

# Agenda

Surrey Heath  
Local Committee

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

## Discussing:

- Highways Update
- Surrey Heath Major Projects Update
- Community Safety Annual Report



## Venue

**Location:** High Cross

Church, Knoll Road,  
Camberley, GU15  
3SY

**Date:** Thursday, 14 June  
2018

**Time:** 7.00 pm

# You can get involved in the following ways

## ***Ask a question***

If there is something you wish know about how your council works or what it is doing in your area, you can ask the local committee a question about it. All local committees provide an opportunity to raise questions, informally, up to 30 minutes before the formal business of the meeting 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.



## Attending the Local Committee meeting

Your Partnership officer is here to help.

*Email:* [jessica.edmundson@surreycc.gov.uk](mailto:jessica.edmundson@surreycc.gov.uk)

*Tel:* 01932 794079 (text or phone)



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This is a meeting in public.

Please contact **Jessica Edmundson** using the above contact details:

- If you would like a copy of this agenda or the attached papers in another format, e.g. large print, Braille, or another language
- If you would like to attend and you have any **additional needs, e.g. access or hearing loop**
- If you would like to talk about something in today's meeting or have a local initiative or concern.

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

Mr Bill Chapman, Camberley East (Chairman)  
Ms Charlotte Morley, Camberley West  
Mr Paul Deach, Frimley Green and Mytchett  
Mr Mike Goodman, Chobham, Bagshot & Windlesham  
Mr Edward Hawkins, Heatherside and Parkside (Vice-Chairman)  
Mr David Mansfield, Lightwater, West End and Bisley

### **Borough Council Appointed Members**

Borough Councillor Vivienne Chapman, St. Paul's  
Borough Councillor Josephine Hawkins, Parkside  
Borough Councillor Paul Ilnicki, Heatherside  
Borough Councillor Rebecca Jennings-Evans, Lightwater  
Borough Councillor Pat Tedder, Chobham  
Borough Councillor Valerie White, Bagshot

Chief Executive  
**Joanna Killian**

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## **OPEN FORUM**

Before the formal Committee session begins, the Chairman will invite questions from members of the public attending the meeting. Where possible questions will receive an answer at the meeting, or a written response will be provided subsequently.

### **1 APOLOGIES FOR ABSENCE**

To receive any apologies for absence.

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

(Pages 1 - 14)

To agree the Minutes of the last meeting.

### **3 DECLARATIONS OF INTEREST**

#### **Declarations of Interest**

All Members present are required to declare, at this point in the meeting or as soon as possible thereafter;

- (i) Any disclosable pecuniary interests and / or
- (ii) Other interests arising under the Code of Conduct in respect of any item(s) of business being considered at this meeting

#### **NOTES:**

- Members are reminded that they must not participate in any item where they have a disclosable pecuniary interest
- As well as an interest of the Member, this includes any interest, of which the Member is aware, that relates to the Member's spouse or civil partner (or any person with whom the Member is living as a spouse or civil partner)
- Members with a significant personal interest may participate in the discussion and vote on that matter unless that interest could be reasonably regarded as prejudicial.

### **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.

#### **a PETITION: TRAFFIC CALMING ON KINGS RIDE, CAMBERLEY**

(Pages 15 - 16)

An officer comment to the following petition is included within:  
The development of Kings Lodge had a planning condition to add traffic calming to Kings Ride. At the Planning Committee meeting and in e-mail correspondence local residents were meant to be involved in the implementation of this scheme.

The current scheme is not what was proposed by the local residents. Unelected council workers overrode decisions taken by elected Councillors. We the undersigned do not accept that this is democracy or a fulfilment of the planning condition. The scheme needs to be in a position that is effective at reducing speeding traffic and consulted with, and considerate to, residents.

**b PETITION: REPLACE ZEBRA CROSSING ON MYTCHETT ROAD WITH A PUFFIN CROSSING** (Pages 17 - 22)

An officer comment to the following petition is included within:  
We would like the zebra crossing at the junction with Rorkes Drift and Potteries Lane changed to a puffin crossing to enable school children and residents to cross safely. We are encouraging healthy choices for our children by walking to school and preventing congestion-and associated hazards-around school gates. We need to be reassured that cars will stop; a traffic-light controlled puffin crossing is a safe solution for our children.

