

Agenda

Surrey Heath
Local Committee

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



Discussion

Traffic Regulation Order for
Bridleway 19, Frimley

Trading Standards Update

Road Safety Policy Update

Venue

Location: Collingwood College,
Kingston Road,
Camberley, GU15 4AE

Date: Thursday, 13 March
2014

Time: 6.30 pm – Public
Questions at 6pm

You can get involved in the following ways

Get involved

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.

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.enticknap@surreycc.gov.uk

Tel: 01276 800269

Website: www.surreycc.gov.uk/Surreyheath



Follow @SurreyHeathLC on Twitter



SURREY
COUNTY COUNCIL

Surrey County Council Appointed Members

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

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 Innicki, Heatherside
Cllr Surrinder Gandhum, Lightwater

Chief Executive
David McNulty

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 Nikkie Enticknap 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 nicola.enticknap@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.

Use of social media and recording at council meetings

Reporting on meetings via social media

Anyone attending a council meeting in the public seating area is welcome to report on the proceedings, making use of social media (e.g. to tweet or blog), provided that this does not disturb the business of the meeting. Members taking part in a council meeting may also use social media. However, members are reminded that they must take account of all information presented before making a decision and should actively listen and be courteous to others, particularly witnesses providing evidence.

Requests for recording meetings

Members of the public are permitted to film, record or take photographs at council meetings provided that this does not disturb the business of the meeting and there is sufficient space. If you wish to film a particular meeting, please liaise with the council officer listed in the agenda prior to the start of the meeting so that the Chairman can give their consent and those attending the meeting can be made aware of any filming taking place. Filming should be limited to the formal meeting area and not extend to those in the public seating area.

The Chairman will make the final decision in all matters of dispute in regard to the use of social media and filming in a committee meeting.

Using Mobile Technology

You may use mobile technology provided that it does not interfere with the PA or induction loop system. As a courtesy to others and to avoid disruption to the meeting, all mobile technology should be on silent mode during meetings.

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

For councillor contact details, please contact Nikkie Enticknap, Community Partnership and Committee Officer (nenticknap@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>Local Committee (SURREY HEATH)</p> <p>Borough Council Co-optees 2013-14</p>	
Cllr Valerie White Bagshot Ward	Cllr Surinder Gandhum Lightwater Ward		

For councillor contact details, please contact Nikkie Enticknap, Community Partnership and Committee Officer (nenticknap@surreycc.gov.uk) Telephone: 01276 800269)

1 APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2 MINUTES OF THE LAST MEETING

(Pages 1 - 8)

To agree the Minutes of the last meeting held on 5th December 2013.

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

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.

Two petitions have been received as follows:-

- A. "We, the parents, residents and concerned members of this community are urging the Council to assess the lack of road safety measures outside Cordwalles Junior School, Berkshire Road, Camberley. It is becoming increasingly dangerous for our children making their daily journeys to and from school. It is indeed an accident waiting to happen. Therefore we would like the council to implement improved road safety to provide our school children with the safer environment they deserve."
- B. We the undersigned petition Surrey County Council to: 'refund parking charges incurred due to inadequate signs' The petition's details read: SHBC have received a windfall that they were not expecting. Several hundred people have been caught out by new parking regulations in Camberley; they were parking in a Permit Holders Only area believing it still to be a 30 minutes area. The changes seem to have been introduced

quite properly but had the effect of catching people out in areas where they have always parked. This was because the signs were very small, placed quite high, and looked very similar to the signs they replaced. Now that SCC are improving the signs, which is perhaps an admission, it is time to draw a line and refund people who have been fined during the period between the changes being made and the signs being permanently improved.

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 TRAFFIC REGULATION ORDER - BRIDLEWAY 19

(Pages 9 - 16)

Surrey County Council has received a request from Network Rail to make a Traffic Regulation Order (TRO), under section 1 of the Road Traffic Regulation Act 1984, to prohibit horse use on Public Bridleway No. 19, Camberley and Frimley. The bridleway runs from The Hatches over the level crossing to the Hampshire county boundary where a TRO is already in place. The British Horse Society has raised objections.

It is recommended that a TRO be made for avoiding danger to persons or other traffic using the road, or for preventing the likelihood of any such danger arising.

8 ROAD SAFETY POLICY UPDATE

(Pages 17 - 40)

Duncan Knox to present to the local committee a draft update to the county council's policy on setting local speed limits and a new draft policy to address road safety outside schools, including school crossing patrols.

9 PARKING REPORT - FARM ROAD

(Pages 41 - 48)

Jack Roberts to present a report. As part of the last parking review, statutory consultation was completed about a proposal in Farm Road (outside 34 to 44), Frimley. The committee is asked to decide whether it should be implemented.

10 OPERATION HORIZON

(Pages 49 - 68)

The report records the progress made in the first year of the 5-year carriageway investment maintenance programme, any changes to the year one programme and the success of the countywide Operation Horizon project to date. Progress of the supporting surface treatment programme of roads in Surrey Heath that have been carried out this financial year is also reported.

It sets out the proposed Operation Horizon roads within Surrey Heath for the year two programme (financial year 2014/15), along with the remaining approved roads to be completed in years three to five (2015 – 2018).

11 TRADING STANDARDS UPDATE

To receive an oral presentation from Graeme Preston on the work of Trading Standards in Surrey Heath.

12 MEMBERS ALLOCATIONS

(Pages 69 - 76)

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 2013/14 the County Council has allocated £12,876 revenue funding to each County Councillor and £35,000 capital funding to each Local Committee. This report provides an update on the projects that have been funded since May 2013 to date.

13 FORWARD PLAN

(Pages 77 - 80)

DRAFT until approved at next meeting

Minutes of the meeting of the
Surrey HEATH LOCAL COMMITTEE
held at 6.30 pm on 5 December 2013
at St Andrews Church Hall, Sturt Road, Frimley Green, GU16 6HY

Surrey County Council Members:

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

Borough / District Members:

- Cllr Vivienne Chapman
- * Cllr Rodney Bates
- * Cllr Valerie White
- Cllr Josephine Hawkins
- * Cllr Paul Innicki
- * Cllr Surrinder Gandhum

* In attendance

25/13 APOLOGIES FOR ABSENCE [Item 1]

Apologies were received from Cllrs Bill and Vivienne Chapman, Chris Pitt and Josephine Hawkins.

26/13 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes of the previous meeting held on 3rd October 2013 were reviewed. The Local Committee (Surrey Heath) agreed the minutes from the previous meeting.

27/13 DECLARATIONS OF INTEREST [Item 3]

There were no declarations of interest.

28/13 PETITIONS [Item 4]

A petition was received from Mr Jeremy Wilson regarding traffic calming in The Avenue, Camberley and a report detailing work to date was included with the agenda pack.

Mr Wilson thanked Andrew Milne for the report and its contents. He believed that the Avenue and Southall Park Road would continue to be used for access to the Town Centre Car Parks even if the A30 were improved. Traffic would also still need to access the schools, and the real issue was speeding. He felt that 30mph was too high for the road. Members discussed lower speed limits but felt that they were unenforceable.

ITEM 2

The contents of the report were noted.

29/13 WRITTEN PUBLIC QUESTIONS [Item 5]

There were no written public questions.

30/13 WRITTEN MEMBER QUESTIONS [Item 6]

There were no written member questions.

31/13 LOCAL SUSTAINABLE TRANSPORT FUND - CYCLE LINK BISLEY TO KNAPHILL [Item 7]

The county council in partnership with three borough councils were successful in obtaining over £18 million in grant funding from the Local Sustainable Transport Fund (LSTF), focused on Woking, Guildford and Redhill-Reigate.

Some of this work is not confined to the borough of Woking where a cycle route is planned to link Bisley to the existing Cycle Woking route at Knaphill.

The extended route though Bisley could use either existing off road shared routes and quiet streets, estimated at £8,500 or an off road route adjacent to the A322 between Clews Lane and School Close, estimated at £140,000. However, currently there is not sufficient funding available to carry out the A322 option.

The Local Committee (Surrey Heath) agreed:

- 1) To adopt Option 2 as the official off road cycle route between Clews Lane and Church Road.
- 2) To Option 3, do nothing now, but retain the £8,500 developer contribution and put this towards creating the option 2 route at a later date.

32/13 HIGHWAYS UPDATE AND FORWARD PLAN 2014 / 2015 [Item 8]

The Local Committee received a report on progress made with the delivery of proposed highways schemes, developer funded schemes, and revenue funded works for the 2013/14 financial year. The report provided an update on the latest budgetary position for highway schemes, revenue maintenance and Community Enhancement expenditure, and proposed a plan for the 2014/15 programme of capital maintenance and ITS schemes.

The proposed plan for 2014/15 allocates the majority of funding towards the Toshiba / Frimley roundabout improvement scheme, which was agreed unanimously. If this scheme did not however go ahead, a proposed alternative list was discussed. The list would be supplementary to Highways works under Operation Horizon and included schemes recommended by engineers. Members agreed to look at this list and discuss the agreement of the schemes at a later date.

Members also discussed the expenditure on signage in the Borough. Traffic signs are subject to strict regulations and any change on these is subject to written permission from the Department of Transport.

An update was also given on the Red Road. Roundabouts may not be viable, so consultation is taking place with the Police regarding the introduction of average speed cameras. Figures show there have been no accidents reported since May 2013 and will continue to be monitored.

The Local Committee (Surrey Heath) agreed to:

- 1) Note the progress with the ITS highways and developer funded schemes, and revenue funded works for the 2013/14 financial year,
- 2) Note the progress with budget expenditure,
- 3) Note that a further Highways Update will be brought to the next meeting of this Committee,
- 4) Agree the capital scheme and contingency plan proposals for 2014/15 (subject to a further informal meeting to ensure contingency priorities are still current) as shown in section 2.5 subject to the anticipated provision of capital budget.

33/13 FIRE AND RESCUE SERVICE ANNUAL BOROUGH REPORT [Item 9]

The report outlined the major strands of activity being undertaken within the Surrey Heath area by the Surrey Fire and Rescue Service (SFRS) teams based at Camberley and Chobham Fire Stations. Members discussed the report in detail, including coverage for strike action and preventative work with older people at risk. Members also queried work with young people (young citizen events and safe drive campaigns) which was supported and encouraged.

The Local Committee (Surrey Heath) agreed to:

- 1) Recognise the achievements of the borough teams within the Surrey Heath Borough and support their commitment to improve initiatives to reduce risk and make the Surrey Heath Borough safer through the delivery of the borough/station plan.
- 2) Note the targets and initiatives set within the Surrey Heath borough plan for 2012/13 and support the Fire and Rescue Service in the delivery of this plan.
- 3) Support the achievements of the whole time/ retained duty personnel at Camberley and Chobham and acknowledge the availability offered by employers who release staff, and those who are self-employed.

34/13 FORWARD PLAN [Item 10]

The Forward Plan 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.

ITEM 2

The Local Committee (Surrey Heath) agreed to note the forward plan.

Meeting ended at: 7.55 pm

Chairman

Annex A

Surrey Heath Local Area Committee
Open Public Question Time

Public questions were audio recorded by Paul Deach

1. Graham Tupper, Heatherside residents forum

The bridge at Deepcut has only just reopened today – what pressure is being put on Network Rail to replace the inadequate bridge, especially with the new development pending.

Reply from the Chair

The July meeting of SHBC that agreed the planning application for the new development at Deepcut did not include a replacement bridge as part of the S106 agreement. The bridge reopened today at 2pm with a 3 ton / width limit imposed.

Reply from Zena Curry, Environment and Infrastructure Team

There are national agreements with Network Rail – who own the bridge at Deepcut. They have put this bridge onto their list of programmed works, but it does not appear on their 7 year plan – we have limited powers to apply pressure to get this undertaken quickly. The works to the bridge would be expensive, with no great commercial benefit to Network Rail.

Reply from Paul Ilnicki, SHBC

On the 10th of this month, I will be attending a meeting of the Blackwater Valley Transport Group. Network Rail are invited to this meeting. They own this bridge and so need to take responsibility. I will see if the group can bring pressure to bear on this issue.

2. Mr P Deach, SHBC

As a result of the bridge closure, there has been heavy congestion on lake road. This has been made worse by the delivery trucks to Morrisons (they do not have a rear entrance). Could pressure be put on Morrisons to avoid deliveries at peak times such as school pick up?

Reply from the Chair

We could visit them and talk to them on this. I might also try to get our MP, Michael Gove to write to Network Rail and apply pressure.

Reply from Rodney Bates, SHBC

There have been a lot of residents complaints about the closure – the issue is that the bridge closure has been very much linked to the pending development and residents are asking why this was not included in the developers brief. Do we know when Network Rail became aware of the problems?

Reply from Zena Curry, Environment and Infrastructure Team

The bridge is subject to a general inspection every year, with a detailed inspection every 7 years. The bridge was coming up for its 7 year inspection, but Network Rail were alerted by members of the public that the crack had increased. They undertook an abseil inspection and were very concerned over the critical crack on the pier so put in for an emergency order for closure. Further inspections have led to a reopening with a weight limit and they are putting in measures to get this back to 7.5 tons in the next 6 months.

3. Nick Donnington, Bagshot resident

I would like to know what future plans, if any, there are for the A30 as the main arterial road through Bagshot. We have the Deepcut development pending and 2 supermarkets planning large stores along this stretch as well as a complex junction.

Reply from the Chair

I am familiar with the problems and issues along the A30, particularly at Bagshot. I attended the recent Waitrose exhibition and I now understand that Tesco's are interested in the "Jacks" fish and chip shop site. Unfortunately, many of Surrey's roads are no longer adequate for the traffic that we have and both Bagshot and Camberley are suffering.

Reply from Andrew Milne, Highways Area Manager (NW)

The major works team have proposed some improvements to traffic flow on the A30 at Camberley and a study on town centre traffic flow in Camberley has been undertaken.

