

## **DRAFT**

Minutes of the meeting of the  
**Surrey HEATH LOCAL COMMITTEE**  
held at 7.00 pm on 14 June 2018  
at High Cross Church, Knoll Road, Camberley, GU15 3SY.

### **Surrey County Council Members:**

- \* Mr Bill Chapman (Chairman)
- \* Ms Charlotte Morley
- \* Mr Paul Deach
- \* Mr Mike Goodman
- \* Mr Edward Hawkins (Vice-Chairman)
- \* Mr David Mansfield

### **Borough / District Members:**

- \* Borough Councillor Vivienne Chapman
- \* Borough Councillor Josephine Hawkins
- Borough Councillor Paul Ilnicki
- \* Borough Councillor Rebecca Jennings-Evans
- Borough Councillor Pat Tedder
- \* Borough Councillor Valerie White

\* In attendance

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### **OPEN FORUM**

Questions and responses from the informal open forum session are attached as Annex A.

#### **16/18 APOLOGIES FOR ABSENCE [Item 1]**

Apologies were received from Cllr Pat Tedder and Cllr Paul Ilnicki.

#### **17/18 MINUTES OF THE LAST MEETING [Item 2]**

The minutes from the previous meeting on 12 April 2018 were agreed as a true record and signed by the Chairman.

#### **18/18 DECLARATIONS OF INTEREST [Item 3]**

There were none.

#### **19/18 PETITIONS [Item 4]**

Four petitions were received. An officer comment was provided at the meeting to all petitions. Lead petitioners for two of the petitions were present and invited to address the committee for up to 3 minutes on the details of their petitions.

## **20/18 PETITION: TRAFFIC CALMING ON KINGS RIDE, CAMBERLEY [Item 4a]**

**Declarations of interest:** None

**Officers attending:** Jason Gosden, Senior Traffic Engineer, SCC on behalf of Angela Goddard, Transportation Development and Planning (TDP), SCC

**Petitions, Public Question, Statements:** The lead petitioner, Mrs Garner addressed the committee with details of her petition. This included Police statistics about speeding on Kings Ride and the lack of consultation that had occurred on the scheme with residents. She highlighted the developer of the care home should have completed said works prior to anyone taking up residence in the home. Residents had now been in situ for over 1 year and the works were still incomplete. Mrs Garner indicated that the positions of the current chicanes didn't seem to help the speeds along the road and priority was currently given to road users who already had it.

A lengthy discussion on the matter was had between the lead petitioner, Highways Officer and members.

### **Key points from the discussion:**

- Mrs Garner met with 2 TDP officers onsite at the beginning of May. At which time an action plan was verbally agreed. This was also formalised in writing by officers at Surrey Heath Borough Council (SHBC) and Mrs Garner should have received a copy of this. Since this time Mrs Garner noted she had received no further correspondence or evidence of timescales.
- The developer had been formally written to for timescales of the action plan and to complete the outstanding work in order for the Stage 3 Safety Audit to be carried out. The developer had been given 21 days to respond to this letter. Failure to respond with the requested information was to result in the County Council using the cash deposit they hold to complete the works.

**Resolution:** The Surrey Heath Local Committee agreed to note the officers response.

## **21/18 PETITION: REPLACE ZEBRA CROSSING ON MYTCHETT ROAD WITH A PUFFIN CROSSING [Item 4b]**

**Declarations of interest:** None

**Officers attending:** Jason Gosden, Senior Traffic Engineer, SCC

**Petitions, Public Question, Statements:** The lead petitioner, Mrs Warne addressed the committee detailing that the current crossing in place is often ignored by speeding cars. With new developments in the area this problem was only likely to worsen. Parents and children were encouraged to walk to school wherever possible but with dangerous crossings it made it harder to do safely.

Mrs Warne acknowledged that the request was not a cheap one but felt a signalised crossing was necessary to improve safety.

**Key points from the discussion:**

- It was noted that a signalised crossing was not necessarily safer as many motorists do drive through red lights.
- Highways officers have looked at the site and its proximity to a side road meant that it was not possible to change the crossing. Signalised crossing are directional and with motorists approaching from a nearby side road could mean they do not see the signal to stop.
- There is little or no scope to move the crossing because of side roads and properties in the nearby area.
- If funding could be found to update the current old fashioned belisha beacons to the new zebrite lights this would greatly improve the visibility and safety of the current crossing.
- Cllr Paul Deach had been in discussions with the Highways Team and was proposing to support the light replacement with £2,500 from his members highways fund.

**Resolution:** The Surrey Heath Local Committee agreed to note the officers response

**22/18 PETITION: IMPLEMENT SPEED RESTRICTION MEASURES ON WHITMOOR ROAD, BAGSHOT [Item 4c]**

**Declarations of interest:** None

**Officers attending:** Jason Gosden, Senior Traffic Engineer, SCC

**Petitions, Public Question, Statements:** No member of the public was in attendance to speak about this petition. However, members did discuss possible options to help alleviate the problem.

**Key points from the discussion:**

- Members queried whether it was possible to include 30mph repeater signs along the length of the road to remind road users of the speed limit. The Highways Officer confirmed that this was not possible as the National Policy does not permit repeater signs to be erected where you have a 30mph speed limit on a road that has street lighting.
- In recent history a condition for a developer was to include 6 vehicle activated signs (VAS) along the length of the road.
- It was noted by Bagshot councillors that the Road Safety Record was not an accurate reflection of the dangers of the road; there were many near misses.
- A community speed watch had been in place in the past but volunteers had not continued due to the verbal abuse received from motorists.

**Resolution:** The Surrey Heath Local Committee agreed to note the officers response.

**23/18 PETITION: POTHOLE IN HEATHERSIDE [Item 4d]**

No member of the public was in attendance to speak on this petition.

**Resolution:** The Surrey Heath Local Committee agreed to note the officers response.

**24/18 WRITTEN PUBLIC QUESTIONS [Item 5]**

One question was received in preparation for this meeting. The written question and response was provided as part of the supplementary papers.

Each questioner has the opportunity to ask one supplementary question.

A representative from West End Parish Council, Cllr Graham Alleway was in attendance to ask a supplementary question.

Supplementary question: I do not have a supplementary question as such but I'd like to say that I am disappointed with the response that has been provided. The problem is already bad and nothing will be done until all the developments are complete. By his point the problem will only be much worse, not better.

Response: The Safer Travel Team from SCC are in agreement with the school that this will be looked at once the developments have been completed and are inhabited as they will then know the impact and true effect the extra traffic will have.

**25/18 WRITTEN MEMBERS QUESTIONS [Item 6]**

None were received.

**26/18 SURREY HEATH MAJOR SCHEMES UPDATE [EXECUTIVE FUNCTION - FOR INFORMATION] [Item 8]**

**Declarations of interest:** None

**Officers attending:** Kevin Ratnasingam, Transport Strategy Projects Manager, SCC; Paul Millin, Strategic Transport Group Manager, SCC and David Stempfer, Major Transport Projects Manager, SCC

**Petitions, Public Question, Statements:** none

The SCC Officers attended the committee to inform both members and the public about the progress that had been made on both the Meadows roundabout improvement works and the future A30 scheme in collaboration with Surrey Heath Borough Council.

**Key points from the discussion:**

- It was noted that work was very shortly starting on the Meadows roundabout and that the majority of this was to be overnight. The work was

expected to be completed in 8-10 months.

- A lot of work had gone in to ensuring good engagement with residents and stakeholders both in Surrey Heath and across the borders.
- The officers noted a correction was required in section 5.1 of the report. The contribution from Surrey Heath Borough Council was £770k and not £740k as indicated.
- Members discussed the A30 bus lane and the planned proposals to make this 7am-7pm. It was thought that this would reduce confusion for road users but would increase queuing. Therefore better bus lane signage may be required.

Members thanked the officers for attending and for the update. The committee invited them to return to the Surrey Heath Local Committee later in the year when the Traffic Regulation Orders (TRO) were to be agreed.