**c PETITION: IMPLEMENT SPEED RESTRICTION MEASURES ON WHITMOOR ROAD, BAGSHOT** (Pages 23 - 34)

An officer comment to the following petition is included within:  
Help make Whitmoor Road and Connaught Park a safer place for everyone! As the main access route to Connaught Park Housing Estate, Whitmoor Road is in constant use from: \* Residents / Visitors \* Families attending Bagshot Community Centre (Little Echoes Day Nursery and Curley Park Rangers FC) \* Parents parking to drop their children at Bagshot Infant School / Connaught Junior School \* Pedestrians crossing the road to visit Lightwater Country Park (via the motorway foot bridge) Despite the clear 30mph speed signs, the long open nature of Whitmoor Road means vehicles can regularly be seen exceeding this limit to excess (conservatively 40-50mph). Having approached Surrey County Council in March 2017, they confirmed "a brief hand held survey on the road identified that average speeds are high". However, as only one serious accident had occurred along Whitmoor Road, any scheme would only be ranked 28th in the Council's priority list. One year later the scheme had only moved up to rank 25th!! Why should we wait for someone to have a serious accident or lose their life? Let's make Connaught Park a safer place now.

**d PETITION: POTHoles IN HEATHERSIDE** (Pages 35 - 36)

An officer comment to the following petition is included within:  
We the undersigned petition Surrey County Council to repair and maintain pot-holes, roads & pavements on and around Heatherside, Surrey Heath. To prevent potential accidents to children, families, motorists (and vehicles) and all other residents that live and work on Heatherside, including visitors

## **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 HIGHWAYS UPDATE REPORT [EXECUTIVE FUNCTION - FOR DECISION]** (Pages 37 - 52)

To report progress made with the delivery of proposed highways and developer funded schemes, and revenue funded works for the 2018/19 financial year.

To provide an update on the latest budgetary position for highway schemes and revenue maintenance.

To report on relevant topical highways matters.

To consider reducing the speed limit from 60mph to 40mph on a section of Woodlands Lane, Windlesham.

## **8 SURREY HEATH MAJOR SCHEMES UPDATE [EXECUTIVE FUNCTION - FOR INFORMATION]** (Pages 53 - 62)

This report provides an update on the A30 London Road / Camberley Town Centre highway improvements, which are to be considered at the upcoming Surrey County Council (SCC) Cabinet meeting on 17<sup>th</sup> July 2018. This update includes the public consultation carried out to date, and a summary of the components that will be included in a future Business Case submission.

## **9 COMMUNITY SAFETY ANNUAL REPORT [EXECUTIVE FUNCTION - FOR DECISION]** (Pages 63 - 68)

The local committee has a delegated budget of £3,000 for community safety projects in 2018/19. This report sets out the process by which this funding should be allocated to the Community Safety Partnership and/or other local community organisations that promote the safety and wellbeing of residents. The report also provides a progress update regarding last year's funding.

## **10 APPOINTMENTS TO LOCAL COMMITTEE TASK GROUPS [EXECUTIVE FUNCTION - FOR DECISION]** (Pages 69 - 76)

The Local Committee (Surrey Heath) is asked to review and agree the terms of reference and membership of task groups set by the Committee.

## **11 DECISION TRACKER [FOR INFORMATION]** (Pages 77 - 78)

To review the decision tracker.

## **12 FORWARD PLAN [FOR INFORMATION]**

(Pages 79 - 80)

To review the forward plan and to comment on items anticipated to be received at the Surrey Heath Local Committee in 2018/19.



**DRAFT**

Minutes of the meeting of the  
**Surrey HEATH LOCAL COMMITTEE**  
 held at 6.00 pm on 12 April 2018  
 at Bisley CofE Primary School, Hawthorn Way, GU24 9DF.

**Surrey County Council Members:**

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

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

Apologies were received from Mr Bill Chapman and Cllr Rebecca Jennings-Evans.

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

The minutes from the previous meeting on 30 November 2017 were agreed as a true record and signed by the Chairman.

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

There were none.

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

Two petitions were received. An officer comment was provided at the meeting to one petition, whereas the other was deferred to the meeting on 14 June 2018.