Reply from Valerie White

The Borough Council has a planning application for the "Bird in Hand" coming up on 16 Dec - the recommendation is for this to be refused on highways grounds and I have requested a site visit to re-enforce the recommendation. The proposal at Jacks Fish and Chip shop is now for a drive through with a Costa Coffee shop. Tesco's, Jacks and Waitrose have not yet submitted planning applications.

Reply from Mike Goodman

Infinity are going to be undertaking work on the watermain on the A30 at Bagshot. This has got to be done, but we do need to look at the timings and the work needed to reduce the impact and mitigate issues and I am working with Highways and Infinity to ensure this runs smoothly. The work is due from 6 Jan to End of May, from the premier Inn to Nottcutts garden centre.

4. Terry Beaumont, local resident

I raise the issue of the Kingston Road chicane, which we have been trying to get rid of for 18 years – what is happening with this?

Reply from Andrew Milne, Highways Area Manager (NW)

I don't know the details so will provide you with an answer outside the meeting.

Reply from Rodney Bates, SHBC

I am the ward Councillor. There are mixed views on this issue but I agree that the majority view is that it is not wanted. There were speeding issues when it was installed, but the Police have now addressed some of these. The majority want removal, so I think this needs a review and a report on the situation.

5. Paul Chapman, Frimley Green resident

I refer to the railway bridge in Sturt Road, which always floods. What can be done about this? This has got bad recently with water run-off from Sturt Road and muddy water from Mytchett direction.

Reply from the Chair

Chris Pitt is your local Councillor and is familiar with this problem. He has looked at a number of solutions for this – to no avail. I know that it only needs a slight shower to cause problems in the area, however, if it has got worse recently it may be worth another look.

Reply from Andrew Milne, Highways Area Manager (NW)

I will ask the maintenance engineer to give Chris Pitt an update on what has been done

6. Mr Hutchinson, Bagshot resident

I refer to the problems in Bagshot High Street – where a lorry mounted the pavement and hit an overhanging building. We have tried unsuccessfully to get a chiquane installed and it took us 18 months to get a warning sign erected. It seems that the Officer put in the sign request, but was not able to chase May Gurney (the contractor) on this. The sign was erected the other week – but it is in the wrong place and on the wrong side of the road!

Reply from the Chair

I thought that there was also going to be a parking restriction put in place on the opposite side.

Reply from Mike Goodman

I accept that this took a long time - there was a problem with the system and we are looking at this. Andrew and I will look again at this issue and see if the sign needs to be changed. We are still looking at a chiquane (which will need funding) – I have not given up on this, but it is one issue on a long list .

Reply from Andrew Milne, Highways Area Manager (NW)

We did also consider bollards, but they were not possible due to the width of the footway. The signage placement was down to the professional judgement of the highways engineer, but we will monitor this.

6. Cyril Pavey, Camberley Resident

When will the Committee be discussing the M3 widening proposal and will the works proposed include safety improvements at Junction 2

where traffic from London is reduced to 50mph and has to try to get back into the slower lane?

Reply from the Chair

The Councillors all met with the project manager of Balfour Beatty (the Highways agency contractor who is managing this project) and I am happy to give you more details. The roadway is being widened from Junction 2 to Junction 4a and we have written to the Highways Agency to request that quiet running surfaces are used on all lanes. The proposal should enhance safety as currently this 13 and a half mile stretch has no cameras to monitor traffic and incidents and this will be rectified with monitoring 24/7, linked to the NMIC (traffic monitoring station) at Leatherhead.

The traffic reduction to 50mph is to allow lorries to get back into the left hand lane safely – the improvements will allow variable speed limits, so that speed can be reduced even more at peak times on this stretch.

7. Graham Tupper, Camberley

The Officers I met with stated that the M25 traffic had priority over M3 traffic.

Reply from the Chair

I would take issue with this as this would cause massive back up onto the M25. The monitoring of the M3 will allow controls to be put in place to reduce speeds and alert drivers to accidents.

8. Fran Benny, Parkside resident

Surely the widening of the road by using the hard shoulder will have an impact. I am concerned about noise levels and want quiet surfacing along the entire stretch. I have written to my MP and he backs us for a quiet surface on the whole stretch.

Reply from the Chair

This is exactly what I have asked for, but I encourage all residents to lobby for this – there should be some local consultation events shortly.

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SURREY HEATH)

DATE: 13 MARCH 2014

LEAD OFFICER: DEBBIE PRISMALL, SENIOR COUNTRYSIDE ACCESS OFFICER

SUBJECT: BRIDLEWAY No. 19 CAMBERLEY & FRIMLEY
REQUEST TO CONSIDER A TRAFFIC REGULATION ORDER

DIVISION: FRIMLEY GREEN & MYTCHETT

**SUMMARY OF ISSUE:**

Surrey County Council has received a request from Network Rail to make a Traffic Regulation Order (TRO), under section 1 of the Road Traffic Regulation Act 1984, to prohibit horse use on Public Bridleway No. 19, Camberley and Frimley. The bridleway runs from The Hatches over the level crossing to the Hampshire county boundary where a TRO is already in place. The British Horse Society has raised objections.

It is recommended that a TRO be made for avoiding danger to persons or other traffic using the road, or for preventing the likelihood of any such danger arising. A copy of Drawing No. 3/1/84/H8 showing the route is at **Annexe 1**.

RECOMMENDATIONS:

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

The grounds for making a TRO as outlined are met, and a Notice of Intention to Make an Order should be published for Public Bridleway No. 19 (Camberley & Frimley) to prohibit equestrian use under s1(a) of the Road Traffic Regulation Order 1984 for avoiding danger to persons or other traffic using the road, or for preventing the likelihood of any such danger arising, as shown on Drawing Number 3/1/84/H8 (**Annexe 1**).

REASONS FOR RECOMMENDATIONS:

Officers do not have delegated powers to advertise TROs. Officers support the decision to make the TRO to enable Network Rail to make safety improvements at the level crossing that they would be unable to do with horse use.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The bridleway is situated in Frimley Green and runs from The Hatches over the level crossing in a westerly direction along an enclosed route between fishing lakes to the Hampshire county boundary. It continues as bridleway no. 24, Rushmoor, Hampshire, which already has a TRO on it prohibiting horse use, and is therefore a cul de sac for horse riders.
- 1.2 Network Rail has identified Hatches as a high-risk bridleway crossing, due to its proximity to a housing estate and a high footfall. The crossing is well used by commuters to Farnborough North station, school children, dog walkers, cyclists and visitors to the fishing lakes. The sighting at the crossing is poor in both directions due to the curvature of the line and the current mitigation is whistle boards. These are not used between the hours 2300 to 0700, unless a person is seen at the crossing, as there is a blanket ban on the sounding of horns during the night. In comparison to other crossings, misuse is high. A risk score has been calculated which ranks the crossing as the second riskiest of the 186 footpath/ bridleway crossings on the Wessex route. The risk drivers at the crossing are: large number of users, frequent trains, low sighting time, user misuses and sun glare.
- 1.3 Following safety concerns, Network Rail undertook a census in April 2012. This showed the crossing was used 330 times on an average weekday. This included 104 cyclists, 7 people pushing wheelbarrow loads, 3 pushchairs and 1 wheelchair user.
- 1.4 Network Rail have stated the sighting at the crossing is deficient and the current set up is non compliant to both footpath and bridleway standards. Significant sighting improvements are not possible due to the curvature of the track.
- 1.5 They have investigated further options and carried out feasibility studies. These were:
 - a) Closure – there are no viable diversionary routes within the vicinity of the crossing. The shortest viable diversion is via Mytchett Road overbridge, which would increase the distance by approximately 3.9km.
 - b) Footbridge with steps – this solution is not advised due to access for cyclists, pushchair users and less able-bodied users. In addition there is insufficient space on the east side of the line to land the footbridge with the residential properties immediately adjacent to the railway boundary.
 - c) Footbridge with steps and ramps – this would be ideal, however, there is insufficient space around the crossing to accommodate such a structure.
 - d) Pedestrian underpass – this does not suit the topography of the surrounding land.
 - e) Miniature stop lights (MSL) with an audible warning is the recommended solution to increase safety. However, the possible use by horseriders means audible alarms cannot be installed as this may spook horses. An MSL set up without an audible warning alarm has been demonstrated as an ineffective means of mitigation.

- 1.6 The set up of the bridleway crossing means that horse riders are required to phone the Signaller to ensure that it is safe to use the crossing. The Signaller's occurrence book (dating back to 2009) shows that no horse riders have phoned to use the crossing. The phone is often misused by local youths leaving the telephone off the hook, thereby forcing trains to be cautioned over the crossing, and causing operational delays.
- 1.7 Members are asked to consider the Council's duty under Section 122 of the Road Traffic Regulation Act 1984, to conduct an adequate balancing exercise to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).
- 1.8 The County Council as the Traffic Authority has the power to make a Traffic Regulation Order, (subject to Parts I to III of schedule 9 of the Road Traffic Regulation Act 1984) where it considers it expedient:-
- a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising
 - b) for preventing damage to the road or to any building on or near the road
 - c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)
 - d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property
 - e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot
 - f) for preserving or improving the amenities of the area through which the road runs'
 - g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)

2. ANALYSIS:

- 2.1 Network Rail has identified the crossing as high risk. They are unable to implement certain safety improvements whilst still allowing horse use. There is no evidence that horse riders have used the route in recent years. The continuation of the route in Hampshire already has a TRO on it. Although it is not formally recognised for horse use the Blackwater Valley Path is still accessible from other locations.

3. OPTIONS:

- 3.1 To publish a Notice of Intention to make a TRO prohibiting horse use and advertise it for a statutory objection period. The results will then be reported back to Committee.

ITEM 7

3.2 Refuse the request to make a TRO.

4. CONSULTATIONS:

- 4.1 Legal Services, the CTC, Police, Farnborough Sixth Form College, Ramblers, British Horse Society, Surrey Heath Borough Council and Access Groups were consulted. The local Ramblers Secretary uses the route frequently and has never seen any sign of horses having used the path. The Principal of Farnborough Sixth Form College has given his full and unequivocal support to prevent equestrian rights. He says the crossing has rarely (if ever) been used by equestrians and certainly not within living memory. The safety of young people daily making their way to study should be the most important consideration. The Police have no formal objections as it is for safety reasons but asked that horse riders' views be considered.
- 4.2 The British Horse Society local representatives, Mrs Diane Beach and Mr Bob Milton, have raised concerns regarding the loss of the route for horses wishing to access the Blackwater Valley Path. Mr Milton has also queried whether there are higher public and/or private vehicular rights over the crossing.

COMMENTS ON THE CONSULTATION RESPONSES

- 4.3 Network Rail has stated that there was a private vehicular access to the former quarry, which was removed a number of years ago and the user compensated. The Highways Information Team records show no public vehicular rights. The prohibition of use by horses would not affect any private rights. Any private rights issues are a matter for Network Rail to negotiate and resolve.
- 4.4 The Blackwater Valley Path is a 37 km footpath that follows the River Blackwater and in parts the Blackwater Valley Route (A331) and runs in and out of Surrey/ Hampshire. The 10km section from Ash to Frimley is a multi user route suitable for bicycles, wheelchairs and pushchairs. In places the route is not suitable for horse riders and there is no funding currently available to make them safe. Therefore, bridleway rights are not formally recognised. In the future, if the route was improved for horse use there are various locations where horse riders could access the route and they would not need to use the link from The Hatches.
- 4.5 Steve Bailey, Manager of The Blackwater Valley Countryside Partnership, has said that he has not seen any horses nor had any reports of any using bridleway no. 19 in 20 years of working in the Blackwater Valley. He and Hampshire County Council have concerns about the potential conflict between horse riders and existing path users as the multi user section is regularly used for vehicle access, as well as pedestrian and cycle use. Work to bring the path up to a safe standard for horse users, especially the section close to the A331 under the railway, would require some expense. It was therefore decided not to pursue the option of dedicating the route as a statutory bridleway.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 If a Notice of Intention to make a TRO were published, the cost of approximately £600 would be met by Network Rail.
- 5.2 If a TRO were subsequently made, further advertising costs in the region of £600 would be met by Network Rail.
- 5.3 Traffic signs and any improvement works to increase the safe use for pedestrians and cyclists at Hatches level crossing would be met by Network Rail.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 The improvements at the crossing would improve accessibility for pedestrians with or without pushchairs, wheelchair users and cyclists, who are the predominant users.

7. LOCALISM:

- 7.1 This issue is not relevant and cannot be considered under the current legislation.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Removal of the phones at the crossing would reduce vandalism and train disruption.
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 To allow Network Rail to make safety improvements at Hatches level crossing Members are asked to approve that an Order be advertised in the following terms:

‘THIS Order may be cited as “The Surrey County Council Bridleway No. 19 (Camberley & Frimley) (Prohibition of Horses) Traffic Regulation Order 2014” and shall come into operation on (date to be completed).

- (i) In this Order and the preamble and schedule hereto:

ITEM 7

“the Act” means the Road Traffic regulation Act 1984; and “road” means any length of highway or any other length of road to which the public has access, and includes bridges over which a road passes.

(ii) Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended applied consolidated re-enacted by or as having effect by virtue of any subsequent enactment

NO person shall cause any horse, ridden or led, to proceed in that length of road specified in the Schedule to this Order.

10. WHAT HAPPENS NEXT:

- 10.1 Should Members decide to proceed with the TRO, a Notice of Intention to make a Traffic Regulation Order will be published in a local newspaper and on site and all interested parties and user groups will be consulted.
- 10.2 After the advertising period has expired, Members will be asked to consider any representations at a future committee meeting to decide whether the legal criteria for making the Order still apply.

