N/A	
	JAM	Westfield Road		Zebra crossing	£4,000	HCELT026	Nov-07	Jan-08	Feb-08	Nov-07	
26/06	JAM	Anchor Hill / LWR Guildford Rd		Ped Facilities & Traffic Sig.	£3,000	HCEGT069	Apr-07	May-07	Jun-07		
1/07	JAM	Kingfield Road		Toucan crossing	£4,000	HCELT036	Nov-07	Jan-08	Feb-08	Nov-07	
				<b>Design total</b>	<b>£52,000</b>						



### Woking Programme 2007/08 - LTP (IT) Schemes

No.	Construction	Division	Description	07/08 Budget	Mapper Code					
01/06	DD	Boundary Road	Wok C	Speed reduction measures	£23,660	HECGT068	May-07	Jun-07	Jul-07	Mar-07
	JAM	Sythwood		Puffin Crossing	£55,900	HCELT023	Jun-07	Sep-07	Oct-07	Mar-07
-	KP	Sheerwater Road	Hors	Ped facilities	£70,000	HCEGT072	May-07	Aug-07	Sep-07	Completed
-	JAM	Albert Drive	Wok C	Traffic calming improvements	£90,000	HCEGT060	?	?	?	?
-	JAM	Lavender Park Road	Byf	Bus priority	£51,400	HCEGT063	Aug-07	Dec-07	Jan-08	Jun-07
-	DD	Smarts Heath Road	Wok S	Ped facilities & signals	£69,250	HCJGT056	Sep-07	Nov-07	Dec-07	N/A
-	KP	DPE Amendment Orders	All		£1,300	HCELT025	Sep-07	Oct-07	N/A	Jul-07
	JAM	York Road		Crossing & bus imps.	£8,000	HCELT019	Sep-07	Oct-07	Nov-07	N/A
	KP	Prey Heath Road		Footway under bridge	£48,750	HCEGT070	Oct-07	Nov-07	Dec-07	N/A
04/06	JAM	Cycle Route 6		Pyrford to Byfleet	£30,000	HCEGT071	Dec-07	Feb-08	Mar-08	N/A
-	JAM	Woking (general)	All	Bus boarders & accessibility	£21,130	HCEGT059	Jul-07	Sep-07	N/A	N/A
	ALL	Accessibility improvements	All	Small accessibility impr.	£25,000		Oct-07	Feb-08	N/A	N/A
02/07	KP	Road Safety Strategy		VAS	£10,000		Apr-07	Mar-08	N/A	N/A
	JAM	Road Safety Strategy		Lining/Cats Eyes/Verge Markers	£10,000		Aug-07	Dec-07	N/A	N/A
	JAM	Emerging safety problems	All	Low cost 'quick wins'	£25,000		Aug-07	Dec-07	N/A	N/A
	JAM	Cycle improvements		Cycle parking at stations	£30,000	HCEGT054	May-07	Oct-07	N/A	N/A
	JAM	Cycle improvements		problems on network	£30,000	HCELT037	Oct-07	Nov-07	N/A	N/A
	KB	Cycle improvements		Lighting Woking Station to Park	£30,000	HCELT038	Jul-07	Sep-07	N/A	N/A
26/06	JAM	Anchor Hill / LWR Guildford Rd		Ped Facilities & Traffic Sig.	£57,000	HCEGT069	Aug-07	Aug-07	Sep-07	N/A
	DD	Coldharbour Road		VAS at zebra crossing	£10,000	HCELT039	June	June	N/A	N/A
<b>Key</b>			<b>Colour</b>	<b>Construction total</b>	<b>£629,390</b>					
		No progress during 2007/08	RED	<b>Year total £790,890</b>  <b>Budget</b>						
		Doubt over completion in 07/08	YELLOW							
		Planned for completion 07/08	GREEN							
		Completed	BLUE							