#### **27/18 HIGHWAYS UPDATE REPORT [EXECUTIVE FUNCTION - FOR DECISION] [Item 7]**

**Declarations of interest:** None

**Officers attending:** Jason Gosden, Senior Traffic Engineer, SCC

**Petitions, Public Questions, Statements:** none

The Senior Traffic Engineer introduced the report, asking members to note they had one decision to make with regards to the reduction of the speed limit on Woodlands Lane, Windlesham

#### **Key points from the discussion:**

- Members asked specifically about the proposed antiskid work on Red Road at the junction with Macdonald Road, Lightwater, asking if there were any more timelines on this that could be reported to residents. The Traffic Engineer didn't have these timelines to hand but stated he would look in to this and provide definitive answers; ensuring all committee members were aware.
- Lightwater members also raised a query over Ambleside Road and when resurfacing work would be taking place. The Traffic Engineer agreed to report back to the members concerned about when this would be taking place.
- Members were all supportive of the changes to speed limit along Woodlands Lane, Windlesham. The divisional member added the change should have occurred years ago as the changes in speed limit along the road were ridiculous.

#### **Resolution:**

The Surrey Heath Local Committee agreed:

- i) that a notice is advertised in accordance with the Traffic Regulation Act 1984, the effects of which would be to revoke any existing traffic orders necessary, and introduce a 40mph speed limit to the length of the C4 Woodlands Lane (Windlesham) that is currently subject to national speed limit, 60mph (as shown in Annex 1).
- ii) that any objections to the Traffic Regulation Order should be considered and resolved by the Area Team Manager for Highways in consultation with the Chairman and Vice-Chairman of the Local Committee and the local Divisional Member, and that this issue only be returned to Committee if any objections prove insurmountable
- iii) that the Order be made once any objections have been considered and resolved

### **Reason for decisions**

The above decisions were made to help provide a more consistent and appropriate speed limit along the length of Woodlands Lane in Windlesham.

### **28/18 COMMUNITY SAFETY ANNUAL REPORT [EXECUTIVE FUNCTION - FOR DECISION] [Item 9]**

**Declarations of interest:** None

**Officers attending:** none

**Petitions, Public Questions, Statements:** none

The report detailed how the £3,000 of community safety funding was spent in 2017/18. The committee were asked to agree the £3,000 budget for 2018/19 be retained by the Community Partnership Team in order to accept proposals for funding before the deadline in September 2018.

**Key points from the discussion:** none

### **Resolution:**

The Surrey Heath Local Committee agreed that:

- i) The committee's delegated community safety budget of £3,000 for 2018/19 be retained by the Community Partnership Team, on behalf of the local committee, and that the Community Safety Partnership and/or other local organisations be invited to submit proposals for funding that meet the criteria and principles set out at section 3 of this report.
- ii) Authority be delegated to the Community Partnership Manager, in consultation with the Chairman and Vice-Chairman of the local committee and divisional members as appropriate, to authorise the expenditure of the community safety budget in accordance with the criteria and principles stated in section 3 of this report.
- iii) The committee receives updates on the project(s) that are funded, the outcomes and the impact it has achieved.

## **Reason for decisions**

The above decisions were made as the report sets out the process for allocating the committee's delegated community safety budget of £3,000 to local organisations.

### **29/18 APPOINTMENTS TO LOCAL COMMITTEE TASK GROUPS [EXECUTIVE FUNCTION - FOR DECISION] [Item 10]**

**Declarations of interest:** None

**Officers attending:** Jess Edmundson, Partnership Committee Officer, SCC

**Petitions, Public Questions, Statements:** none

The Partnership Committee Officer introduced the report asking the committee to agree the terms of reference and membership for the task group and nominations to outside bodies.

#### **Key points from the discussion:**

- The nominations for the various task groups and external bodies were laid out in annex 1 of the report.
- Any additional nominations were put forward for task groups and external bodies without full representation.

#### **Resolution:**

The Surrey Heath Local Committee agreed:

- i) The terms of reference for the Major Projects Task Group and the membership of this task group as set out in Annex 1 with the addition of Cllr Valerie White (SHBC).
- ii) The terms of reference for the Local Cycling Plan Task Group and the membership of this task group as set out in Annex 1 with the addition of Cllr Paul Ilnicki (SHBC).
- iii) The nominations to outside bodies (Surrey Heath Partnership and Early Help Advisory Board) as set out in Annex 1 with the addition of Ms Charlotte Morley to the Surrey Heath Partnership.

## **Reason for decisions**

The above decisions were made in order to update the list of representatives on Task Groups and nominations to outside bodies.

### **30/18 DECISION TRACKER [FOR INFORMATION] [Item 11]**

**Declarations of Interest:** None

**Officers attending:** Jess Edmundson, Partnership Committee Officer, SCC

**Petitions, Public Questions, Statements:** None

The Surrey Heath Local Committee were asked to note the decision tracker.

**Key points from the discussion:**

- Members noted there were several decisions on the tracker where updates had not been provided by the relevant officer.
- It was noted that the safety audit outside Costa Coffee, A30 had now been completed and that no changes were going to take place.
- Members asked for verbal updates on the 2 items agreed at the meeting on 12 April 2018. With regards to The Square, Bagshot the final designs were being confirmed before the TRO could be made. With regards to the shared footway/cycleway along the A30, the scheme was progressing and the detailed design was now complete.

**Resolution:**

Any updates provided would be added to the decision tracker along with the new decisions that came from the meeting.

**31/18 FORWARD PLAN [FOR INFORMATION] [Item 12]**

**Declarations of Interest:** None

**Officers attending:** Jess Edmundson, Partnership Committee Officer, SCC

**Petitions, Public Questions, Statements:** None

The Surrey Heath Local Committee were asked to note the forward plan and offer suggestions of any future items they would like to be included on the agenda.

**Key points from the discussion:**

- Members discussed the proposed agenda item on mental health provisions, reiterating the point it was essential to involve all the correct officers to ensure the item was as informative and well attended as possible. The start time of the October meeting was discussed and the possible suggestion of an earlier 4pm start was thrown out as too early, although it was noted it was a good idea to try to involve the younger generation.

**Resolution:**

The Surrey Heath Local Committee agreed the items proposed for the next meeting on 4 October 2018.

Meeting ended at: 9.08 pm

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Chairman

Annex A

**Surrey Heath Local Area Committee**  
**14 June 2018**  
**Open Public Question Time**

**Question 1: Murray Rowlands**

In the response to petition 4d; potholes on Heatherside it states roads are inspected, is this actually the case? I have received a letter in the past indicated that certain roads do not need attention. I am confused as to why this is the case as my road is used as a rat run and is a busy road that requires attention.

**Response from Jason Gosden:** All roads are inspected. The frequency of the inspection is dependent on the use and class of the road. The inspectors have certain criteria to score the road against meaning that some pot holes do not meet the criteria on inspection but could soon deteriorate to be of a standard for intervention. These are all monitored by the contractors.

**Response from Edward Hawkins:** I have started a petition to the Government for fairer funding for Surrey Roads and trust you have signed this.

**Response from Bill Chapman:** I'd like to remind everyone of the report it button on the Surrey County Council website. This is the easiest and quickest way to report pot holes on the road.

**Response from Charlotte Morley:** The road you are talking about, Woodway, is on the list for resurfacing as a contingency scheme for 2018/19.

**Question 2: Murray Rowlands**

With regards to the recent disappointing Ofsted report of SCC children's services. This problem has dated back to the 1990's and further. Is it possible to receive information about the degree with which this is effecting the children in Surrey Heath?

**Response from Bill Chapman:** There has been large changes in the senior management at SCC, with a new Executive Director, Dave Hill recently being appointed. SCC are seeking expertise from outside the county and radical changes are happening. We can look in to the figures and see what can be found for Surrey Heath.