Contact Officer:

Debbie Prismall, Senior Countryside Access Officer
Tel. 020 85419343 debbie.prismall@surreycc.gov.uk

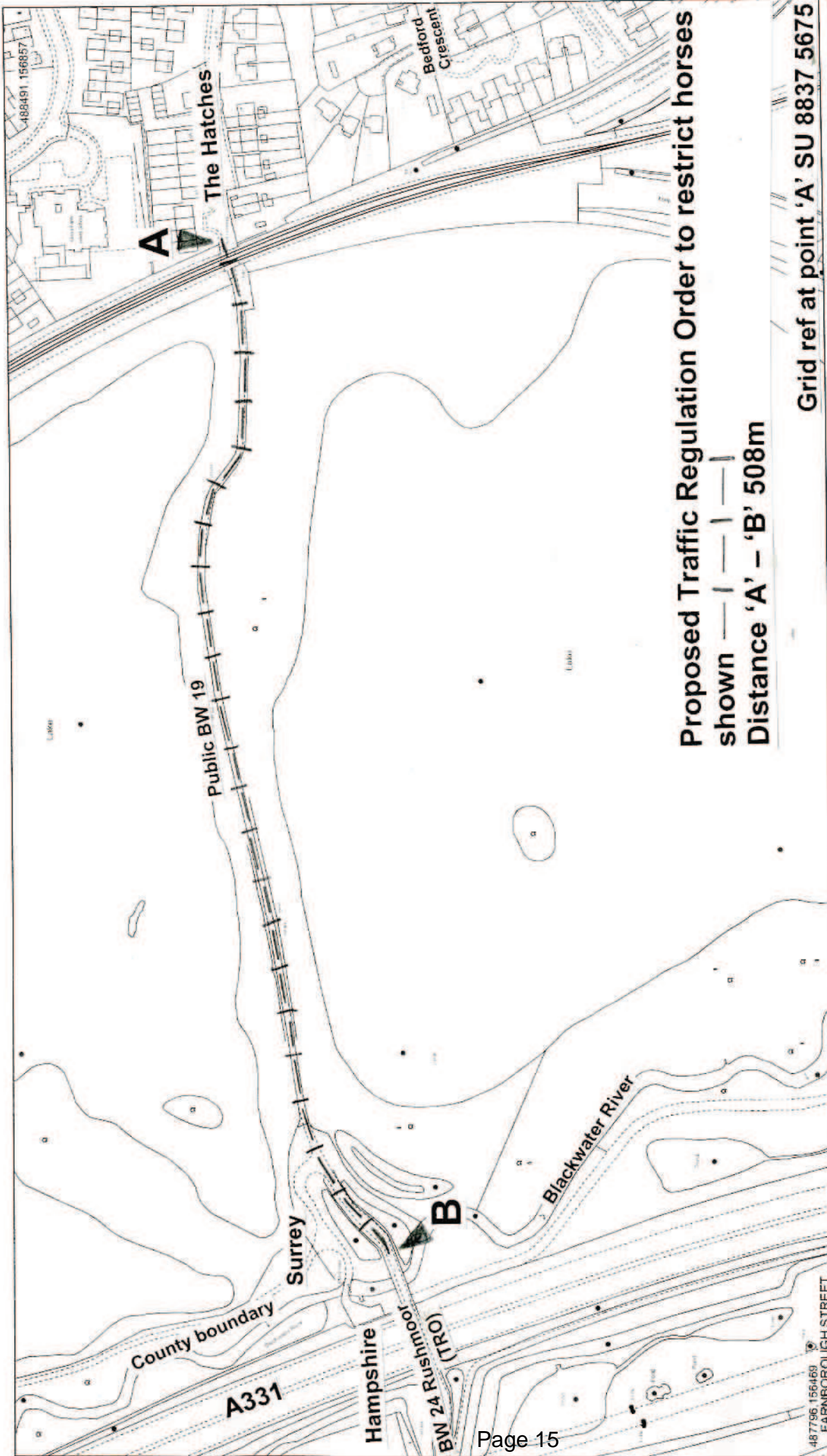
Consulted:

Mr Chris Pitt County Councillor, Legal Services, Hampshire County Council, Blackwater Valley Countryside Partnership, British Horse Society, Farnborough Sixth Form College, Ramblers, Police, CTC, Surrey Heath Borough Council, Access Groups and Legal Services.

Annexes: Drawing No. 3/1/84/H8

Sources/background papers:

File BW 19 Camberley & Frimley proposed TRO including all correspondence, representations and responses to consultations can be viewed by appointment.



Proposed Traffic Regulation Order to restrict horses
 shown Distance 'A' – 'B' 508m

Grid ref at point 'A' SU 8837 5675

ITEM 7

Public Bridleway No. 19, Camberley & Frimley

© Crown Copyright Licence No. 100019813, Surrey County Council, 2006. Except A-Z mapping © Copyright of the Publishers: Geographers' A-Z Map Company L



Scale 1:2500

Date: 21/05/2013
 Printed by: DP
 Drawing No.: 3/1/84/H8



487796, 156469
 FARNBOROUGH STREET

This page is intentionally left blank

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SURREY HEATH)

DATE: 13 March 2014

LEAD OFFICER: Duncan Knox

SUBJECT: Road Safety Policy Update

DIVISION: N/A

**SUMMARY OF ISSUE:**

To present to the local committee a draft update to the county council's policy on setting local speed limits and a new draft policy to address road safety outside schools, including school crossing patrols.

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

- (i) review, and provide comments on the draft policies. Comments will be taken into account prior to the policies being submitted to county council Cabinet for approval.

REASONS FOR RECOMMENDATIONS:

Local Committees are responsible for most highway and transport matters in their areas, including speed limits and road safety measures outside schools. This report presents new road safety policies with respect to speed limits and road safety outside schools for comment by the local committee prior to submission to county council cabinet for approval.

1. INTRODUCTION AND BACKGROUND:

- 1.1 In January 2013 central government issued new national guidance for local authorities on setting speed limits (Circular 01/13). Consequently the county council's own policy has been reviewed to take into account the latest national policy, and to improve Surrey's existing policy and procedure.
- 1.2 One of the most frequently expressed road safety concerns is that of the safety of children outside schools. Fortunately the number of child casualties in the vicinity of schools is comparatively small, however the perceived danger to children on busy roads on the school journey, especially in the vicinity of a school, can prove to be a barrier to more walking and cycling. Consequently a new policy "Road Safety Outside Schools" has been created to set out how the council will respond to such concerns. This may become especially important in light of the schools expansion programme.
- 1.3 The county council's policy on school crossing patrols has also been reviewed and updated, and forms part of the "Road Safety Outside Schools" policy. The new policy has been designed to ensure that the county councils limited resources for the provision of school crossing patrols is maintained and prioritised at sites where they are most needed.

2. ANALYSIS:

Setting Local Speed Limits

- 2.1 It is proposed that with respect to setting speed limits, the county council's scheme of delegation will remain the same (repeated below for easy reference), but that the speed limit policy be updated.

*"Local Committees will be responsible for the following:
To agree local speed limits on county council roads, within their area and to approve the statutory advertisement of speed limit orders, taking into account the advice of the Surrey Police road safety and traffic management team and with regard to the County Council Speed Limit Policy." (SCC Scheme of Delegation Part 3 Section 2 paragraph 7.2, b(iii)c).*
- 2.2 The new draft policy "Setting Local Speed Limits" is included within Annex A. The new policy highlights the key point that simply changing a speed limit with signs alone will not necessarily be successful in reducing the speed of traffic by very much if the prevailing mean speeds are much higher than the proposed lower speed limit. For the first time the new national guidance (Circular 01/13) provides formulas that can be used to predict the likely change in mean speeds from a change in speed limit using signs alone. The new policy contains tables that have been generated using these formulas, and a threshold is shown within the tables, below which a new lower speed limit with signs alone would be allowed. For cases where existing mean speeds are above the threshold shown in the table, then supporting engineering measures will need to be considered alongside any reduction in speed limit.
- 2.3 The new policy indicates that new 20 mph speed limits using signs alone will be allowed where existing mean speeds are 24 mph or less. Additional supporting engineering measures will need to be considered where existing mean speeds are above 24 mph in order to get speeds down. This is the same as the new national guidance (Circular 01/13), and is a change to Surrey's
[www.surreycc.gov.uk/Choose an item](http://www.surreycc.gov.uk/Choose%20an%20item).

existing policy where 20 mph speed limits using signs alone are only allowed where existing mean speeds are 20 mph or less.

- 2.4 With regard to speed limits outside schools, the new policy advises that there should always be an overall assessment of the safety issues outside a school to investigate and define the problem rather than consideration of the speed limit in isolation. For example the problems being experienced may be associated with inconsiderate parking or difficulties in crossing a road that will not be solved through a change in speed limit on its own. The new policy advises that the new "Road Safety Outside Schools" policy should be referred to instead.
- 2.5 The new policy contains a requirement that the Surrey Police Road Safety and Traffic Management Team are consulted on all proposed speed limit changes, and that their views are contained within any report to the Local Committee considering the change in speed limit. The police Road Safety and Traffic Management Team have been consulted and are supportive of the new policy.
- 2.6 Following speed surveys and feasibility work, the Area Highway Manager will present a report to the Local Committee with recommendations for a change in speed limit, or not, along with supporting engineering measures, if required, based on the new policy. If the Local Committee disagree with the recommendations presented to them by the Area Highways Manager, and wish to proceed with an alternative option, then the issue must be submitted for decision by the Cabinet Member for Transport, Highways and Environment.
- 2.7 The new policy advises that speed surveys should be undertaken after a new speed limit has been introduced to check whether it has been successful. If it has been unsuccessful in reducing speeds to a level below the threshold in the table, then another report will be submitted to the Local Committee for them to consider whether any further engineering measures should be introduced. An alternative could be to remove the new lower speed limit and return to the original or different, higher speed limit. Again if the Local Committee disagree with the recommendations presented to them by the Area Highways Manager, and wish to proceed with an alternative option, then the issue must be submitted for decision by the Cabinet Member for Transport, Highways and Environment.

Road Safety Outside Schools

- 2.8 Fortunately the number of child casualties outside Surrey's 507 schools is comparatively small. For example in the seven year period from 2005 to 2011 there were 42,598 personal injury casualties recorded by the police (an average of 6,085 per year). Of these, 6% (2,747) were child casualties (an average of 392 per year). A total of 351 of these took place within 250m of the school gate, during school journey times (about 50 per year).
- 2.9 Nonetheless the perceived danger to children on busy roads on the school journey, especially in the vicinity of a school, can prove to be a barrier to more walking and cycling.
- 2.10 Therefore a new policy has been developed "Road Safety Outside Schools" (included within Annex B) that sets out the process that will be used by Surrey County Council for investigating and responding to concerns about road safety outside schools. The aim is to reduce the risk of collisions, and to make the

[www.surreycc.gov.uk/Choose an item.](http://www.surreycc.gov.uk/Choose%20an%20item)

ITEM 8

road feel safer in order to improve the attractiveness of walking and cycling to and from schools.

- 2.11 The new policy highlights that Local Committees are allocated funding for highway improvements, and that the perceived problems will be investigated by county council officers who will then report back to the local councillors. The policy also highlights that schools and parents have a vital role to play in child pedestrian and cycle training, and encouraging responsible attitudes to using motor vehicles as children grow older. Therefore an assessment of the road safety education provided within a school and the school travel plan will always be undertaken alongside an assessment of the road safety situation outside the school gate.
- 2.12 The new draft Road Safety Outside Schools Policy incorporates the council's policy on school crossing patrols. The aim of the policy is to ensure that the provision of school crossing patrols is maintained and prioritised at sites where they are most needed, within the existing budget allocation.
- 2.13 At the time of writing there are 69 school crossing patrols operating within Surrey, with a further 18 approved sites vacant. It is the intention of the county council to continue with an existing budget of £206,000 to support all approved school crossing patrol services at maintained schools. It is proposed that a charge of £3,000 per year will be made to Academies, Independent and Free schools, to cover salary and training costs.
- 2.14 National guidance advises that school crossing patrols should not operate where there is a light controlled crossing already in situ as this is a duplication of resources and could cause confusion. Therefore it is proposed that the small number of sites in Surrey where this is the case will be reviewed and subject to risk assessment from April 2014, and may be relocated or withdrawn.
- 2.15 If a new light controlled or zebra pedestrian crossing is installed (or installed nearby to) where a school crossing patrol is currently operating, then the service will be reviewed and may be relocated or withdrawn after a provisional period of 3 months. Requests for new school crossing patrols where there is already light controlled or zebra crossings will not be approved. If there is a request for a new school crossing patrol where there is a pedestrian refuge, this will be subject to risk assessment.
- 2.16 Whenever a vacancy arises at an existing school crossing patrol site or a request for a new site is received, then the site will be risk assessed before a decision is taken to recruit a new or replacement school crossing patrol. Where there is insufficient funding for new or vacant sites then a waiting list will operate and future funds will be allocated on a priority basis. In the absence of central funding being available, schools will have the option to pay for the service themselves via alternative means at a cost of £3,000 per year.
- 2.17 If a school leadership disagree with a decision by the county council in relation to a school crossing patrol, then a meeting will be held with the school staff and governing body to explain the reasoning behind the decision. The school staff and governing body will then have the right to appeal to the Cabinet Member for Transport, Highways and Environment if they wish.

3. OPTIONS:

- 3.1 The draft policies are presented to the local committee for comment. Options for changes to the policies will be taken into account before the policies are submitted to county council cabinet for approval.

4. CONSULTATIONS:

- 4.1 Surrey police Road Safety and Traffic Management Team have been consulted on the draft policies. As well as being submitted to all 11 of Surrey's Local Committees for comment, the policies will also be subject to public consultation.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The draft policies aim to ensure an efficient process for considering changes to speed limits, or additional road safety measures outside schools. The new policies also aim to ensure that new highways measures are selected that will be effective in tackling the identified problem. The cost of a change in speed limit or new highway measures will always be presented to local committee for decision on whether to invest their local allocation.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 An equalities and diversity impact assessment has been completed for the "Setting Local Speed Limits" policy. Consequently the policy has been amended to include specific mention of vulnerable road users such as children, older people and those with mobility impairment within road casualty analysis which is completed in order to inform upon the need for speed management measures. The policy has also been amended to include the fact that speed reducing features could also form part of improved facilities for vulnerable road users such as pedestrians, cyclists, children and older people.
- 6.2 An equalities and diversity impact assessment is being completed for the "Road Safety Outside Schools Policy", and will be completed before the policy is submitted to county council cabinet.