**5/18 PETITION: PARKING OUTSIDE THE SHOP, 207 GUILDFORD ROAD, LIGHTWATER [Item 4a]**

**Declarations of interest:** None

**Officers attending:** Jack Roberts, Engineer, Parking Strategy & implementation team, SCC

**Petitions, Public Question, Statements:** The lead petitioner, Mrs Murukathash addressed the committee, detailing that the double yellow lines added to the road outside her shop in November 2017 had caused her and her husband great financial losses since their introduction, as her customers now had a limited area with which to park. She stated they would have liked 2 parking bays with a 30 minute waiting time to be installed on one side of Guildford Road.

**Key points from the discussion:**

The Parking Engineer stated that in order to have time restricted parking bays there must already be bays in place, which there are not, and having looked at the road in detail there was only space to allow for one bay. Given the time and cost implications of this it wouldn't have been a viable option.

The double yellow lines along Guildford Road, Lightwater were added for safety reasons, as at the junction with Macdonald road there have been a number of issues with buses turning and parked cars in the past obstructing these movements.

The local members for Lightwater suggested to get together with Mrs Murukathash, her husband and any other residents to discuss such issues in preparation for the 2019 review.

**Resolution:**

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

**6/18 PETITION: TRAFFIC CALMING ON KINGS RIDE, CAMBERLEY [Item 4b]**

The petition was deferred to the next meeting of the Surrey Heath Local Committee on 14 June 2018.

**7/18 WRITTEN PUBLIC QUESTIONS [Item 5]**

Four questions were received in preparation for this meeting. The written questions and responses to the first three questions were provided as part of

the agenda papers and the fourth question and response was provided as part of the supplementary papers.

Each questioner has the opportunity to ask one supplementary question.

No supplementary question was received for questions two and four from West End Parish Council or question one from anonymous.

A representative from Bisley Resident's Association was in attendance to ask a supplementary question on behalf of the questioner, Mr Norman Holden.

Supplementary question:

In relation to the 30mph sign being moved to a position behind the blind bend on Church Lane. It should be moved further, past the church and up to the Surrey Heath sign. When will the work be taking place?

Response: The location of the sign will be checked with the traffic engineer. The Highways Update report indicates the work will be carried out on 2018/19.

#### **8/18 WRITTEN MEMBER QUESTIONS [Item 6]**

None were received.

#### **9/18 CABINET MEMBER FOR HIGHWAYS - UPDATE [Item 8]**

**Declarations of Interest:** None

**Officers attending:** Colin Kemp, Surrey County Council Cabinet Member for Highways

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

Colin Kemp attended the meeting to update the committee on his vision for the year ahead in his Cabinet Member role. This update followed his previous visit to the committee back in October 2017.

**Key points from the discussion:**

Surrey County Council have borrowed an extra £5million to react to the damage caused in the winter. The Cabinet Member was keen to work locally with members and residents to help identify the local priorities.

The local priorities and future schemes for consideration list (annex 3) are to be displayed on the website and refreshed quarterly to keep everyone up to date on the progress of schemes.

The Cabinet Member noted that there was an ongoing issue with an increasing number of potholes, one of the reasons being the recent bad weather. In March 2017, 2,800 potholes were reported compared to 8,300 in March 2018. To address this, scheduled non-essential works had been

postponed to fix these potholes, and the contractor Kier had increased the number of crews operating in Surrey from 8/12 to 25, pulling in 4 or 5 crews from other areas to assist.

The cabinet member noted it was essential that any faults are reported, the easiest way is through the 'report it' button on the Surrey County Council website. The fault is then added to the list to fix.

A question was raised by members in relation to pot holes and how residents make claims for burst tyres or damaged alloy wheels. It was confirmed this information could all be found on the SCC website but that there was no liability until the defect had been reported. Claims were all managed with the contractors and through their insurance.

The Surrey Heath Local Committee thanked the Cabinet Member for his update and useful information he had provided not only for them but for the attending members of the public.

## **10/18 HIGHWAYS UPDATE REPORT [Item 9]**

**Declarations of interest:** None

**Officers attending:** Andrew Milne, Area Highways Manager

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

The Area Highways Manager introduced the report. Asking members to note their decisions tonight were regarding the implementation of footway/cycleway along the A30 and the advertising of a Traffic Regulation Order (TRO) in Bagshot.