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# Surrey Heath Local Committee

## A30 Camberley Town Centre Highway Improvements

Paul  
Millin

David  
Stempfer

Kevin  
Ratnasingam



# Content

1. Camberley Town Centre Area Action Plan
2. Wider Context – Improvements in the Camberley area
3. A30 Town Centre Highway Improvements:
  - Objectives
  - Identified issues
  - Public consultation
  - Components
  - Bus lane amendment
  - Next steps & investment summary
4. Questions

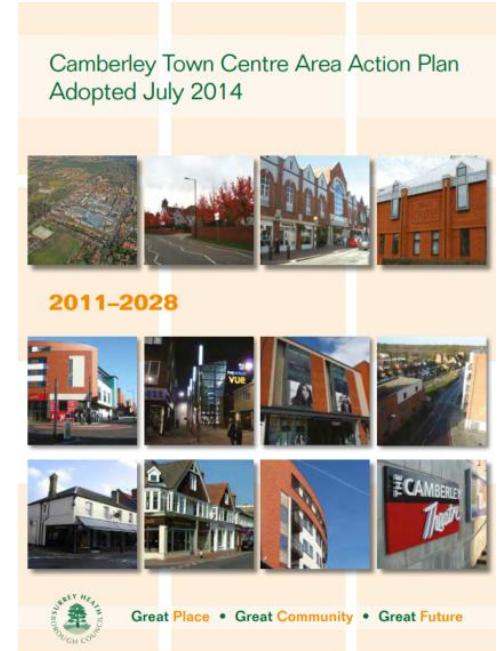


# Camberley Town Centre Area Action Plan

Camberley Town Centre Area Action Plan (AAP) 2014 sets the vision for the town centre for the next 14 years.

The AAP vision is for the town centre to have:

- Thriving mixed use development
- An attractive street scene with high quality design
- A good public transport system providing easy access to the town centre
- Priority provision for pedestrians



# Wider Context - Improvements in the Camberley area

A331 Shared Footpath & Cycle Route

Meadows Gyratory

Camberley Town Centre Public Realm

Blackwater Valley Gold Grid: Quality Bus Corridor

A30 Camberley Town Centre Highway Improvements

- All projects being developed and delivered in partnership by SHBC & SCC
- Member Task Group established, meeting and reporting to LAC
- Project Management by shared SCC & SHBC Project Manager



# A30 Town Centre Highway Improvements: Objectives

Reduce A30 peak hour delay for **ALL** traffic.

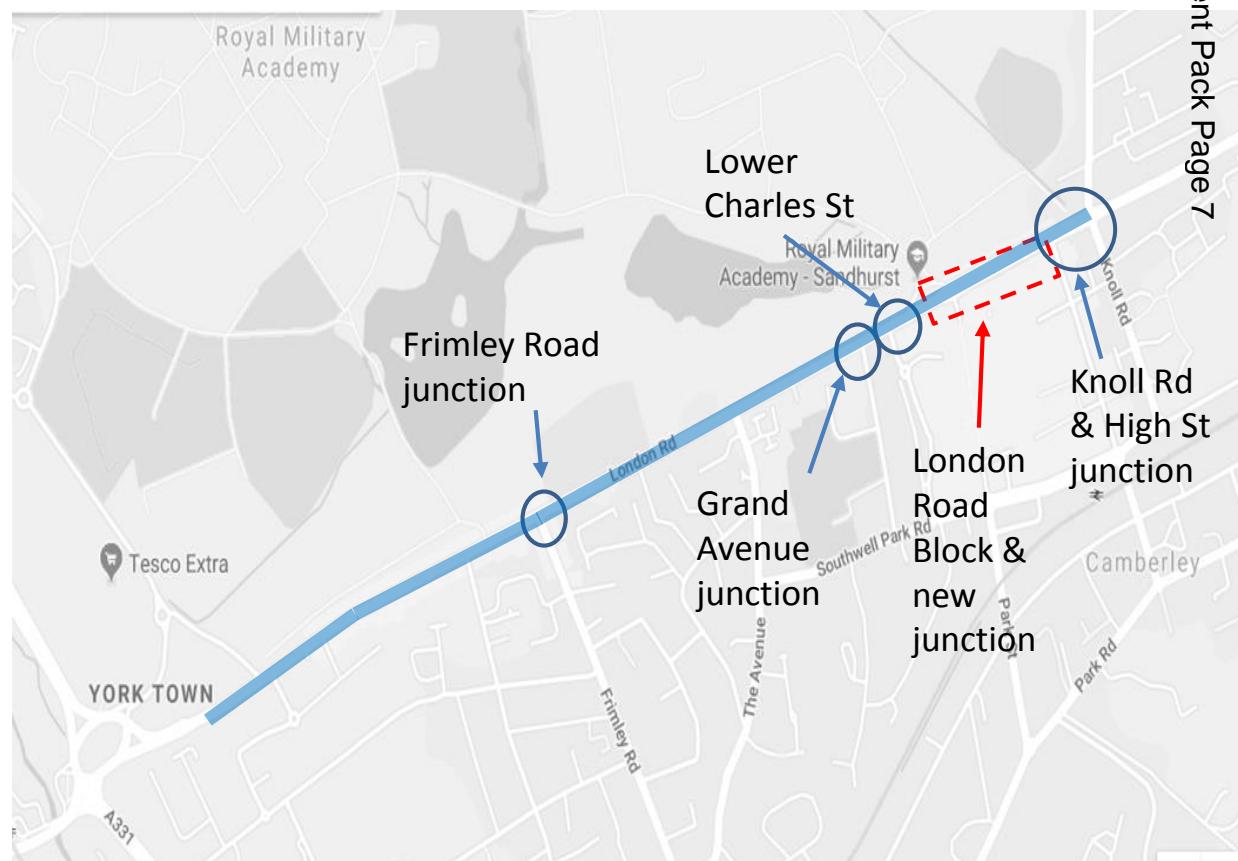
Support economic activity on the A30 and in Camberley town centre, including the London Road Block.

Create a public transport network that supports the Camberley Town Centre AAP.

Encourage sustainable travel to Camberley town centre.

Improve accessibility and safety for all road users, both to and within Camberley town centre and the A30, including people with disabilities.

Improve the quality of public realm, complementing the “Camberley Public Realm Improvements”.



Total cost of project: £5m (LGF £3.75m + LC £1.25m)  
Business Case to EM3 LEP in August 2018  
Construction in 2019 for 8 to 12 months

# A30 Town Centre Highway Improvements: Public Consultation

## What did we ask?

To assess the level of support for the proposals that form the A30 and Camberley Town Centre Highway Improvements scheme.

An opportunity to consult on the effectiveness of the A30, general travel patterns and transport issues in and around Camberley.

The A30 bus lane and how it can be used the most effectively.

## When?

8 weeks commencing 20<sup>th</sup> February 2017, in partnership with Surrey Heath Borough Council.

## What did people say?

**523** responses to the questionnaire, plus **43** bus stop surveys.

The response to the A30 bus lane question was split almost evenly, **45.8%** of people supporting the removal of the bus lane entirely and **48.2%** wanting the bus lane to remain in some form.

## What are we including in the scheme?

The most important transport issue raised by respondents was congestion on the A30.