7. LOCALISM:

- 7.1 The draft policies highlight the fact that it is the local committee within each area who will decide upon any changes to local speed limits, and whether to invest in any additional highway measures outside schools.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Effective speed management and road safety improvements will help to tackle antisocial driving as well as reduce road casualties.
Sustainability (including Climate Change and Carbon Emissions)	Improving safety and reducing the fear of traffic in the vicinity of schools and on the journey to school will help encourage more walking and cycling to school, and so will help reduce carbon emissions from vehicles.

ITEM 8

Corporate Parenting/Looked After Children	None
Safeguarding responsibilities for vulnerable children and adults	None
Public Health	Effective speed management and improvements to safety outside schools will reduce the risk of road casualties. Reducing the fear of speeding vehicles and the fear of traffic will encourage more walking and cycling which improves the health of participants.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The county council's policy on setting local speed limits has been updated in light of new government guidance, and in order to improve the existing assessment procedure. A new policy "Road Safety Outside Schools" has been developed to tackle concerns over road safety outside schools. As part of this the school crossing patrol policy has been updated to ensure that the provision of school crossing patrols is maintained and prioritised at sites where they are most needed, within the existing budget allocation.

The Local Committee (Surrey Heath) is asked to:

- (i) review, and provide comments on the draft policies. Comments will be taken into account prior to the policy being submitted to county council cabinet for approval.

10. WHAT HAPPENS NEXT:

- 10.1 Comments from local committees, and comments received following public consultation will be taken into account prior to the policy being submitted to county council cabinet for approval.

Contact Officer:

Duncan Knox, Road Safety Team Manager, 0208 541 7443

Consulted:

Surrey Police

Annexes:

Annexe A: Setting Local Speed Limits

Annexe B: Road Safety Outside Schools

Sources/background papers:

Setting Local Speed Limits, Department for Transport Circular 01/2013

Speed Enforcement Policy Guidelines 2011 to 2015: Joining Forces for Safer Roads, The Association of Chief Police Officers

School Crossing Patrol Service Guidelines, Road Safety Great Britain, June 2013



Setting Local Speed Limits

Surrey County Council's Policy



1. Introduction

The aim of the County Council is to set speed limits that are successful in managing vehicle speeds and are appropriate for the main use of the road. Reducing speeds successfully may reduce the likelihood and severity of collisions, and can help to encourage more walking and cycling. This can help to make communities more pleasant places to live, and can help sustain local shops and businesses. The desire for lower speeds has to be balanced against the need for reasonable journey times and the position of the road within the county council's Strategic Priority Network.

The purpose of this policy is to explain the roles, responsibilities and the procedure that will be followed by Surrey County Council when deciding whether to change a speed limit. The policy also provides advice and guidance on the factors and additional supporting measures that may be needed to ensure successful management of vehicle speeds.

This policy has been developed with reference to national policy issued by central government "Setting Local Speed Limits, Department for Transport Circular 01/2013" and national policy issued by the Association of Chief Police Officers, "Speed Enforcement Policy Guidelines 2011 to 2015: Joining Forces for Safer Roads".

2. Key Principles

National speed limits

The three national speed limits are:

- the 30 mph speed limit on roads with street lighting (sometimes referred to as Restricted Roads)
- the national speed limit of 60 mph on single carriageway roads
- the national speed limit of 70 mph on dual carriageways and motorways.

These national speed limits are not, however, appropriate for all roads. The speed limit regime enables traffic authorities like Surrey County Council to set local speed limits in situations where local needs and conditions suggest a need for a speed limit which is different from the national speed limit. For example while higher speed limits are appropriate for strategic roads between main towns, lower speed limits will usually apply within towns and villages. A limit of 20 mph may be appropriate in residential areas, busy shopping streets and near schools where the needs and safety of pedestrians and cyclists should have greater priority. Changing from the national speed limit on a road will require that speed limit repeater signs are provided along the route to indicate the new speed limit.

Decision making and responsibilities

Within Surrey decisions over most highway matters including setting speed limits are delegated to local committees of elected county council and borough/district councillors. There is a local committee in each of the 11 boroughs and districts within Surrey. Each local committee is provided with an annual budget from Surrey County Council for highway improvements throughout their area, and then the local committee decides where best to invest their budget in response to local concerns to tackle congestion, improve accessibility, improve safety and support the local economy. Therefore any



proposals for changing speed limits including the signing, legal speed limit order and supporting highway measures would require agreement and allocation of funding by the local committee from their budget for highway improvements.

The county council's Area Highways Team, who report to the local committee, will lead the process to assess a potential change in speed limit. The Area Highways Team will be assisted by the county council's central Road Safety Team and will consult with Surrey Police's Road Safety and Traffic Management Team. The output would be a report and recommendations (in accordance with this policy) for consideration by the local committee, who will then decide whether to allocate funding for a scheme to change the existing speed limit or not.

Speed limits and speed management

Experience shows that changing to a lower speed limit on its own will not necessarily be successful in reducing the speed of traffic by very much if the prevailing mean speeds are much higher than the proposed lower speed limit. If a speed limit is set too low and is ignored then this could result in the majority of drivers criminalising themselves and could bring the system of speed limits into disrepute. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources. It is also important to set reasonable speed limits to ensure consistency across the country.

Therefore speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.

20 mph speed limits and zones

Within the latest central government guidance issued by the Department for Transport (Circular 01/2013) there is greater encouragement for local authorities to introduce more 20 mph schemes (limits and zones) in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists.

Circular 01/2013 emphasises that research into signed-only 20 mph speed limits shows that they generally lead to only small reductions in traffic speeds. Signed-only 20 mph speed limits are therefore most appropriate for areas where vehicle speeds are already low. If the mean speed is already at or below 24 mph on a road, introducing a 20 mph speed limit through signing alone is likely to lead to general compliance with the new speed limit. Table 2 shows the likely reduction in mean vehicle speeds following the implementation of a signed-only 20 mph speed limit.

Where the existing mean speeds are above 24 mph then a 20 mph scheme with traffic calming measures (known as a 20 mph zone) will be required. Research has shown that 20 mph zones with traffic calming measures have been very effective in reducing speeds and casualties, may encourage modal shift towards more walking and cycling and may result reductions in traffic flow on the road as vehicles choose alternative routes. However traffic calming measures are more expensive and are not always universally

popular. Table 1 shows the likely reduction in mean vehicle speeds following the implementation of a 20 mph zone with traffic calming.

It is possible to implement 20 mph schemes across an area that consist of a combination of physical features on some roads (where existing speeds are high), and signs alone on other adjoining roads (where speeds are already low).

Research has shown that mandatory variable 20 mph speed limits that apply only at certain times of day (using an electronic sign) are not very effective at managing vehicle speeds. Surrey police do not support 20 mph speed limits that are not generally self enforcing. The electronic variable message signage that would be required for a mandatory variable 20 mph speed limit would also place an additional maintenance burden on the county council for little benefit. Therefore Surrey County Council will not support the use of new mandatory variable 20 mph speed limits.

Speed limits outside schools

Requests are often made for lower speed limits outside schools as a result of concerns over the safety of children outside schools. It is the policy of Surrey County Council that there should always be an overall assessment of the safety issues outside a school to investigate and define the problem rather than consideration of the speed limit in isolation. For example the problems may be associated with inconsiderate parking or difficulties in crossing a road that will not be solved through a change in speed limit on its own. Therefore the county council have published a separate policy "Road Safety Outside Schools" that describes how concerns over road safety outside schools will be investigated.

School leadership and parents also have a vital role to play in ensuring the safety of children on the journey to school. Therefore an assessment of the road safety education provided within the school and the school's travel plan will always be undertaken alongside an assessment of the road safety situation outside the school gate.

Department for Transport regulations now allow the use of advisory "20 when lights show" with amber flashing lights on the approach to schools. However the influence of these signs on vehicle speeds is likely to be minimal and is not enforceable as it is an advisory sign, not a compulsory change in the speed limit. Regulations do not permit amber flashing lights to be used on the approach to signal controlled crossings or zebra crossings.



3. Procedure to decide whether to change a speed limit

STEP 1: Request to change a speed limit is received

Any requests to change speed limits should be submitted to Surrey Highways via www.surreycc.gov.uk or by calling 0300 200 1003. The Area Highways Team will then consider the request and if necessary will consult with the local member and local committee to decide whether to proceed with a full speed limit assessment. Reference will be made to the position of the road on the county council's Strategic Priority Network. If necessary the local committee may need to allocate funding for the speed limit assessment to be completed (to pay for speed surveys for example).

The Area Highway Team will determine the extent of the road to be assessed. The length of road over which a speed limit change is being considered should be at least 600m. This should ensure against too many speed limit changes that could be confusing to the motorist within a short space of road. However in some cases a slightly shorter length may be suitable where existing highway or roadside features provide a natural threshold which may complement a change in speed limit.

STEP 2: Measure existing speeds and analyse road casualty data

The Area Highways Team will commission one week automatic surveys of vehicle speeds (in both directions) in order to gather comprehensive data on existing mean vehicle speeds on the road. Several different speed survey locations may be required for longer stretches of road. If automatic surveys of vehicle speeds are not possible then a sample of speeds will be undertaken using a hand held speed measuring device at different times of the day to ensure the sample is representative.

Research has shown that reduced vehicle speeds reduce the risk of collision and also reduce the consequences and severity of any injuries, irrespective of the primary cause. Therefore the Road Safety Team will assess the number and pattern of road casualties along any route where a new speed limit is proposed, with particular attention given to vulnerable road casualties such as pedestrians, cyclists, children and older people. This analysis will help inform the need for any speed management measures to reduce the risk of collisions and to reduce the severity of road casualties, especially vulnerable road users.

STEP 3: Compare the existing speeds with the suggested new speed limit

National policy issued by the Department for Transport (Circular 01/2013) provides formulas derived from real examples of speed limit changes to predict the likely impact on traffic speeds of a change in speed limit. Table 2 shows the predicted reductions in mean vehicle speeds following a change to a new lower speed limit using the Department for Transport formulas.

For each speed limit change scenario within Table 2, a threshold is shown by a vertical line. If the measured existing mean speeds are below the threshold then the council will allow a change to a signed-only lower speed limit without supporting measures. If this is the case then proceed to STEP 5.

If the measured existing mean vehicle speeds are above the threshold, then the county council will not allow a lower speed limit without consideration of supporting engineering measures. In this case proceed to STEP 4.

It is anticipated that Table 2 presents data for the vast majority of speed limit change scenarios. However if there happens to be a scenario not covered by the table, then the Area Highways Manager will choose the example in the table that in their opinion provides the closest match to the case in question.

If more than one speed survey has been completed on a longer stretch of road, then it is possible that supporting engineering measures may be required on one part of the road, but not the other. Another option may be to introduce the proposed new lower speed limit on only one part of the road. Caution should be taken in cases where the proposed lower limit is above the existing measured mean speeds as this could have the effect of increasing mean speeds if drivers treat the new speed limit as a target.

Nearly all requests received in relation to speed limits are for a reduction in a speed limit. However though it is likely to be rare, it is also possible to consider a request for an increase in a speed limit. In these cases it should be assumed that this would have the effect which is the exact reverse of the effect of the equivalent speed limit reduction described within Table 2. Extreme care should be taken in any decision to increase a speed limit as this could result in increased speeds and increased risk and severity of collisions.

STEP 4: Conduct feasibility of supporting engineering measures

Where it is found that the existing measured mean vehicle speeds are too great for a signed-only change to a lower speed limit to be successful, then consideration of supporting engineering measures will be required.

The Area Highways Team will commission feasibility work on what measures may be possible. These may include traffic calming such as narrowing the road, chicanes, priority give-way arrangements, central islands, gateways, or vertical traffic calming. Speed reducing features could also form part of improved facilities for vulnerable road users such as pedestrians, cyclists, children and older people. However some forms of traffic calming will not be appropriate on major routes with large traffic flows and heavy vehicles, and it may be the case that speed reducing features and a reduction in speed limit is not always viable or desirable for some strategically important roads. For example vertical traffic calming cannot be used on roads that are 40 mph or greater. Accordingly the feasibility work and decision to change a speed limit will need to take into account the position of the road within the county's Strategic Priority Network.

STEP 5: Consult with Surrey Police Road Safety and Traffic Management Team

As Surrey police are responsible for the enforcement of speed limits it is essential that they are consulted on any proposals to change a speed limit and consideration of supporting engineering measures. Surrey police have a specialist Road Safety and Traffic Management Team who will be presented with the proposals for the new lower speed limit and any supporting engineering measures along with evidence of existing and predicted mean speeds and road casualty analysis.

The views of the police Road Safety and Traffic Management Team will be recorded in writing and included within the subsequent report to the local committee.



STEP 6: Local committee decision and allocation of funding

A report describing the outcome of the speed limit assessment and recommendations will be submitted to the local committee for consideration and decision at one of their public meetings. The report will include:

- a description of the position of the road within Surrey's Strategic Priority Network
- a summary of existing speed survey results
- a summary of the history and pattern of road collisions resulting in injury reported to the police, highlighting especially any vulnerable road users such as pedestrians, cyclists, children and older people
- the predicted speeds following a change in speed limit
- recommendations for a new speed limit and supporting engineering measures if required
- estimated costs of the scheme
- the views of Surrey Police Road Safety and Traffic Management Team

The local committee will then decide whether to proceed with the change in speed limit or not, along with supporting engineering measures (where also recommended). If the committee decide to proceed, then the committee will need to allocate money from their budget to fund the scheme. Alternatively the committee may decide not to proceed because the scheme is not warranted, or because they may have other priorities for investment of their budget at that time.