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

It was noted that the revenue budget for 2018/19 had been significantly increased from £40k to £168k and this increase in highway funds had come from the 1% council tax increase. The Area Highways Manager added that each county member would also have a highways fund of £7.5k to spend on highways projects of local importance in their division.

Members noted they would like the opportunity to review the priority list as since being put in place, membership of the committee had changed and so had priorities. It was noted that this item was on the forward plan for an informal meeting, scheduled for later this year.

### **Resolution**

The Local Committee (Surrey Heath) agreed:

- i) to the dedication of the footway along the southern side of the A30 London Road (Bagshot) between The Maultway (B3015) and Bagshot High Street (B3029) as shared use footway/cycleway as detailed in the plan attached as Annex A.

- ii) that a notice is advertised in accordance with the Road Traffic Regulation Act 1984, the effects of which will be to prohibit motor vehicles from the section of The Square, Bagshot (B3029) shown in Annex B.
- iii) 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.
- iv) that the Order be made once any objections have been considered and resolved.
- v) that £5,000 is allocated from the 2018/19 revenue budget towards the Parking Team to support the implementation of the higher than usual number of changes proposed within the latest Parking Review.

**Reason for decisions:**

The above decisions were made to enable progression of all highway related schemes and works.

## **11/18 ANNUAL PARKING REVIEW [Item 7]**

**Declarations of interest:** None

**Officers attending:** Jack Roberts, Engineer, Parking Strategy & Implementation Team, SCC

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

The Parking Engineer introduced the report, stating there had been 140 amendments to consider in this review. All proposed amendments were detailed in the report and the attached annexes. The committee were being asked to agree these amendments for advertisement for implementation later this year.

**Key points from the discussion:**

Members asked whether there were any amendments, where only the timing of the restriction was being altered and therefore just the signage would be changing. When this happened previously in Surrey Heath it caught many people out. This time around could the signage be improved to more easily notify residents of the change. The Parking Engineer confirmed that the borough council would work to help improve signage to show clearly there was a change in restriction.

A point was raised over why a disabled bay had been proposed on High Street, Chobham. The Parking Engineer confirmed it had been in consultation with the SCC divisional member who commented that such amendment had been brought to the committee's attention during the last parking review. The entrance to the Sun Inn had changed and to satisfy safety regulations there needed to be one in Chobham.

It was requested that in the next review the roads surrounding Frimley Park Hospital be looked at as many of the roads are impassable for residents because of such parking.

Members asked when the recommendations would be implemented on the ground, should the recommendations be agreed by the committee and no objections are made or maintained following the advertisement. The Parking Engineer confirmed that due to the postponement of the meeting from March to April, it was likely that the advertisement would take place in Summer 2018 with the implementation in Autumn/Winter 2018.

### **Resolution:**

The Local Committee (Surrey Heath) agreed:

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

### **Reason for decisions:**

The above decisions were made so that the waiting restrictions are implemented as detailed in Annexes A-E. They will make a positive impact towards:

- Road safety
- Access for emergency vehicles
- Access for refuse vehicles
- Easing traffic congestion
- Better regulated parking
- Better enforcement
- Better compliance

**12/18 TRADING STANDARDS ANNUAL REPORT [Item 10]**

**Declarations of interest:** None

**Officers attending:** Tim Tusler, Senior Trading Standards Officer, Buckinghamshire and Surrey Trading Standards

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

[Cllr Pat Tedder left the meeting at 7.35pm]

The Trading Standards Officer introduced the report, noting that Trading Standards had some great things to report from the past 12 months in particular the cracking down of trading scams.

**Key points from the discussion:**

The committee commended the work that Trading Standards was doing and highlighted that the sophistication of scams was ever increasing. Several members stated that they followed the Trading Standards social media accounts and suggested, that although these accounts were good, that maybe more could be done to publicise some of the commonly occurring scams to make residents more aware.

Members fully supported the use of the TrueCall care systems to stop nuisance and scam phone calls, particularly in the vulnerable. Several members commented that they had one themselves and found them to be very useful. The Trading Standards Officer noted that vulnerable residents could be nominated to be loaned one free of charge.

The Surrey Heath Committee thanked the Trading Standards Officer for his insightful report and invited him to return next year with the 2018 annual report.