All supported improvements to access by all modes to Camberley town centre

# A30 Town Centre Highway Improvements: Key Components

Gateway features at Knoll Road and Grand Avenue

A30 London Road Block – new junction to facilitate access and egress

Optimisation of traffic signals along the A30 – more efficient network, reduce journey times and improve traffic flow for all vehicles

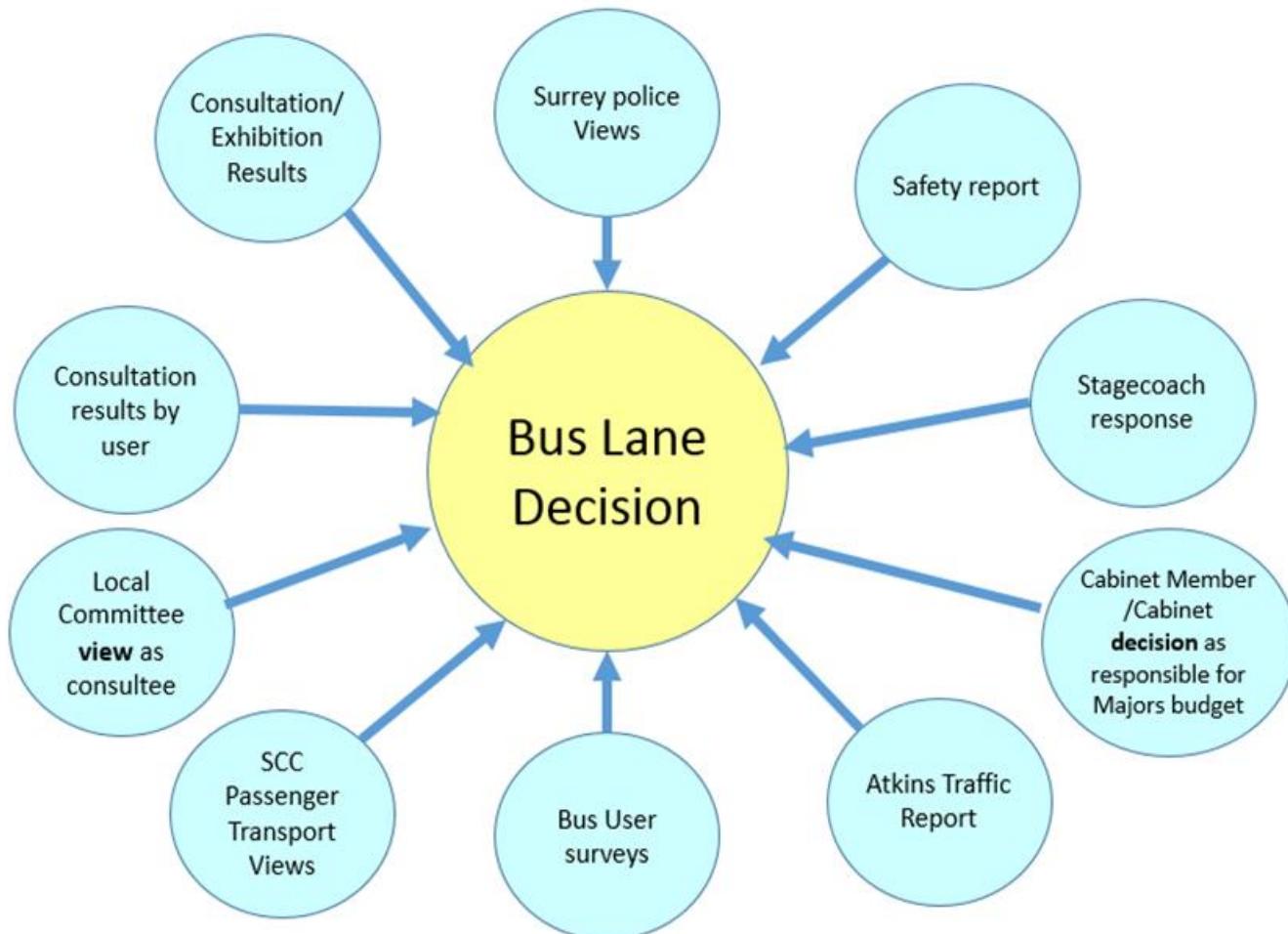
Improved pedestrian and cycle facilities – converted / widened shared footway / cycle track on southern side of A30