If the local committee disagree with the recommendations presented to them by the Area Highways Manager and wish to proceed with an alternative option, then the issue must be submitted for decision by the Cabinet Member for Transport, Highways and Environment.

STEP 7: Advertisement of legal speed limit order and implementation

If the local committee decide to proceed with a speed limit change, then in accordance with the Road Traffic Regulation Act 1984, a legal speed limit order will be advertised so that people have the opportunity to comment on the proposals if they wish to. Any objections will be considered in line with the County Council's constitution. Following advertisement, and after any objections are resolved or over-ruled, then the scheme will be implemented by the county council's highway contractors. Alternatively if the objections are upheld, then the scheme will not proceed.

STEP 8: Monitoring of success of scheme

After at least three months following implementation of the scheme, a one week automatic speed survey will be commissioned by the Area Highways Team. The "after" surveys will be undertaken using the same method as the "before" surveys to allow for a direct comparison to check whether the scheme has been successful in reducing vehicle speeds towards compliance with the new lower speed limit. The county council's Road Safety Team will compile data on before and after speed monitoring following speed limit changes so as to inform the need for any updates to this policy.

If the scheme has not been successful in reducing speeds to a level below the threshold contained within Table 2, then the Area Highway Manager will submit a further report to the local committee for consideration and decision at one of their public meetings. The

report will include a summary of the before and after speed surveys and consideration of any further engineering measures that may be possible to encourage greater compliance with the new speed limit. An alternative could be to remove the new lower speed limit and return to the original or different, higher speed limit.

The views of the police Road Safety and Traffic Management team will be sought, recorded in writing and included within the report to the local committee. This will include an explanation of whether any additional police enforcement would be possible to encourage compliance with the new lower speed limit.

If the local committee disagree with the recommendations presented to them by the Area Highways Manager and wish to proceed with an alternative option, then the issue must be submitted for decision by the Cabinet Member for Transport, Highways and Environment.

Tables to Show Predicted Change in Mean Speeds Following a Change in Speed Limit

The following definitions are used in the tables below and are the same as those used nationally by the Department for Transport in relation to setting speed limits. The formulas used to generate the values within the tables are taken from Annex A of "Setting Local Speed Limits", Department for Transport Circular 01/2013.

Urban – roads with a system of street lighting (three or more lamps throwing light on the carriageway and placed not more than 183 metres apart).

Rural – roads without a system of street lighting described above.

Rural Village – roads without a system of street lighting described above but with 20 or more houses (on one or both sides of the road); and a minimum length of 600 metres; and an average density of at least 3 houses per 100 metres, for each 100 metres.

Table 1 – Predicted change in mean speeds following a reduction to a 20 mph speed limit (with traffic calming)

Measured mean speed before	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Predicted mean speed after	14.9	15.1	15.3	15.5	15.8	16.0	16.2	16.5	16.7	16.9	17.1	17.4	17.6	17.8	18.1	18.3	18.5	18.7	19.0	19.2	19.4

Table 2 – Predicted change in mean speeds following a signed-only reduction in speed limit

Change from urban and rural 30 mph speed limit to 20 mph speed limit (without traffic calming)																					
Measured mean speed before	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Predicted mean speed after	19.9	20.6	21.4	22.2	23.0	23.7	24.5	25.3	26.1	26.8	27.6	28.4	29.2	29.9	30.7	31.5	32.2	33.0	33.8	34.6	35.3
	New lower speed limit allowed					New lower speed limit only allowed with supporting highway measures															
Change from urban 40 mph speed limit to 30 mph speed limit																					
Measured mean speed before	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Predicted mean speed after	30.5	30.7	30.9	31.2	31.4	31.7	31.9	32.2	32.4	32.7	32.9	33.2	33.4	33.7	33.9	34.1	34.4	34.6	34.9	35.1	35.4
	New lower speed limit allowed					New lower speed limit only allowed with supporting highway measures															
Change from rural village 40 mph speed limit to 30mph speed limit																					
Measured mean speed before	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Predicted mean speed after	29.3	30.1	30.9	31.6	32.4	33.2	33.9	34.7	35.4	36.2	37.0	37.7	38.5	39.3	40.0	40.8	41.6	42.3	43.1	43.8	44.6
	New lower speed limit allowed					New lower speed limit only allowed with supporting highway measures															
Change from rural village 50 mph or 60 mph speed limit to 30 mph speed limit																					
Measured mean speed before	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Predicted mean speed after	29.2	29.9	30.7	31.4	32.1	32.8	33.5	34.2	35.0	35.7	36.4	37.1	37.8	38.6	39.3	40.0	40.7	41.4	42.2	42.9	43.6
	New lower speed limit allowed					New lower speed limit only allowed with supporting highway measures															

Table 2 Continued

Change from rural village 50 mph or 60 mph speed limit to 40 mph speed limit																						
Measured mean speed before	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	
Predicted mean speed after	37.5	38.1	38.8	39.4	40.1	40.8	41.4	42.1	42.8	43.4	44.1	44.8	45.4	46.1	46.7	47.4	48.1	48.7	49.4	50.1	50.7	
	New lower speed limit allowed							New lower speed limit only allowed with supporting highway measures														
Change from rural single carriageway 50 mph speed limit to 40 mph speed limit																						
Measured mean speed before	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	
Predicted mean speed after	37.5	38.1	38.8	39.4	40.1	40.8	41.4	42.1	42.8	43.4	44.1	44.8	45.4	46.1	46.7	47.4	48.1	48.7	49.4	50.1	50.7	
	New lower speed limit allowed							New lower speed limit only allowed with supporting highway measures														
Change from rural single carriageway 60 mph speed limit to 40 mph speed limit																						
Measured mean speed before	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	
Predicted mean speed after	38.7	39.4	40.1	40.9	41.6	42.3	43.0	43.7	44.5	45.2	45.9	46.6	47.4	48.1	48.8	49.5	50.2	51.0	51.7	52.4	53.1	
	New lower speed limit allowed							New lower speed limit only allowed with supporting highway measures														
Change from rural single carriageway 60 mph speed limit to 50 mph speed limit																						
Measured mean speed before	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	
Predicted mean speed after	47.6	48.3	49.1	49.9	50.6	51.4	52.2	53.0	53.7	54.5	55.3	56.0	56.8	57.6	58.4	59.1	59.9	60.7	61.5	62.2	63.0	
	New lower speed limit allowed								New lower speed limit only allowed with supporting highway measures													
Changes on rural dual carriageways from 70 mph, 60 mph, or 50 mph to a lower limit																						
Measured mean speed before	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	
Predicted mean speed after	42.8	43.3	43.8	44.4	44.9	45.4	45.9	46.5	47.0	47.5	48.0	48.6	49.1	49.6	50.1	50.7	51.2	51.7	52.2	52.8	53.3	
	New lower 40 mph speed limit allowed								New lower 50 mph speed limit allowed													
Measured mean speed before	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	
Predicted mean speed after	53.3	53.8	54.4	54.9	55.4	55.9	56.5	57.0	57.5	58.0	58.6	59.1	59.6	60.1	60.7	61.2	61.7	62.2	62.8	63.3	63.8	
	New lower 60 mph speed limit allowed																					



Road Safety Outside Schools

Surrey County Council's Policy



1. Introduction

One of the most frequently expressed road safety concerns is that of the safety of children outside schools. At school drop off and pick up times the roads in the immediate vicinity of schools are especially busy and there is usually a high level of vehicle, pedestrian, and cyclist activity. This causes slower vehicle speeds and congestion and very often leads to frustration from residents and motorists at the apparent chaos caused by parents and children arriving or leaving the school.

The purpose of this policy is to set out the process that will be used by Surrey County Council for investigating and responding to concerns about road safety outside schools. The aim is to reduce the risk of collisions, and to make the road feel safer in order to improve the attractiveness of walking and cycling to and from schools.

The county council would like to encourage safe walking and cycling to school, as this is better for the health of children, and reduces congestion and pollution. The perceived danger to children on busy roads on the school journey, especially in the vicinity of a school, can prove to be a barrier to more walking and cycling. This then results in more car journeys and more congestion.

2. Main Principles, Roles and Responsibilities

Local committees allocate funding for highway improvements

Within Surrey decisions over most local highway matters are made by local committees of elected councillors in each District or Borough. Each local committee is provided with an annual budget for highway improvements, and it is for the committee to decide where best to spend their money. Therefore any proposals for highway improvements outside a school will require money from the local committee, and the committee will have to weigh this up alongside other requests for highway improvements at other sites.

The county council's road safety and highways colleagues will assess the site and develop possible solutions

The county council's Community Engagement Team will lead the process to investigate concerns over road safety outside a school, and the county council's local highways engineers, road safety engineering specialists and police road safety colleagues will also be invited to assist. This will result in a report containing options, where possible, to tackle the concerns that were raised. The local committee will then decide whether to allocate money from their budget on any improvements depending upon the extent of the problem, the estimated costs and the funds available.



Schools and parents have a responsibility to provide road safety education and training

Road safety education and training for children is just as important as improving the safety for road users outside schools. Schools and parents have a vital role to play in child pedestrian and cycle training, and encouraging responsible attitudes to using motor vehicles as children grow older. An assessment of the road safety education provided within a school will always be undertaken alongside an assessment of the road safety situation outside the school gate. The county council provide a range of resources for delivering road safety education and training to children and this can be found via www.drivesmartsurrey.org.uk.

Different problems require different solutions

The type of roads and problems will not be the same outside every school. There may be a mix of different problems such as inconsiderate parking, inappropriate vehicle speeds or difficulties in trying to cross the road. Therefore highway improvements provided outside one school will not necessarily be effective or useful outside another school. It will be important therefore to assess and understand the unique problems outside each individual school before any improvements can be developed and agreed.

School Crossing Patrols

A School Crossing Patrol is one possible road safety measure that could be considered when investigating safety issues outside schools. The School Crossing Patrol service is overseen by the county council's Community Engagement Team who ensure that School Crossing Patrols are recruited, trained and appropriately supervised, that adequate records are kept, and that potential sites are risk assessed to ensure that they are appropriate and safe. The operation of the School Crossing Patrol service will be based on the Road Safety GB School Crossing Patrol Guidelines (2010).

The Education and Inspection Act 2006 (section 508A) puts a duty on schools to promote sustainable travel to school and School Crossing Patrols are one option that can contribute to this duty. Whilst the county council's Community Engagement Team oversees the service, day to day management and the first line of management lie with the school.

Any school that has, or receives approval for a School Crossing Patrol will be expected to undertake further road safety education with their pupils and commit to reviewing their school travel plan with help and resources provided by the Community Engagement Team.

The county council will undertake a review of road safety outside a school whenever a school crossing patrol employee leaves their employment. This will

provide an opportunity to assess what solution would be the most effective to improve road safety before taking a decision on whether to recruit a replacement.

National guidance advises that school crossing patrols should not operate where there is a light controlled crossing already in situ as this is a duplication of resources and could cause confusion. Therefore any request for a new school crossing patrol at a site that has a light controlled, or zebra crossing, will not be approved. Existing sites where there is this is the case will be reviewed. If there is a request for a new school crossing patrol where there is a pedestrian refuge, this will be subject to risk assessment.

If a new light controlled or zebra pedestrian crossing is installed (or installed nearby to) where a school crossing patrol is currently operating, then the service will be reviewed and may be relocated or withdrawn after a provisional period of 3 months.

If the outcome of an assessment of road safety outside a school concludes that a School Crossing Patrol is the most appropriate measure at a site, the site will be prioritised as being high, medium or low risk. It is the intention of the Council to fund all approved School Crossing Patrol sites at maintained schools, although this is only possible where there is sufficient funding. If there is a shortfall in available funding, priority will be given to high risk sites, over medium and, in turn, low.

For Independent, Academy and Free schools a charge of £3,000 per annum will be made to cover the cost of salary, uniform and training.

If a school leadership disagree with a decision by county council officers in relation to a School Crossing Patrol, then a meeting will be held with the school staff and governing body to explain the reasoning behind the decision. The school staff and governing body can then appeal to the Cabinet Member for Transport, Highways and Environment if they wish.

3. Procedure to Assess Road Safety Outside a School

STEP 1: Request received

Any request for road safety improvements outside a school will be referred to the council's Community Engagement Team. If necessary the Community Engagement Team will contact the person who made the request to clarify and understand their concerns.

STEP 2: Consultation with local county councillor and highways colleagues

The Community Engagement Team will inform the local county councillor and local highways colleagues of the concerns who will in turn will be able to highlight any issues that have been raised before, and any work that has been completed previously. Consequently the local county councillor will confirm the need to proceed or not with the assessment described in the steps below. If the concerns



are submitted to the local committee (for example by petition), then the local committee will confirm whether or not to proceed with the assessment described in the steps below.

STEP3: School Travel Plan and road safety education assessment

A meeting will be set up with the school to discuss the concerns and to complete an audit of the road safety education provided within the school. The Community Engagement Team will advise the school if there are any gaps in provision and whether the school's travel plan needs to be updated.

STEP 4: Conduct site meeting and produce risk assessment

The Community Engagement Team will arrange a site meeting with key colleagues including the council's local highways engineers, road safety engineering team and Surrey Police Road Safety and Traffic Management Team. A risk assessment will be carried out for the area immediately outside the school. Other nearby points of concern on the journey to school may be assessed too if necessary. The assessment will include analysis of collisions, speeds, and may include the views of the school and comments from road users. The existing road conditions, signing and highway infrastructure will also be checked and noted.

STEP 5: Assess and report upon options

The Community Engagement Team will present a report to the school and local county councillor containing the results of the road safety education assessment and a description of any potential highway improvements along with estimated costs. The Surrey Police Road Safety and Traffic Management team will also be consulted. It will be then for the local committee to decide whether to allocate funding to implement any improvements depending upon the extent of the problem, the estimated costs and the funds available. In some cases improvements may be possible through improved maintenance of the existing infrastructure, rather than through the implementation of new infrastructure. Sometimes there may be money available from developers as a result of the planning process.