**13/18 EARLY HELP PRIORITIES FOR SURREY HEATH [Item 11]**

**Declarations of interest:** None

**Officers attending:** Gavin Kitchen, Family Services Manager (Surrey Heath), SCC

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

The Family Services Manger introduced the report, noting that Early Help was not to be confused with Early Years and the Early Help offer was for those aged 0-19 and up to 25 years for Special Educational Needs and Disability (SEND).

**Key points from the discussion:**

In 2017 Family Services brought together a number of programmes and teams including youth and children's centres to create Surrey Family Services and Early Help has been progressing since then with the first advisory board taking place in Surrey Heath in October 2017.

## ITEM 2

It was noted that the aim across the service was to improve communication between the services in order to improve the offer that was being made.

In Surrey Heath, three Family Partnership Areas had been established, where an area was to serve as a network for people and not a building. It was pointed out these areas and Early Help had no relation to children's centres and was not indicative that each area would have one main children's centre.

### **Resolution:**

The Surrey Heath Local Committee agreed to make endorsements to the Early Help Advisory Board for appointment in 2018/19, to be agreed at the next Surrey Heath Local Committee meeting in June 2018.

Reason for decision:

The above decision was made to enable Local Members to be informed about the proposals that have been developed in partnership for the early help system in Surrey.

## **14/18 DECISION TRACKER [Item 12]**

**Declarations of Interest:** None

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

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

The Surrey Heath Local Committee were asked to note the decision tracker, agreeing to remove any item that was closed and had been completed. They should have also noted that a closed item did not necessarily mean a complete item. Some items had been closed as no further progress was possible at that time.

### **Resolution:**

The Surrey Heath Local Committee agreed to remove the action to advertise the revocation of the 25T structural weight limit on Woodlands Lane, Windlesham.

Reason for decision

The above decision was made as the revocation had been advertised and no further action was required.



**15/18 FORWARD PLAN [Item 13]**

**Declarations of Interest:** None

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

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

The Committee received a report on the forward plan and was asked to comment on the items that are currently anticipated would be received.

**Resolution**

The Surrey Heath Local Committee agreed the items proposed for the next meeting on 14 June 2018.

Meeting ended at: 8.15 pm

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**Chairman**

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**Annex A****Surrey Heath Local Area Committee  
12 April 2018  
Open Public Question Time****Question 1:**

Please can you better improve the publicity of these meetings?

**Response from Charlotte Morley:** Absolutely. We will add this to our list of actions and look at ways we can improve this.

**Question 2: Trefor Hogg, Old Dean**

What is the schedule for the resurfacing works of Kingston Road and Caesars Camp Road, Old Dean?

**Response from Colin Kemp:** These roads are on the winter damage list and local priorities will be considered. In order to carry out these essential winter damaged works, some resource from non-essential works has had to be diverted. Please bear with us on this.

**Question 3:**

The old school house in Bisley is currently only used by Bisley Parish Council, Surrey County Council are paying to maintain it for minimal use. Why is that?

**Response from Charlotte Morley:** Please could you leave your details and as the Cabinet Associate for Property I will get you a full written response.

**Question 4: Residents of Bullhousen Farm, Bisley**

We live at Bullhousen Farm; where my husband was born and rear beef cattle. Our farmland borders Bisley Camp. During this time we have had no issues with the camp but in recent years the noise and intensity of the shooting has increased. This has caused us considerable distress and interfered with the enjoyment of our property and carrying out our daily work. We ask the committee for clarification and assessment on the following points:

1. The increased commercialisation of the National Rifle Association (NRA) has effectively caused the membership to compress their shooting into the weekend.
2. Lack of time restrictions on shooting during the year
3. Lack of planning control and enforcement by Guildford Borough Council
4. Environmental effects of shot landing on a SSI site and accumulating in the Bourne river
5. Safety risk to us monitoring animals and horse riders using the bridleway by the camp as the noise of shooting is loud and unpredictable.

**Response from David Mansfield:** We will provide you with a written response to your question in consultation with Guildford Borough Council.

**Response from Vivienne Chapman:** This was raised, with regards to the environmental impacts, recently at Surrey Heath Borough Council. The Environment Department are looking in to it.

**Question 5: Mrs Loney, Lucas Green Road**

I brought a petition to the Surrey Heath Local Committee meeting in June 2016 and after all this time the decisions that were agreed have still not been undertaken, as Transport, Development and Planning (TDP) refuse to meet.