Amended the A30 bus lane and improve signing

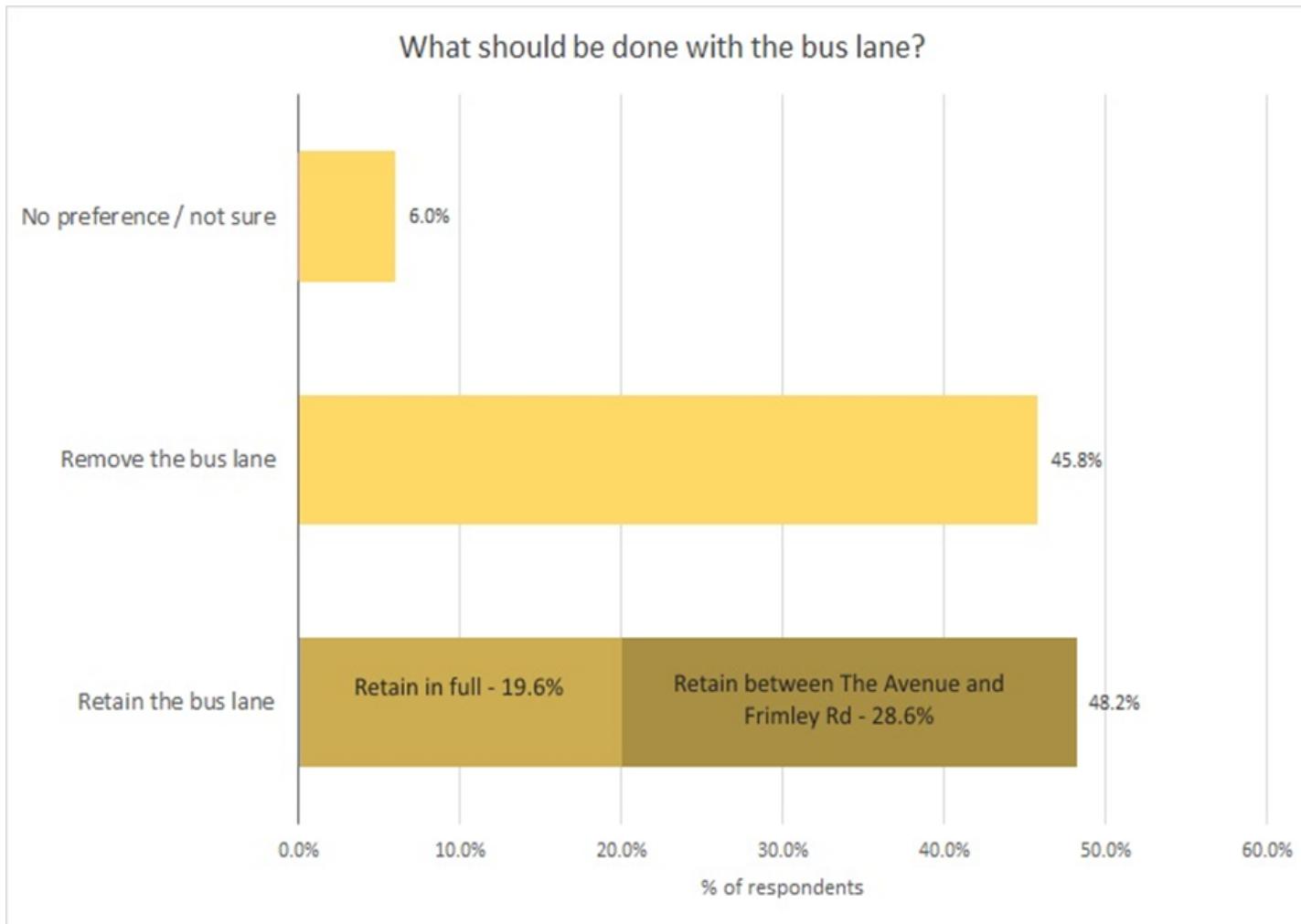
Retain kerbside parking



# A30 Town Centre Highway Improvements: Bus Lane Amendment

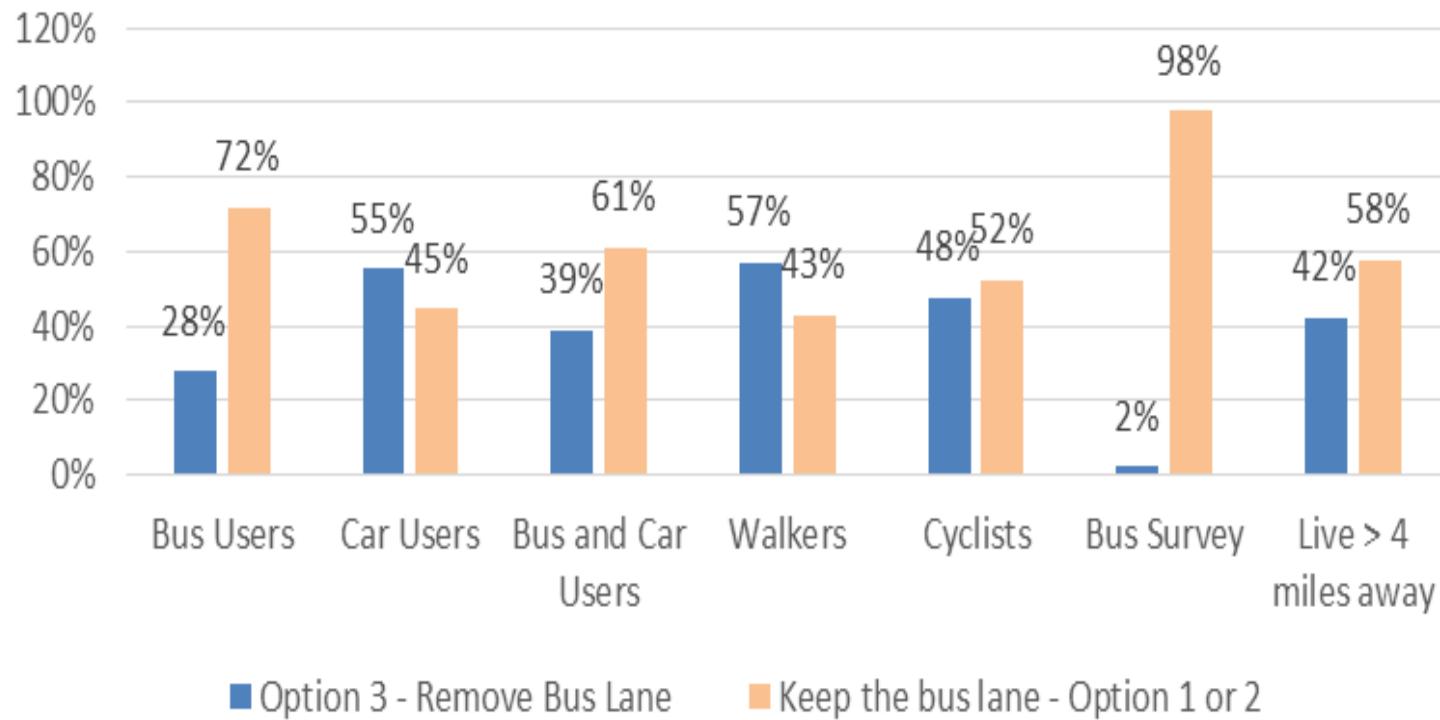


# A30 Town Centre Highway Improvements: Bus Lane Amendment



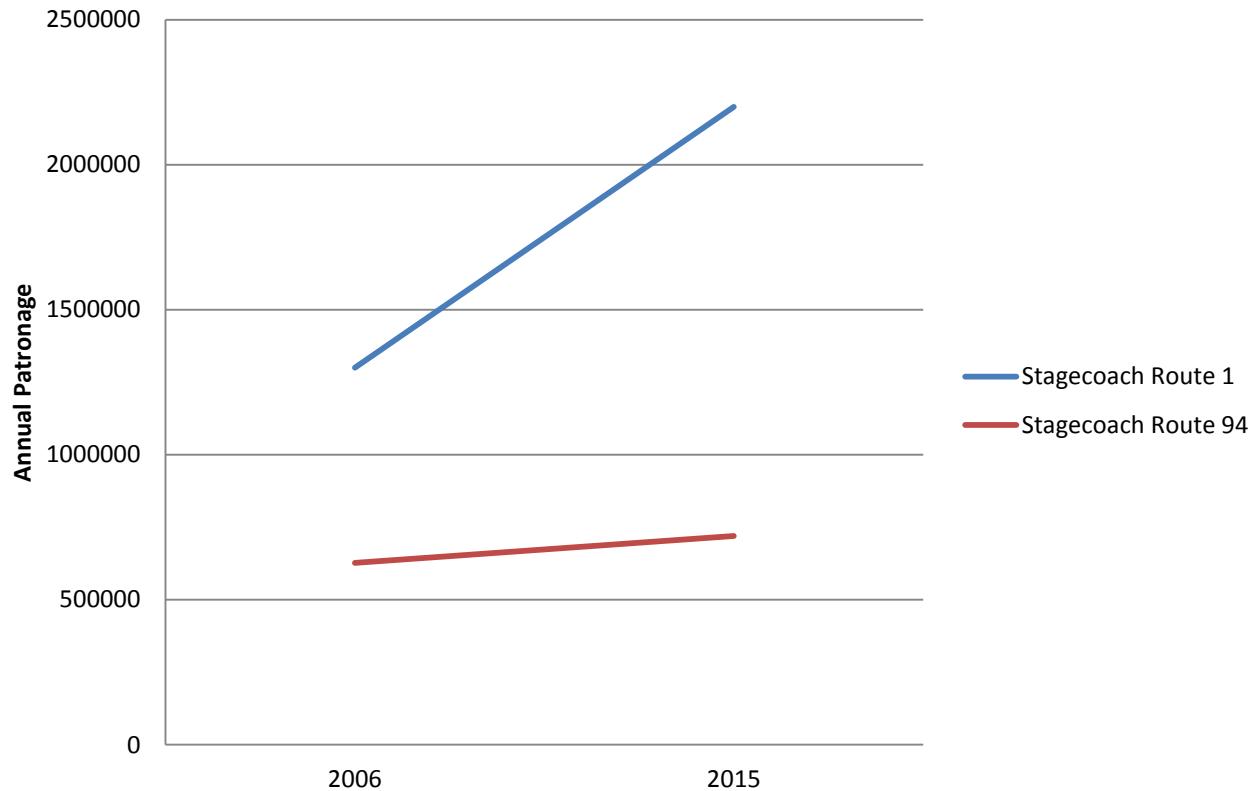
# A30 Town Centre Highway Improvements: Bus Lane Amendment

Bus Lane - How did the respondents vote by stated mode of travel?