STEP 6: Scheme implementation (if the decision is taken to proceed)

If funding is provided by the local committee, then the scheme will be submitted for design and then construction by the county council's highway contractors. A standard road safety audit of the design will also be completed as an integral part of the design process for schemes that involve changes to the highway.

STEP 7: Evaluation and monitoring

Following implementation, the Community Engagement Team will visit the site and will consult with the school and local councillor to check upon the effectiveness of the improvements. A stage three road safety audit involving a

site visit by road safety engineers and police will also be undertaken following implementation.

The diagram below sets out this process.

Flowchart showing the Procedure to Assess Road Safety Outside a School





4. How to Get in Touch about Road Safety Outside a School

If you have concerns about road safety outside a school, please get in touch with Surrey County Council's Community Engagement Team via the county council's contact centre 03456 009 009.

Alternatively you may wish to lobby your local committee to explain your concerns and to ask them to fund road safety improvements outside a school. Information on how to lobby your local committee can be found via www.surreycc.gov.uk or by calling 03456 009 009.

This page is intentionally left blank

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SURREY HEATH)

DATE: 13 March 2014

LEAD OFFICER: JACK ROBERTS (Engineer, Parking Strategy & implementation team)

SUBJECT: Farm Road, Frimley

DIVISION: HEATHERSIDE AND PARKSIDE

**SUMMARY OF ISSUE:**

As part of the last parking review, statutory consultation was completed about a proposal in Farm Road (outside 34 to 44), Frimley. The committee is asked to decide whether it should be implemented.

RECOMMENDATIONS:

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

- (i) Having considered the objections the proposed waiting restrictions in Farm Road, as shown in annex A are implemented.

REASONS FOR RECOMMENDATIONS:

The proposed waiting restrictions will improve visibility and reduce obstruction in this location helping to improve road safety. The proposed restriction will allow parking by residents in the evenings and weekends.

1. INTRODUCTION AND BACKGROUND:

- 1.1 On 14 March 2013 the annual parking review of Surrey Heath was presented to this committee. The Parkside Estate in Frimley had a set of extensive proposals that were debated by the committee on the day, including comments from residents who attended the meeting.
- 1.2 As a result of these discussions, the committee agreed that an additional meeting between the parking team, the local county councillor and residents of the Parkside Estate was necessary in order to finalise the parking proposals.
- 1.3 This meeting subsequently took place on 20 March 2013. As a result, some slight changes were agreed to the parking proposals before they were formally advertised in July 2013. As part of this same meeting, it was also agreed with the local county councillor and committee chairman and vice chairman to introduce a single yellow line outside numbers 34 to 44 Farm Road as shown in Annex A.
- 1.4 After these amendments were advertised in July, we did receive objections to the Farm Road proposal. The parking team manager, in consultation with the appropriate member of this committee, decided not to accede to the objections. Following this stage, we ordered the required road markings and signage to be installed on the ground.
- 1.5 It was during this time, in October 2013, that we received a formal complaint about this Farm Road parking proposal that subsequently went through the council's full complaints procedure. In the complaint investigation report, it was concluded that the local committee had only agreed for amendments to be made to the Parkside Estate outside of the committee and that no committee approval had been given to the additional restriction in Farm Road. The report therefore recommended that the proposal should be referred back to the committee before it could be implemented. As a result, the restriction signing and lining work was put on hold.

The complaint finding in respect of this proposed waiting restriction was that there was not sufficient authority for it to be put in. The complaint investigation did not seek to justify **whether** the restriction should be put in, this is for the local committee to decide.

2. OPTIONS

- 2.1 This location was included in the 2012 Surrey Heath review. At that time, 'no waiting at any time' restrictions were proposed in the same location. There were 14 objections and it was agreed only to introduce double yellow lines on the junction of Farm Road and Wilderness Road (i.e. not to introduce any restrictions outside numbers 34 to 44 Farm Road).
- 2.2 During the 2013 Surrey Heath review, when a single yellow line operating Monday to Friday 09.30am to 4.30pm was advertised, we received 5 objections.

3. CONSULTATIONS:

3.1 These 5 objections and comments in response to the statutory consultation that was carried out between 19 July 2013 and 16 August 2013 are summarised in Annex B and more concisely below: -

- Restriction should be on both sides of the road or not at all.
- Parking will just be moved from one side of the road to the other.
- The restriction will make it more difficult for residents to park on street.

It is safer for residents to park on the north side of the street than the south side.

4. ANALYSIS

4.1 Despite the above chain of events, the proposed single yellow line on the north side of Farm Road outside numbers 34 to 44 (as shown in Annex A) is still a proposal that we would like to see introduced. It has been known for vehicles to park on both sides of the road at the same time. Therefore, the purpose of this proposal is to maintain parking on one side of the road (the south) between its junctions with Bicknell Road and Wilderness Road. In addition, it will help improve sight lines for vehicles exiting Wilderness Road.

4.2 The proposed times for the restrictions (Mon to Fri, 9.30am to 4.30pm) are intended to prevent all day parking on one side of the road to maintain traffic flows during and reduce obstruction during the day. Residents will be able to park on the north side in the evenings and overnight.

4.3 It is generally better for vehicles to be parked on the south side as Farm Road has a very slight bend from Bicknell Road that increases beyond Wilderness Road. The north side of the street is technically the inside of this very slight bend and is on the same side as the Wilderness Road junction. Therefore sight lines are more likely to be impeded on this side of the road.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 The cost of implementing signs and road marking in this location is advertising and implementing the proposed parking restriction will be met by parking team budgets.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 There are no specific equalities and diversity implications for this report.

7. LOCALISM:

7.1 Each location where parking restrictions are proposed to be amended will have an impact on the local residents and visitors in that area. This effect will vary from slight to significant depending on the resident's/businesses circumstances and requirements for parking on street. The advertisement stage will allow

ITEM 9

these effected parties to get involved and comment or object to the proposals. This will impact on what decisions are made following the advertisement. Local councillors can also help in this process by liaising with residents who may not want to contact the parking team directly, and prefer to deal with their local councillor instead.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below.
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.

8.1 Crime and Disorder implications

There should be fewer instances of obstructive parking as a consequence of the restrictions.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 It is recommended that the waiting restriction is implemented as shown in Annex A. It will make a positive impact towards road safety, traffic flow and junction sight lines.

10. WHAT HAPPENS NEXT:

10.1 Subject to approval by the committee, the waiting restrictions will be installed.

Contact Officer:

Jack Roberts (Engineer – Parking Team)

Consulted: Residents (as part of formal advertisement).

Annexes:

Annex A and B

Sources/background papers:

Annual Review of on Street Parking in Surrey Heath – 14 March 2013



Page 45

— PROPOSED NO WAITING,
 MONDAY - FRIDAY 09.30-16.30
— EXISTING WAITING, LOADING
 AND PARKING RESTRICTIONS
 (WITH OR WITHOUT SYMBOLS)

ITEM 9

ANNEX A

Rev.	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	RESTRICTIONS AMENDED	CAH	CAH	02.13	JAR	JAR	02.13			

Based upon the Ordnance Survey mapping with the permission of the Controller of the Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction is prohibited. Information may be used for presentation or other proceedings.
 Surrey County Council, LA 07827 1000.
 Drawn by: CAH, Sig. CAH, Date 10/11
 Checked by: JAR, Sig. JAR, Date 10/11
 Approved by: TPC, Sig. TPC, Date 10/11

Project: SURREY HEATH DPE RURAL AREA
 Drawing: FRIMLEY WAITING RESTRICTIONS
 Scale 1:1250

Project No. 3282SYH
 Contract Sheet No. 3282/1372 Rev. A

 SURREY COUNTY COUNCIL
 Sustainable Development
 Head of Sustainable Development
 Method: 04/07/08, 08/08/08, 08/08/08
 Classification: PROPOSAL

SHEET OF

This page is intentionally left blank

Annex B

Farm Road, Frimley Full Summary of Comments and Objections Received During July/August 2013 Advertisement	
1	<p>From reviewing the plans I believe the idea here is to restrict parking for the local businesses (Siemens etc...) and not necessarily to target school traffic, given the restriction times proposed.</p> <p>My view is that if a restriction is put in place it should be on BOTH sides. Either do this or none at all.</p>
2	<p>These proposals should be for both sides of the road or nothing at all. All that is going to happen is that parking is going to switch from one side of the street to the other. It won't solve anything.</p>
3	<p>I am writing to lodge my objection, disbelief and dismay at the proposed yellow line parking restriction which will be daubed outside my property. It was only a year or so ago we overwhelmingly rejected a proposal and now are back with the ridiculous money wasting process again. None of us can see the benefits, and the cons will be moving the traffic to the other side of the road directly into the face of on-coming traffic turning from the Bicknell Road junction. Could the council inform ne where this ridiculous notion came from?</p>
4	<p>We would like to register our objection to the proposed parking regulations for Farm Road.</p> <p>Whilst we appreciate the need to deal with problems caused by non-restriction motorist, these proposals will only punish residents and move the problem elsewhere in the road.</p> <p>Since parking problems in our area first arose the management of restrictions has been on a piecemeal basis, merely displaying the problem from one area to another. It is time for a complete review of the whole area.</p>
5	<p>My first objection is that there is no parking problem. They park sensibly and do not cause any perceived inconvenience. They are from Siemens and only during school times. I have lived here 13 years and never been inconvenienced.</p> <p>To place parking restrictions on one side of the road only, does not and will not solve any perceived parking issues as cars will just park on the other side of the road.</p> <p>My third objection is the fact that most people naturally park their car in the most sensible place, so as not to cause danger to themselves.</p> <p>Your new proposal forces the cars to park on the other side of the road, which is extremely dangerous.</p>

This page is intentionally left blank

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SURREY HEATH)

DATE: 13 March 2014

LEAD OFFICER: Mark Borland, Group Manager (Surrey Highways)



SUBJECT: Operation Horizon 5 Year Carriageway Maintenance Plan

DIVISION: ALL

SUMMARY OF ISSUE:

This report records the progress made in the first year of the 5-year carriageway investment maintenance programme, any changes to the year one programme and the success of the countywide Operation Horizon project to date. Progress of the supporting surface treatment programme of roads in Surrey Heath that have been carried out this financial year is also reported.

It sets out the proposed Operation Horizon roads within Surrey Heath for the year two programme (financial year 2014/15), along with the remaining approved roads to be completed in years three to five (2015 – 2018).

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

- (i) The success of the countywide 5-year programme in year one.
- (ii) The progress of Operation Horizon roads, Surface Treatment roads, and changes in year one in Surrey Heath in **Annex 1**.
- (iii) The proposed programme of Operation Horizon roads for Surrey Heath for year two (2014/15) and the remaining approved roads to be undertaken in years three to five (2015-2018) listed in **Annex 1**.

1. INTRODUCTION AND BACKGROUND:

- 1.1 In tandem with majority of local highway authorities, Surrey's roads are now deteriorating at a faster rate than ever before.
- 1.2 In 2012 the AA published results of a year-long study and expressed serious concern about the state of Britain's roads following a succession of heavy rain, flooding, snow and ice. It concluded that nearly one fifth of the UK network require urgent attention over the next five years, with an estimated cost of up to £10bn to deliver the necessary maintenance.
- 1.3 Radical and urgent action is therefore required to meet residents' expectations for road condition. Consequently over the past 18 months Surrey Highways has been working with its contractors, UK research laboratories and senior

stakeholders to develop a new innovative approach to highway road maintenance.

- 1.4 The outcome of this exercise was Operation Horizon, a new targeted 5-year countywide investment programme for carriageway maintenance that will significantly increase both the scale and scope of highway repair.
- 1.5 In February 2013, Cabinet approved the £100m Maintenance programme. The Horizon project will deliver 16%-20% saving on existing contract rates, enabling £16m- £20m to be re-invested in Surrey's roads. This will enable a total investment programme of nearly **£120m** to replace the worst 500km (10%) of Surrey roads. The start of the 5-year Horizon project (year one) commenced in April 2013.
- 1.6 For Surrey Heath in particular, the new programme will result in £8m being invested in the local road network and will enable 45km of road (12% of local network) to be reconstructed.
- 1.7 On 4 July 2013 the Local Committee (Surrey Heath) formally approved the roads in Surrey Heath to be resurfaced or reconstructed over the 5-year investment period.
- 1.8 The approved roads in Surrey Heath are listed **Annex 1**. This details the progress and successes of the Horizon programme to date, any changes to the proposed year one with reasons, the programme for year two roads commencing April 2014, and the remaining roads to be treated in years three to five (2015 - 2018). It also updates progress of the roads in Surrey Heath programmed for surface treatment in year one that extend the life of the carriageway which supplement the Horizon maintenance programme.

--

4. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The investment programme will be fully funded by Surrey Highways Medium Term Plan and no financial contribution is required from the local committee budget.
- 5.2 It is, however, recognised that the fixed five year investment programme will reduce local committee flexibility to promote future maintenance schemes as petitioned by residents.
- 5.3 The scale and scope of investment programme is only sustainable if programme changes are limited, thus Surrey Highways will not be able, over the project period, to delivery new schemes not previously identified in **Annex 1**.
- 5.4 Consequently there could be increased pressure on local committee allocation to respond to residents' petitions to re-surface roads not already identified in **Annex 1**.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 Improved road maintenance will support all travelling commuters and minority stakeholders.

7. LOCALISM:

- 7.1 The investment proposal will further support localism. Not only have local communities directly influenced the programme, it will also enable communities to have a clearer understanding of Surrey Highways “Level of Service” in regards to major repair and a fuller appreciation of the longer term programme.
- 7.2 This appreciation will enable the programme to more effectively co-ordinate with local priorities and support wider initiatives, for example, delivering re-surfacing schemes at the same time as new safety crossings.