**Response from Andrew Milne:** I will check with the Surrey Heath traffic engineer on this and also with TDP on the position.

**Response from Charlotte Morley:** We will add this to the decision tracker to ensure it gets picked up and progressed.

**Question 6: Graham Alleway, West End Parish Council**

I'd like to ask about the conditions of the footpaths in West End. What is the statutory time for inspecting them and when and how are these inspections carried out?

**Response from Andrew Milne:** Highways do frequently inspect the footpaths but it depends on the frequency of use of a particular path. If you let me know the particular road I can have a look and report back.

**Question 7: Murray Rowlands**

There are many roads around where the road surface had completely broken up. Patching work is being carried out rather than resurfacing the whole thing. Why is this being done?

**Response from Colin Kemp:** The contractors have a very difficult job and in all honesty there just isn't enough money to resurface full lengths of road so the patching is a way for us to make our money go further.

**Question 8: Caroline Atkins**

I would like to ask the members whether they are able to support their local children's centres by questioning the proposed reduction in funding to Surrey's Children's Centres, which are a valuable early intervention service. I have submitted a more in depth question and background information.

**Response from Charlotte Morley:** We will provide you with a full written response to your question.

**Question 9: Cyril Pavey**

Would the committee please report progress on these issues related to A30, Camberley?

1. Reducing speed limit to 30 mph

2. Extend to which the changes to the bus land will improve safety at the junction with The Avenue
3. The possibility of installing traffic signals at that junction
4. The Bracebridge link scheme
5. The petition from residents of The Avenue seeking traffic calming

**Response from Mike Goodman:** All those matters will be addressed at a meeting of the SCC Cabinet in May

**Question 10:**

Regarding the double yellow lines in Station Road, Bagshot. What is the plan for cars that have been displaced and for residents living in these surrounding roads? Has any consideration been given to the root cause of the problem?

**Response from Mike Goodman:** The station car park is looking to be extended but only if there is a business case to do so. The problems with displacement is never easy but restrictions are put in place to improve the safety.

**Response from Andrew Milne:** Network Rail are currently being petitioned to provide more of a provision.

**Question 11: Angela Oakley, Kings Road, West End**

As you well know planning permission has been given for 150 houses off Kings Road, an unadopted road. The road has no drainage, traffic calming or road surface! It should not be the responsibility of the residents to fix these problems. How are you going to support the residents?

**Response from David Mansfield:** There was an opportunity given to residents by the developers to tarmac the road. Residents didn't all agree to these as some felt it could lead to a rat run and therefore because of not being agreement nothing was done. I am happy to meet with you outside this meeting to discuss matters further.

**Question 12: Nigel Jeffries:**

The traffic along the A30 by Waitrose is often backed up for half a mile and for a long period of time. Can the traffic lights at this junction not be rephrased? What progress is being made on this?

**Response from Mike Goodman:** I had a site visit 5-6 weeks ago to recheck everything. Improvements were made to the rephrasing in April 2017. We are doing lots of work re-evaluating and monitoring the traffic but the main problem seems to be with the sheer volume of traffic using the road.

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# SURREY COUNTY COUNCIL



## LOCAL COMMITTEE (SURREY HEATH)

DATE: 12 April 2018  
 SUBJECT: Traffic Calming on Kings Ride, Camberley  
 DIVISION: Surrey Heath – Camberley East

### **PETITION DETAILS:**

The development of Kings Lodge had a planning condition to add traffic calming to Kings Ride. At the Planning Committee meeting and in email correspondence local residents were meant to be involved in the implementation of this scheme. The current scheme is not what was proposed by the local residents. Unelected council workers overrode decisions taken by elected councillors. We the under signed do not accept that this is democracy or fulfilment of the planning condition. The scheme needs to be in a position that is effective at reducing speeding traffic and consulted with, and considerate to residents.

### **RESPONSE:**

Condition 17 of planning permission SU/15/0106 required the applicant to submit a highway improvement scheme in the form of speed reduction measures, comprising of two build-outs to Kings Ride, Camberley with details to be submitted and approved by the Local Planning Authority prior to the commencement of the development and the scheme implemented prior to first occupation.

Details of the proposed speed reduction measures were submitted by the applicant to Surrey Heath Borough Council in August 2015 and the Highway Authority were consulted. The scheme was submitted for a Stage 1 Safety Audit which confirmed the scheme was safe.