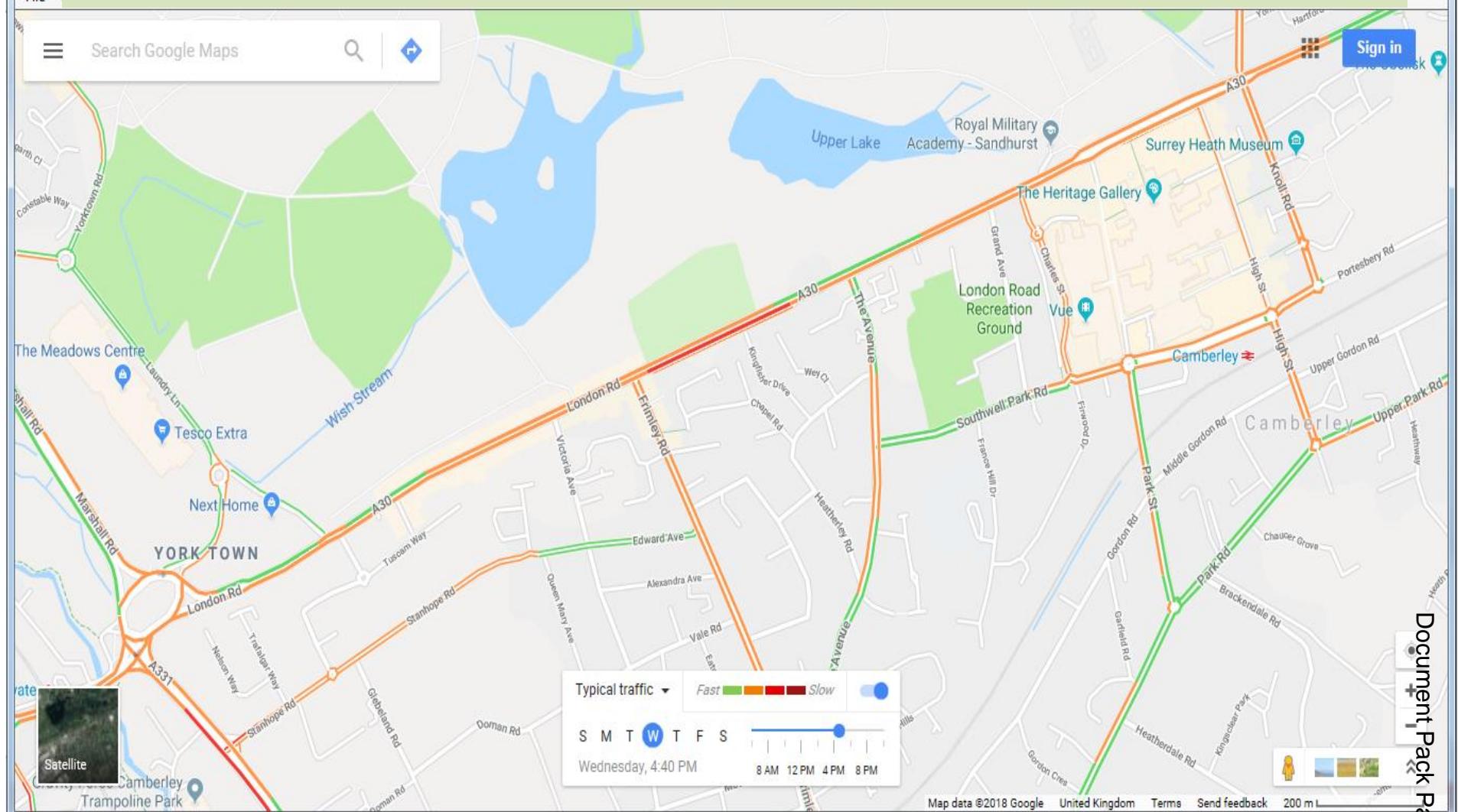


# A30 Town Centre Highway Improvements: Bus Lane Amendment

A graph to shows the increase in bus patronage from 2006 to 2015



# A30 Town Centre Highway Improvements: Bus Lane Amendment



# A30 Town Centre Highway Improvements: Next Steps

Continue with preliminary A30 designs and costing for the proposed improvements in preparation for the business case submission to the EM3 LEP in August.

A30 scheme must support:

- Town Centre AAP
- The London Road Block redevelopment and town centre ‘gateway’ (eastern end)

Bus Lane (proposed) recommendation:

- Remove between Park Street and Grande Avenue
- Retain between Grand Avenue and the A30 junction with Frimley Road
- Remove to the west of the A30 junction with Frimley Road

Reporting:

- Report to Local Area Committee – 14 June
- Report to Cabinet for decision – 17 July
- Business case submission to EM3 LEP – August



# Investment Summary

Scheme	Bid Value	LGF	Local Contr.	Source
Meadows (incl. A331)	£4.9m	£3.65m	£1.25m	SHBC/S106
A30 Camberley Town Centre Highway Improvement & LRB	£5m	£3.75m	£1.25m	SHBC c£770k SCC c£480k
Camberley Public Realm	£4.4m	£3.5m	£900k	SHBC
BWV Gold Grid QBC	£9m	£4.5m	£4.5m	Bus operators
Total	£23.3m	£15.4m	£7.9m	



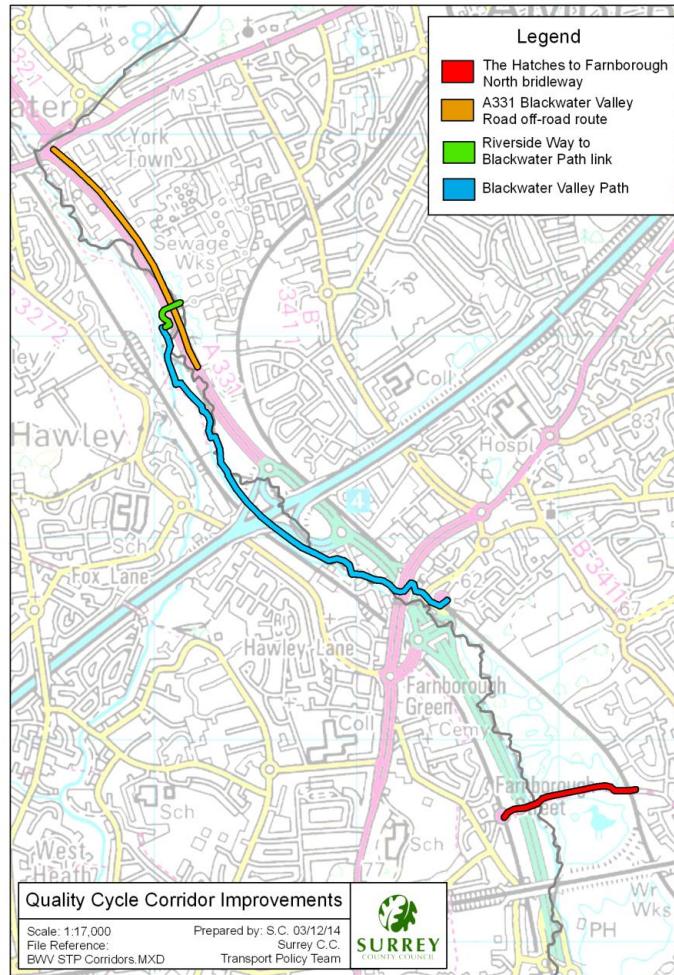
# Questions



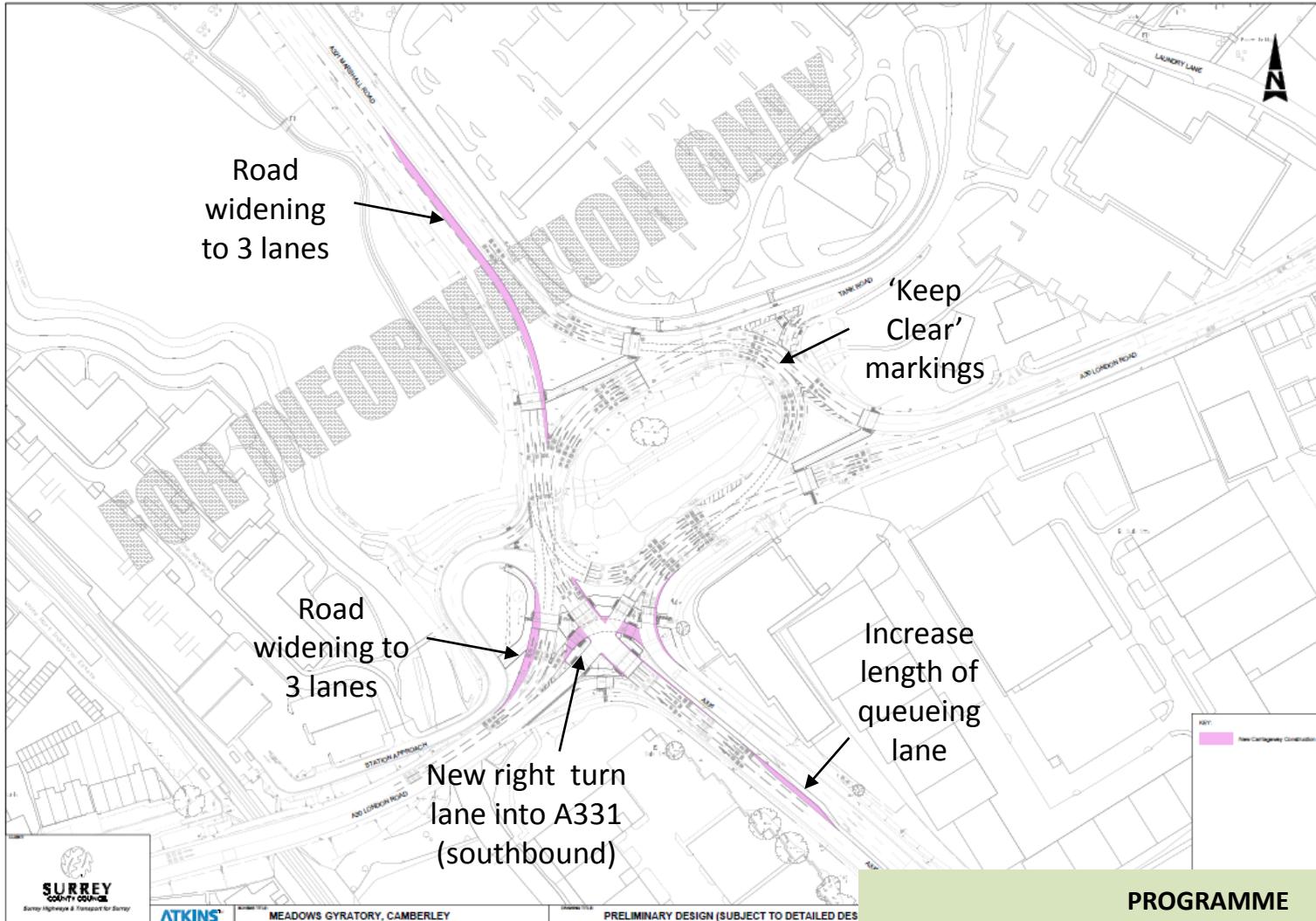
# Wider Context – A331 Shared Footpath & Cycle Route