**Casualty Reduction Officer**

**'Red Roads'**

**Data**

*Insert*

*Casualty Reduction Officer*

*'Red Roads'*

*Data*

*When Available*

**CASUALTY REDUCTION FORUMS**

## Casualty Reduction Forums

Collision Working Groups	LPSA	Casualty Reduction Action Group	Education / Campaigns / Enforcement	Local Liaison
Identify collision / casualty locations / trends / routes. Identify remedial measures and interim actions. Review all fatal collisions.	Speed management strategy to use funds on areas signed up to PSA.	Currently applies to Waverley only. Aim to deal with local casualty causation and anti-social behaviour issues.	To determine countywide campaigns such as drink drive / seat belts / Op Triumph (motorcycles).	SCC Transportation Area based, dealing with local initiatives such as VAS and reassurance matters
Police / SCC / SF&RS attend.  Twice per annum on each of the 11 areas. Schemes funded by central budget holder.  Police / HA. Meeting timescale varies from area to area.	Police / SCC / local authority as appropriate.  If casualty targets met then partners receive cash from central government.	SCC / Police / SF&RS / NHS / local authority	SCC / Police / SF&RS SSCP meet annually to decide programme of events.	Police / SCC / SF&RS / local elected members.  Joint Action Groups – Police / SF&RS / local authority / SCC  Neighborhood Panels – Police / local residents.

## Education

Awareness Days Driver Alert	Schools		Stone Throwing	Safe Drive Stay Alive
<p>Held on each Boroughs / Districts. Dealing with core offences. Currently included in JRSS Driver Alert in lieu of prosecution.</p>	<p>Education input including cycle training / road safety. RTC incident awareness input</p>	<p>Held in line with Think! or local campaigns as appropriate to Surrey.</p>	<p>Local initiative after death of driver on M3. Now in national arena with video and teaching pack in line with national curriculum.</p>	<p>Education targeting young drivers. In 2005 circa 10,000 teenagers received input</p>
<p>Police / SCC / SF&amp;RS attend.</p>	<p>SCC / SF&amp;RS / Police / SJAB</p>	<p>Police / SCC / SF&amp;RS</p>	<p>Police / SCC / HA / ROSPA / ACPO nationally / education authorities</p>	<p>SF&amp;RS / Police / SCC / NHS, road user groups and private sponsors.</p>

## Engineering Meetings / Consultations

Surrey Highways Partnership	Safety Audits	Road Defects / Hazards	Statutory Undertakings (Streetworks & HAUC)	Planning / Consultations
<p>Discuss ongoing programme of works, identified issues, Health &amp; Safety. New Roads &amp; Street Works Act compliance</p>	<p>Audit new schemes for design standard / safety</p>	<p>Electronic notification of defects / hazards by police to HA and SCC. Immediate dangers reported via Control Centre.</p>	<p>Forums for ensuring coordinated highway works and common practices.</p>	<p>Statutory consultations, major scheme planning, event planning. Consultations with road user groups (cyclists / horse riders)</p>
<p>Police / SCC / term maintenance contractor</p>	<p>Police / SCC or HA as appropriate.</p>	<p>Police systems in place with SCC and HA areas.</p>	<p>Police / SCC / HA / utility companies</p>	<p>Police / SCC / HA / local authority / public transport providers and identified user groups</p>

## Enforcement

KSI hotspots	CRO Activity	Safety Camera Partnership	Community Speedwatch	Surrey Road Standards
Identified locations / routes from validated collision data giving intelligence led targets	Local officers dealing with enforcement and reassurance	Netting-off of fines at approved casualty locations using camera technology	Community Speedwatch (awareness that can trigger enforcement).	Tackling anti-social behaviour committed by use of and / or from motor vehicles.
Core offences enforcement by way of taskings and measured in performance indicators	Police with equipment funded by SCC after PSA with government to achieve RCR2010 targets in 2007.	Police / SCC / HA / Magistrates Courts Service.	Police / local residents. Local liaison meetings with coordinators.	Police including Roads Policing Community Support Officers.