8. CONCLUSION :

- 8.1 The Committee is asked to note the contents of this report.

9. WHAT HAPPENS NEXT:

- 9.1 Officers will continue to progress delivery of approved roads under the Operation Horizon investment maintenance programme.
- 9.2 Officers will provide an annual report confirming progress in delivering year two schemes programmed to be undertaken in 2014/15.

Contact Officer:

Mark Borland, Group Manager (Surrey Highways), 0208 541 7028

Consulted:**Annexes:**

Annex One_ Operation Horizon Investment Programme _ Surrey Heath

Sources/background papers:

- Environment & Transport Select Committee Reports_ November 2013
- Cabinet Report_ February 2013

This page is intentionally left blank

2013- 2018

SURREY ROAD MAINTENANCE OPERATION HORIZON



INVESTING IN YOUR COMMUNITY

AREA: SURREY HEATH

Surrey County Council
UPDATED 26/02/14

ITEM 10

INTRODUCTION

The health and condition of our road network is vital to local businesses, the wider economy and residents' pride in their community.

However, with the fourth busiest road network in the UK, ever-increasing demands from the utility companies to install new infrastructure and escalating incidents of severe weather combining to cause cracks and uneven surfaces, the challenge to maintain our network, to the standards demanded by our residents, has never been greater.

INVESTING IN THE FUTURE

To meet the challenges of the future and deliver significant improvement in Surrey's road network, in February 2013 Surrey County Council therefore approved the delivery of one of the largest single road investment programme in Surrey's recent history.

The **£100m** investment programme, **Operation Horizon**, will be delivered over a five year period from 2013 – 2018 and has five key objectives of:

- i. Replacing 500km (10%) of the council's road network
- ii. Reducing the number of potholes and safety defects
- iii. Improving the council's national score for road condition
- iv. Improving the appearance and ride quality of network
- v. Supporting local economy through reduced road disruption and closures

This information leaflet provides the investment information for **Surrey Heath** and details the specific roads that will be replaced over the five year period in your area.

SURREY HEATH – ROAD INVESTMENT PROGRAMME

Surrey Heath has **378km** of road, many of which are residential streets that feed into the major arterial network, with direct links to the M3.

Over the next five years Operation Horizon will invest a minimum of **£8m** in Surrey Heath road network. The investment will enable over **45km (12.0%)** of Surrey Heath's road network to be replaced, significantly improving ride quality and community pride.

The provisional programme for roads to be repaired in Surrey Heath under 'Operation Horizon' is detailed by town/areas, from Page Five.

HOW WERE THE ROADS SELECTED?

In 2012 a full engineering survey was completed for the majority of the road network in Surrey Heath. All surveyed roads were then prioritised and scored using condition data to determine the worst 38km of roads in Surrey Heath.

In conjunction, a public consultation exercise was held which allowed members of the public to nominate their own worst roads, while to support the consultation a series of road shows were held across the County.

Using the condition data, public nominations and local knowledge, Engineers then worked with the Local Surrey Heath Committee to determine, within the funding constraints, the optimum five year programme for the Surrey Heath area.

WHAT WILL THE WORK INVOLVE?

Prior to construction, all roads on the Operation Horizon Programme will be assessed by a qualified engineer to determine reason for road failure. This will include assessment of the underlying road base and top surface. Depending upon the needs analysis, one of two options will be selected;

- ✓ **full reconstruction**, replacing the underlying road base & top surface
- ✓ **partial reconstruction**, replacing top road surface only

The right engineering option will be selected for each road, with and the latest road design and engineering best practice deployed to ensure the road is fit for purpose for at least the next 10-15 years.

In addition to Operation Horizon, Surrey Highways will also deliver an annual Surface Treatment programme. This programme will provide minor road repairs and add a new surface layer to protect road from future water ingress.

For 2013/14 approximately **22 roads** have been identified as suitable for this treatment and are detailed from page under the relevant town or village.

ITEM 10

WHAT TO DO IF YOUR ROAD IS NOT INCLUDED IN OPERATION HORIZON?

Operation Horizon will replace the worst 10% of roads in Surrey Heath and will make lasting improvement to the road network. However, we recognise the investment programme is not able to replace every road in the area to the desired standard. If you therefore believe urgent work is required on your road and it is not on the proposed programme, you have two available options:

Option One: Safety Defects

If your road contains defects or potholes which are causing a hazard to safety then you can report the defect via our online reporting tool at www.surreycc.gov.uk/do-it-online/report-it-online#highways. The defect will be inspected and you will receive written confirmation of proposed remedial action within 28 days.

Option Two: Condition Repair

If your road has poor ride quality and is causing significant local inconvenience then you can petition the local Surrey Heath Committee to allocate funding for a full reconstruction or repair. Funding is limited and the Committee will not be able to meet all requests, with petitions assessed on a needs basis. Details on how to submit petitions are available via the Surrey CC website.

MANAGING CHANGE OVER PROGRAMME TERM

Operation Horizon was developed based using the best information available in 2012 and it is the Council's intention to maintain, over the five year period, the programme integrity to the best of its ability.

However, it is clearly recognised that over a five year period, the network is subject to change with impact of weather, utility works and further events forcing changing maintenance priorities. The programme for Operation Horizon will therefore be formally reviewed on an annual basis, to ensure it meets the latest needs of the Surrey Heath network. This may involve bringing schemes forward in the programme or replacing schemes. Any such amendments will be evaluated scientifically, with updated programme published each April via the Surrey Heath Local Committee and County Council website.

FURTHER INFORMATION

For further information, including actual dates for proposed schemes due within the next six months, and further questions/answers please see:

www.surreycc.gov.uk/roads-and-transport/highways-information-online/improving-surreys-roads

1. Bagshot, Windlesham & Chobham

Year One (2013/14)

Project Horizon

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Chertsey Road	A319	Old Chertsey Road	Home Farm Close	1700	Complete

Year Two (2014/15)

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Fowlers Mead	D38	Windsor Road	To End	155	
Delta Road	D502	Chertsey Road	Delta Close	215	
Windlesham Road	C8	Windsor Road	Halebourne Lane	975	
Philpot Lane	C9	Chobham Road	Chertsey Road	1700	

Year Two Surface Dressing

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Bracknell Road	A322	New Road	55m Sth of Bridge	710	Deferred from yr 1

1. Bagshot, Windlesham & Chobham (Cont)

Years Three to Five (2015/2018)

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Chertsey Road	A319	High St	Chobham Park Lane	750	
Chobham Road	B383	Chertsey Road R/A	London Road	2040	
New Road	C2	Bracknell Road	Church Road	1020	
Lovlands Lane	D34	Pennypot Lane	Grove Road	525	
Pennypot Lane	D26	Beldam Bridge Road	Bagshot Road	1070	
London Road	A30	Sunninghill Road	Westwood Road	400	
London Road	A30	A322 Entry Slip	Station Road	500	

2. Camberley East

Year Two (2014/15)

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Star Post Road	D3412	Saddleback Road	Upper College Ride	280	Deferred from yr 1 Recycling scheme
Kings Ride	D3402	London Road	To End	1010	Deferred from yr 1
Knoll Road	D3512	Portesbery Rd	London Rd	300	
Portsmouth Road	A325	Toshiba R/A	Frimley Park	420	
London Road (s2)	A30	Middleton Road	Portsmouth Road	250	
Camberley High St	D3512	Pembroke Broadway	A30 Service Road	356	
Townside Place	D3512	Knoll Road	Valroy Close	240	
Crawley Hill	D3525	Crawley Ridge	Portsmouth Road R/A	690	

Years Three to Five (2015/2018)

Road Name	Road Ref	Limits (Start)	Limits (End)	Length (Metres)	Comments
Castle Road	D3525	Waverley Drive	To End	415	
Upper College Ride	D3410	Diamond Ridge	Kingston Road	1000	
Kingston Road	D3420	Caesar's Camp	Surbiton Rd (Inc R/about)	630	
Walkers Ridge	D3526	Grange Rd	To End	300	
Belton Road	D3526	Church Hill	Grange Road	330	
Waverley Drive	D3525	Church Hill	Claremont Ave	600	
Upper Park Road	D3528	Heathcote Rd	Church Hill	250	

3. Camberley West

Year One (2013/14)

Project Horizon

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Frimley High St	D3435	Church Road	Railway Bridge	300	Complete
Church Road	B3411	Frimley Green Rd	Frimley High St	250	

Year Two (2014/15)

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Buckingham Way	D3550	Field Lane	Balmoral Drive	760	
Blackwater Valley Road	A331	M4 Junction 4	2 roundabouts	500	
London Road (S1)	A30	Blackwater Valley Rd	Frimley Road	650	
Nelson Way	D3425	Trafalgar Way	To End	160	
Stanhope Road	D3425	Blackwater Valley Rd	Victoria Avenue	635	
Frimley Road	B3411	London Road	Frimley By-Pass	2060	
Edward Av	D3424	Frimley Road	Victoria Avenue	175	
Moorlands Road	D3428	Frimley Road	To End	275	
Gordon Av	D3530	Frimley Road	Gordon Road	490	
Vale Road	D3426	Frimley Road	Doman Road	320	

3. Camberley West (Cont)

Years Three to Five (2014/15)

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Chillingham Way	D3533	Gordon Avenue	To End	100	
Firwood Dr	D3516	France Hill Dr	Southwell Park Rd	320	
Hawkswood Av	D3486	Tomlins Av	Alphington Av	220	
Heatherley Road	D3519	The Avenue	To End	360	
Kingsley Av	D3535	Linkway	Park Av	580	
Melville Av	D3487	Caroline Way	Alphington Av	305	
Doman Road	D3426	Vale Road	To End	500	
Verran Road	D3535	Russett Gdns	Entire Length	495	
Russet Gdns	D3535	Verran Road	Brackendale Road	150	
Chobham Road	B311	Portsmouth Road	Upper Chobham Rd	1050	
Field Lane	D3481	Frimley Grove Gdns	Buckingham Way	300	
Frimley Grove Gdns	D3481	Grove Cross Road	Field Lane	445	

4. Frimley Green & Mytchett

Project Horizon Year Two (2014/15)

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Old Bisley Road	D3488	Upper Chobham Road	Edgemore Road	990	
Ansell Road	D3478	Frimley Green Road	Bret Harte Road	360	

Years Three to Five (2015/2018)

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Deepcut Bridge Road	B3015	Newfoundland Road	The Maultway	900	
Rorkes Drift	D3451	Mytchett Road	To End	287	
Salisbury Grove	D3454	Mytchett Road	Mytchett Place Road	522	
Balmoral Drive	D3554	Frimley Green	To End	770	

5. Heatherside & Parkside

Year One (2013/14)

Project Horizon

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Cumberland Road	D3493	The Maultway	Inglewood Avenue	412	
Upper Chobham Rd	B311	The Maultway	Prior Road	975	Assessed as no work required
Summer Gardens	D3548	Upper Chobham Road	To End	225	Complete

Year Two (2014/15)

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
The Fairway	D3499	Entire Length		345	
Goldney Road	D3489	O/S No 31	O/S No 35	240	
Martindale Ave	D3545	Goldney Road	Cumberland Road	360	
Roxburgh Close	D3541	Cumberland Road	To End	130	

5. Heatherside & Parkside (Cont)

Years Three to Five (2014/15)

Road Name	Road Ref	Limits (Start)	Limits (End)	Length (Metres)	Comments
Fairfield Dr	D3498	Longmeadow	To End	180	
Green Hill Road	D3507	Copped Hall Dr	Chobham Road	510	
Westerdale Dr	D3539	The Ridings	To End	190	
Broad Walk	D3503	Holly Hedge Road	Warren Rise	70	
Holly Hedge Close	D3502	Bicknell Road	To End	135	
Stirling Close	D3502	Broad Walk	To End	70	
Upper Chobham Rd	B311	Prior Rd	Fairway	800	

6. Lightwater, West End & Bisley

Project Horizon

Year Two (2014/15)

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Lucas Green Road	D28	Timber Road	Ford Road	1040	
Guildford Road	A322	Fellow Green Road R/about	Lucas Green Rd	280	
Guildford Road R/about	A322	Bagshot Rd	Red Rd (all approaches)	490	
Guildford Road	C5	Lightwater Road	Ambleside Road	195	
Ambleside Road	D20	Macdonald Road	Guildford Road	1040	
MacDonald Road	D18	Ambleside	Ridgeway	670	

Years Three to Five (2015/2018)

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Halebourne Lane	C7	Windlesham Road	Bagshot Road	1010	
Red Road	B311	Maultway R/A	Macdonald Road	1370	
Greyfriars Drive	D540	Church Lane	Bretts Walk	95	
Brentmoor Road	D27	Hook Lane	Guildford Road	1035	
All Saints Road	C4	Guildford Road	Broadway Road	150	

Appendix 1

Year One Surface Treatment Update

Bagshot, Windlesham & Chobham

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Guildford Road	C11	Castle Grove Road	Carthouse Lane	680	Complete
Leslie Road	D539	Windsor Rd	To End	265	Complete
London Road	A30	The Maultway	Nottcuts	1720	Complete
London Road	A30	Sunninghill Road	Snow's Ride	670	Deferred due to utility works

Camberley East

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Diamond Hill	D3406	Diamond Ridge	To End	106	Complete
Bracknell Close	D3421	Bracknell Rd	To End	222	Complete
Horseshoe Crescent	D3417	Berkshire Rd	To End	365	Complete

Camberley West

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
The Grove	D3525	Grove Cross Rd	To End	236	Complete
Southwell Park Road	D3516	The Avenue	Grand Avenue	310	Not suitable so taken off programme
Bridge Road	D3430	Frimley Rd	To End	208	Not suitable so taken off programme
Alphington Green	D3485	Alphington Avenue	To End	130	Complete
Kingsley Avenue/Linkway	D3535	Park Avenue	Pine Avenue	410	Complete

Frimley Green & Mytchett

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Loman Road	D3453	Rokes Drift	To End	295	
Hillside Cr	D3476	Moor Road	To End	175	Complete
St Peters Way	D3477	Worsley Rd	To End	85	Complete
Moor Road	D3476	Worsley Rd	To End	120	Complete

Heatherside & Parkside

Road Name	Road Ref	Limits (Start)	Limits (End)	Length (Metres)	Comments
Old Portsmouth Road	D3489	Portsmouth Road	To End	340	Complete
Old Pasture Road	D3500	Mulgrave Rd	Upper Chobham Rd	480	Complete
Bicknell Road	D3504	Chobham Road	Holly Hedge Road	230	Complete

ITEM 10

Lightwater, West End & Bisley

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Church Lane	D33	Guildford Road	'Belper Cottage'	360	
Riverside Av	D547	Guildford Road	Birchwood Drive (inc junc)	330	Complete

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (SURREY HEATH)****DATE:** 13 March 2014**LEAD****OFFICER:** SANDRA BROWN / MICHELLE COLLINS**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 2013/14 the County Council has allocated £12,876 revenue funding to each County Councillor and £35,000 capital funding to each Local Committee. This report provides an update on the projects that have been funded since May 2013 to date.