Creating continuous and sustainable links to Blackwater Station, addressing severance and enhancing pedestrian & cycle access requested by local businesses in both Surrey and Hampshire.

**Red, Orange & Green** routes completed.  
**Blue Route** under construction by HCC, to be completed 2018.



# Wider Context – Meadows Gyratory



## PROGRAMME

April 2018	SCC Cabinet approval to award contract
May 2018	Letter of Award issued to contractor
June/July 2018	On-site mobilisation
July 18 to Apr 19	Site works (8 to 10 months)
May 2019	Works complete

# Wider Context – Camberley Town Centre Public Realm



High Street (3322 m<sup>2</sup>)

Princess Way (1805 m<sup>2</sup>)  
Knoll Walk (731 m<sup>2</sup>)

EM3 LEP Funding secured in December 2017.

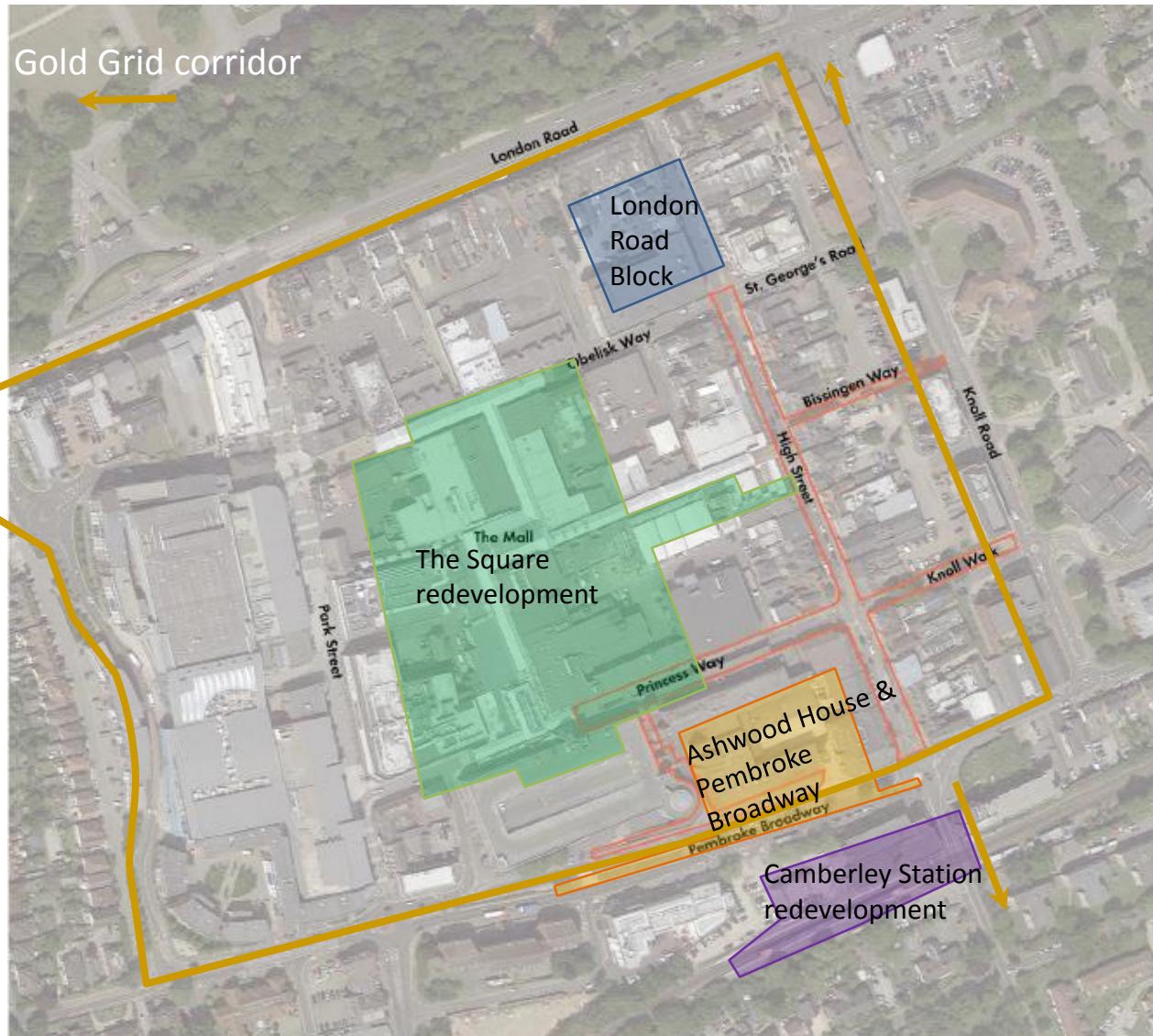
Creating a coherent and integrated approach to town centre public realm generating economic, social and environmental benefits through an attractive environment.

Reinforcing the High Street as an important hub for the community, increasing the quantity of open public space and enhancing safety & pedestrian priority, while maintaining access for vehicles.

Total cost of project: £4.4m  
LGF £3.5m + LC £900k

Works expected to be completed by December 2019.

# Wider Context – Gold Grid: Quality Bus Corridor



Business Case submission to EM3 LEP in August 2018

Total cost of project: £9m  
LGF £4.5m + LC £4.6m

Partnership with HCC.

Complementary sustainable passenger transport measures to improve connectivity in the Blackwater Valley area.

Support economic viability to deliver growth objectives.

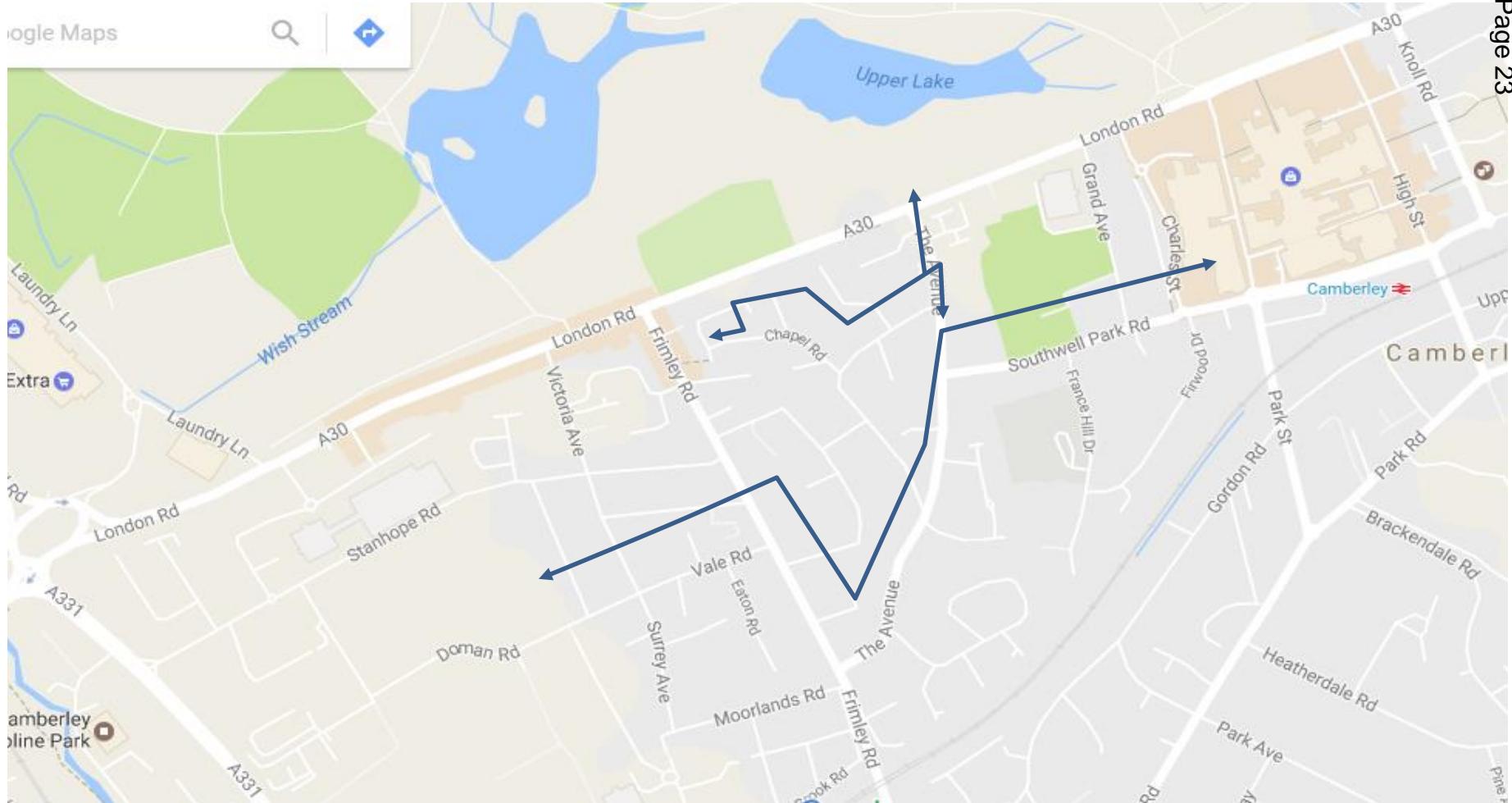
Measures to make buses more reliable, reduce delays, allow shorter journey times, and improved service quality offer.



# Progress Summary

- A331 Orange Route Cycle Scheme – constructed and being monitored.
- A331/A30 Meadows Gyratory – Contract awarded, planned to start July 2018 with construction through to April 2019.
- Camberley Public Realm Works- appointed consultant to design the works, construction planned 2019.
- A30 Town Centre Highway Improvements – Business Case in preparation for submission in August 2018.
- Blackwater Valley Gold Grid – developing business case for an August 2018 submission.

# Proposed Camberley Residential Cycle Route



# A30 Town Centre Highway Improvements: Bus Lane Amendment

Journey time between Pembroke Broadway & Frimley Road Co-op bus stops is timetabled at 5 mins.

Detailed real time data reports from w/c 8 Jan for Route 1 buses westbound in the afternoon peak period showed that:

- 176 trips were logged (15.30 – 18.00)
- 89 trips operated on time
- 46 trips operated up to 1 minute late
- 30 trips operated up to 2 minutes late
- 11 trips operated up to 3 minutes late

50.5% of trips operated on time; 49.5% were delayed.

This shows the value of the bus lane during the peak period.

The proposals for the A30 will improve reliability and journey times for all modes.

To help with perceived confusion we are considering amending the bus lane operating hours.

# A30 Town Centre Highway Improvements: Identified Issues

No sense of arrival in Camberley along A30 London Road

Poorly maintained carriageway surface on A30 London Road



Discontinuous bus lane on A30 London Road



On street parking reduces westbound carriageway to a single lane



Bus route 1 travels on A30 London Road with limited benefit



Limited width within highway boundary to provide a continuous cycle route on A30 London Road



Congestion observed on A30 London Road during peak periods, particularly on the approaches to the A30 London Road / Frimley Road junction

Steep gradient on Osnaburgh Hill and on street parking limits the potential to provide a cycle route

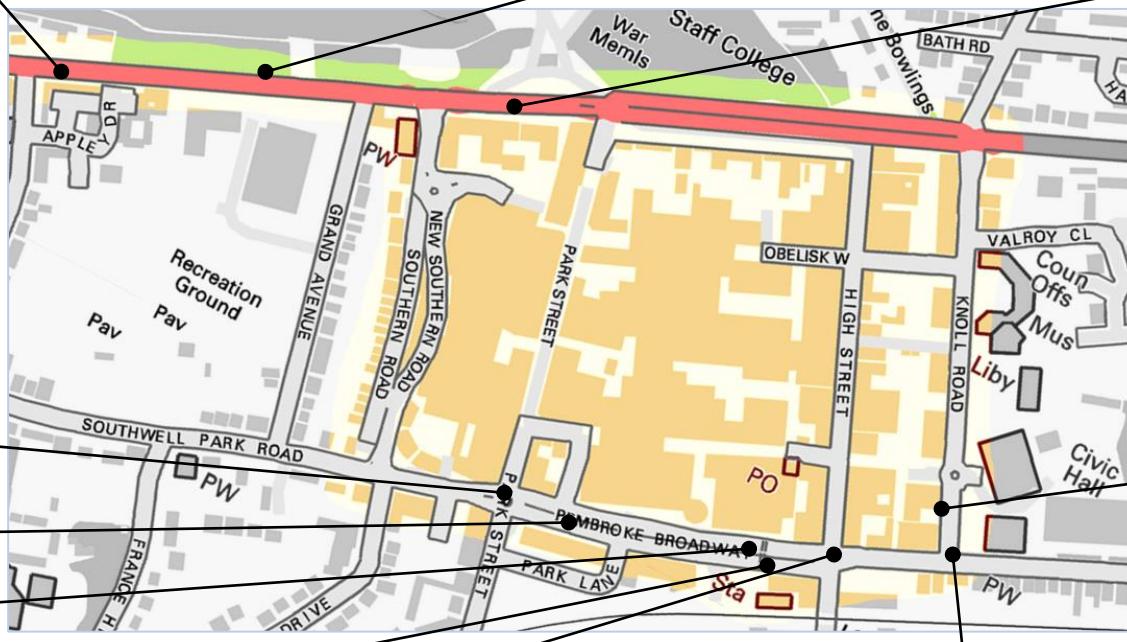


# A30 Town Centre Highway Improvements: Identified Issues

Poorly maintained and discontinuous cycle route



Some sections of northern footway do not serve any developments



The shelter at bus stop G on A30 London Road reduces the effective footway width



Parking on footways narrows the effective footway width



Poor arrival experience from Camberley rail station



Excessively large junction layout at the High Street / Portesberry Road junction



Excessively large junction layout at the Knoll Road / Portesberry Road junction