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

- (i) The amounts that have been spent from the Members' Allocation and Local Committee capital budgets, 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 2010-14 Making A Difference that highlights five themes which make Surrey special and which it seeks to maintain:
- A safe place to live;
 - A high standard of education;
 - A beautiful environment;
 - A vibrant economy;
 - A healthy population.
- 1.3 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 COMPLETED PROJECTS:

- 2.1 Several projects have been taken place within the last 3 months, here are a couple of the projects

Mediation Training for Surrey Heath Volunteers

A grant of £1,500 will assist the training of Surrey Heath based volunteers to act as mediators in the resolution of neighbourhood disputes. The Woking Community Mediation Service is being asked to do an increased amount of work within the Surrey Heath area, contributing to an unusually high demand for volunteer training this year.

It is estimated that upward of 100 people will benefit locally from the service provided, including the parties in dispute; plus the referrers of cases: Departments of the local Council, the Police and various Housing Associations

New Laptop for Youth Mentor

The Windle Valley Youth Project is setting up a mentoring programme to assist local 11 – 18 year olds at times of crisis or transition. A grant of £700 will enable the purchase of a secure laptop for use by the service co-ordinator. This will ensure the project can be effectively run and that all the data is protected.

The group are hoping mentor up to 20 young people in the first year.

New play equipment for the Chobham Recreation Ground

The childrens' play area in the Chobham Recreation Ground will receive an upgrade with the planned installation of a new trim-trail. A grant of £2,076 will combine with other funds raised locally to enable this work to take place. It is the initial part of a larger project to which Surrey County Council has made a conditional grant of £25,000 under its Improvement Fund for further equipment at the chobham children's playground

In the region of 400 children between the ages of 5-14 live in the Chobham area and will have access to the new facilities as well as those from outside the area who use the recreation ground after school.

3. ANALYSIS:

- 3.1 All the bids detailed in Annex 1 have been considered by and received support from the local county councillor and 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 also scrutinised to ensure that they comply with the Council's Financial Framework and represent value for money.
- 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 past.

7. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 7.1 The allocation of the Members' Allocation and Local Committee's budgets 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 flexible.

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 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 and also evidence that the funding has been spent within 6 months.

Contact Officer:

Jenny Harvey, Local Support Assistant, 01483 518111.

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, including the breakdown of spend to date per County Councillor of the Local Committee Budget.

Sources/background papers:

- All bid forms are retained by the Community Partnerships Team

Surrey Heath Members Funding - Balance Remaining 2013-2014

Each County Councillor has £12,876 to spend on projects to benefit the local community, the local committee has £35,000 capital funding.

Bill Chapman	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
				£12,876.00	
	EF700201691	Camberley CAB	IT Upgrade (joint funding with Cllr Dennis Fuller)	£2,000.00	16.07.2013
	EF800195781	Heathwatch publication	Funding for community newsletter	£1,288.00	17.07.2013
	EF800196765	Surrey Heath Choral Society	Assistance with re-brand and re-launch	£1,000.00	01.08.2013
	EF700203322	Crawley Ridge Inf. School	Seating and Planters	£2,000.00	01.08.2013
	EF800198440	CanDo Volunteering	Music therapy project	£700.00	23.08.2013
	EF700205083	Frimley & Camberley Cadets	Re-furbishment of Caird Hall	£1,000.00	17.09.2013
	EF800198778	Camberley Care	Promotional tea for volunteer drivers	£133.33	17.09.2013
	N/A	ODCOG	Theatre Outreach Project -12/13 money returned	-£1,999.00	23.10.2013
	EF300369795	SCC, Streetlighting Team	Heritage Lighting in Upper Park Road (being considered)	£4,528.64	30.10.2013
	EF300369009	SCC, Corporate Parenting	Contribution towards the Bursary Fund for projects for Looked After Children	£500.00	25.10.2013
	EF700220442	YMCA	Contribution to the organisation of a local Youth Conference	£500.00	30.01.2014
	EF700220898	SATRO	Science workshops for Cordwalles and Crawley Ridge Junior schools	£1,100.00	30.01.2014
			BALANCE REMAINING	£125.03	

Denis Fuller	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
				£12,876.00	
	EF700201691	Camberley CAB	IT Upgrade (joint funding with Cllr Bill Chapman)	£2,000.00	16.07.2013
	EF700205732	4th Camberley Scouts	Heating upgrade	£1,820.00	18.10.2013
	EF800198778	Camberley Care	Promotional tea for volunteer drivers	£200.00	17.09.2013
	EF300369009	SCC, Corporate Parenting	Contribution towards the Bursary Fund for projects for Looked After Children	£500.00	25.10.2013
	EF800213159	Camberley Rugby Club	Scrum machine (joint bid with David Ivison)	£2,500.00	24.01.2014
	EF700220170	Surrey Youth That Care	Respite meals for young carers	£1,260.00	21.02.2014
	EF800216526	Peer Productions	Youth theatre project - Carwarden School	£1,600.00	
	EF700220391	Woking Community Mediation S	Training for Surrey Heath based mediators (joint bid with David Ivison)	£500.00	30.01.2014
	EF700221372	Girl Guides	Support for an educational trip to Switzerland	£650.00	
	EF800216299	Windle Valley Youth Project	Purchase of a laptop for youth mentoring program	£700.00	21.02.2014
	EF700225029	Homestart Surrey Heath	Contribution towards prep course for new volunteers (being considered)	£1,146.00	
			BALANCE REMAINING	£0.00	

Mike Goodman	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
				£12,876.00	
	EF800198778	Camberley Care	Promotional tea for volunteer drivers	£133.33	17.09.2013
	EF300369009	SCC, Corporate Parenting	Contribution towards the Bursary Fund for projects for Looked After Children	£500.00	25.10.2013
	EF800206044	West End Parish Council	Refurb of referees changing room - Sports Pavillion Benner Lane. Joint bid with Adri	£295.67	06.12.2013
	EF800211199	Windlesham Parish Council	Grit Spreader	£986.00	24.01.2014
	EF800214838	Peer Productions	Youth theatre project - Collingwood School	£650.00	21.02.2014
	EF400185832	SCC Streetlighting Team	Heritage Lighting in Updown Hill, Windlesham	£2,446.92	17.01.2014
	EF300377887	SCC Highways	Additional lamp column -to improve safety of Freemantle Road, Bagshot	£3,800.00	
	EF800216047	Chobham Cricket Club	Purchase of an outdoor practice net	£500.00	26.02.2014
	EF800216428	Chobham Parish Council	Contribution towards a replacement bus shelter	£1,000.00	
	EF700225822	Chobham Parish Council	Contribution to new play equipment in Chobham Recreation Ground	£2,076.00	
	EF800219570	Surrey Heath Borough Council	Contribution to Surrey Heath Archaeological and Heritage Trust Audit of their collecti	£488.08	
			BALANCE REMAINING	£0.00	

Surrey Heath Members Funding - Balance Remaining 2013-2014

Each County Councillor has £12,876 to spend on projects to benefit the local community, the local committee has £35,000 capital funding.

Surrey Heath Members Funding - Balance Remaining 2013-2014

Each County Councillor has £12,876 to spend on projects to benefit the local community, the local committee has £35,000 capital funding.

				REVENUE	DATE PAID
David Ivison	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£12,876.00	
	EF800193343	Evergreen & Heath Mead Rd	Community Fun Day Event Equipment	£500.00	26.06.2013
	EF800193781	Prior Heath Infant School	Installation of a low level trim trail	£2,000.00	19.07.2013
	EF800195099	Heatherside Newslink	Costs of producing 2 rounds of the newsletter	£300.00	12.07.2013
	EF300362927	SCC, Highways Department	Grit Bin Installation - Knights Way, Camberley	£1,000.00	12.07.2013
	EF800193343	Evergreen & Heath Mead Rd	Community Fun Day Event Equipment (underspend returned)	-£173.75	July
	EF800194925	Heatherside Comm Centre	Re-furbishment of Floor	£1,000.00	17.07.2013
	EF800197405	Heatherside Seniors Club	Senior Citizens Christmas Lunch	£400.00	16.08.2013
	EF700203290	Surrey Search & Rescue	Flood Response Project	£500.00	13.10.2013
	EF800198778	Camberley Care	Promotional tea for volunteer drivers	£200.01	17.09.2013
	EF800207634	Heatherside Parish Church	Gardening tools for green spaces	£993.44	06.12.2013
	EF300369009	SCC, Corporate Parenting	Contribution towards the Bursary Fund for projects for Looked After Children	£500.00	25.10.2013
	EF700209379	Heatherside	Defibrillator / First Aid Training (£2k coming from Capital)	£478.00	06.12.2013
	EF700221992	Heather Ridge Infant School	Outdoor games / meeting area	£2,500.00	21.02.2014
	EF800213159	Camberley Rugby Club	Scrum Machine (joint funding with Denis Fuller)	£1,000.00	24.01.2014
	EF800207634	The Grove School	Coach Park Signs	£634.00	25.11.2013
	EF700220391	Woking Community Mediation S	Training for Surrey Heath based mediators (joint bid with Denis Fuller)	£1,000.00	30.01.2104
	EF800219570	Surrey Heath Borough Council	Contribution to Surrey Heath Archaeological and Heritage Trust Audit of their collecti	£11.92	
			BALANCE REMAINING	£32.38	

				REVENUE	DATE PAID
Adrian Page	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£12,876.00	
	EF800193191	West End Parish Council	Solar Panels at Sports Pavilion	£1,000.00	05.07.2013
	EF700200986	Gordon's School	Gordon's Camel Statue Campaign	£1,000.00	22.07.2013
	EF800195055	Windlesham Parish Council	Redevelopment of Lightwater Sports Pavilion & Field	£2,750.00	22.07.2013
	EF800197717	Bisley Parish Council	Bisley Village Green - Posts	£1,000.00	16.08.2013
	EF800198778	Camberley Care	Promotional tea for volunteer drivers	£133.33	17.09.2013
	EF700206335	West End Football Club	White Lining Machine for recreation ground	£788.34	18.09.2013
	EF700208653	Holy Trinity Church, West End	Replacement of boiler	£3,000.00	02.10.2013
	EF700207616	The Briars Centre	Football Goals for Briars Field	£1,500.00	18.10.2013
	EF300369009	SCC, Corporate Parenting	Contribution towards the Bursary Fund for projects for Looked After Children	£500.00	25.10.2013
	EF800206044	West End Parish Council	Refurb of referees changing room - Sports Pavillion Benner Lane. Joint bid with Mik	£1,204.33	06.12.2013
			BALANCE REMAINING	£0.00	

				REVENUE	DATE PAID
Chris Pitt	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£12,876.00	
	EF300369009	SCC, Corporate Parenting	Contribution towards the Bursary Fund for projects for Looked After Children	£500.00	25.10.2013
	EF400184007	SCC, Streetlighting Team	Heritage Lighting in Wharf Road, Frimley	£12,376.00	18.12.2013
			BALANCE REMAINING	£0.00	

Surrey Heath Members Funding - Balance Remaining 2013-2014

Each County Councillor has £12,876 to spend on projects to benefit the local community, the local committee has £35,000 capital funding.

Local Committee	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	LC CAPITAL	DATE PAID
Capital Funding	EF800202167	Frimley Cricket Club	Purchase of a Twin Lane Non Turf Net Facility	£35,000.00	
			Contribution towards the redevelopment of Lightwater Pavilion - to be carried forward.	£5,000.00	25.10.2013
	EF700210413	Windlesham Parish Council		£20,000.00	
	EF700208819	Bisley Village Hall	Funding to ensure that the village hall is accessible to all	£4,000.00	13.11.2013
	EF800202768	St.John's Ambulance	Defibrillator and Wall Box for Heatherside Community Centre	£2,000.00	06.12.2013
	EF700217042	Camberley Judo Club	Refurbishment of female changing rooms	£4,000.00	19.12.2013
			BALANCE REMAINING	£0.00	

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (SURREY HEATH)****DATE:** 13 Mar 2014**LEAD OFFICER:** Nikkie Enticknap**SUBJECT:** Forward Plan**DIVISION:** All

<u>SUMMARY OF ISSUE:</u>
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.
<u>RECOMMENDATIONS:</u>
The Local Committee (Surrey Heath) is asked to note and comment on the forward plan contained in this report.
<u>REASONS FOR RECOMMENDATIONS:</u>
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 3 July 2014

1. Highways Update
2. 2014/2015 Parking Review
3. Transport Strategy
4. Local Prevention Framework Annual Report
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:

7.1 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 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 forward plan contained in this report.

10. WHAT HAPPENS NEXT:

10.1 No further action is required.

Contact Officer: Nikkie Enticknap, 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

This page is intentionally left blank