Surrey Heath Borough Council confirmed to the applicant by letter on 20 August 2015 that the scheme received to comply with Condition 17 was acceptable.

The applicant submitted an application to Surrey County Council for a Mini S278 Agreement in June 2017 to construct the approved scheme. A further safety audit was carried out prior to the agreement being completed by our legal team.

Construction of the two build-outs began towards the end of 2017 and have been built in the locations shown on the approved drawing.

A visit to assess the installation by our inspecting engineer identified that there are still some road lining works that need to be carried out in accordance with the S278 drawings.

Surrey County Council will carry out a Stage 3 Safety Audit which will assess the operation of the traffic calming during both the day and evening. The results of this will then be considered to see whether any specific safety issues are raised and as a consequence whether any further works are necessary.

The residents have stated that they do not consider that the traffic calming measures installed work and we would like to see any evidence they have that has led them to this conclusion. As a Highway Authority we want to ensure that any highway improvement works provide a benefit to road users.

**RECOMMENDATION**

The Surrey Heath Local Committee is asked to:

- i) Note the Transportation Development Planning Officer's comment.

**Contact Officer: Angela Goddard, Transportation Development Planning Officer**

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**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (SURREY HEATH)****DATE: 14 JUNE 2018****LEAD OFFICER: ANDREW MILNE – AREA HIGHWAYS MANAGER (NW)****SUBJECT: REPLACE ZEBRA CROSSING ON MYTCHETT ROAD WITH A PUFFIN CROSSING - PETITION RESPONSE****DIVISION: FRIMLEY GREEN AND MYTCHETT****SUMMARY OF ISSUE:**

A petition has been received by the Surrey Heath Local Committee asking for the Zebra crossing on Mytchett Road, between Rorkes Drift and Potteries Lane, to be changed to a Puffin crossing. The wording of the petition is;

“We would like the zebra crossing at the junction with Rorkes Drift and Potteries Lane changed to a puffin crossing to enable school children and residents to cross safely. We are encouraging healthy choices for our children by walking to school and preventing congestion-and associated hazards-around school gates. We need to be reassured that cars will stop; a traffic-light controlled puffin crossing is a safe solution for our children.”

The petition contains 92 signatures.

**RECOMMENDATIONS:**

The Local Committee (Surrey Heath) is asked to note the contents of this report and the conclusion that the Zebra pedestrian should remain in place but that if funding can be identified, the existing Belisha beacons should be replaced with more conspicuous “Zebrite” beacons.

**REASONS FOR RECOMMENDATION:**

There is a perception that signal controlled crossings provide a safer alternative to Zebra crossings but this is not always the case. In addition, the regulations relating to the installation of these types of crossings permit Zebras to be constructed where it would not be possible to install a Puffin crossing. This is the case on Mytchett Road and a Puffin crossing could not be substituted for the existing Zebra crossing in the same location. In addition, no personal injury collisions have taken place involving people using the Zebra crossing and so it would be difficult to justify the cost of a Puffin crossing when a pedestrian facility already exists. Installing new style Belisha beacons would make the crossing even more conspicuous and should help to reduce the number of failures to give way to pedestrians.

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

- 1.1 Mytchett Road forms part of the busy B3411 route and is close to two junctions on the A331 Blackwater Valley Road.
- 1.2 In the vicinity of Mytchett Road's junctions with Rorkes Drift and Potteries Lane, there are a number of shops, food establishments and other commercial premises, as well as a bus lay-by on each side of the road, all of which help to generate a lot of pedestrian crossing movements.
- 1.3 A Zebra crossing has been in place for many years between the Rorkes Drift and Potteries Lane junctions to facilitate these crossing movements.



**Pic 1. Existing Zebra crossing looking north – Potteries Lane on the left.**

## **2. ANALYSIS:**

- 2.1 Zebra crossings can provide safe and convenient crossing facilities for pedestrians. However, they have certain disadvantages in terms of facilities for users with sight or mobility impairment. Audible and tactile warnings on signal controlled crossings give a better indication to sight impaired users that they have priority to cross, which Zebra crossings do not have and Puffin crossings can extend the amount of time that a pedestrian is given to cross, if the crossing detects that they are moving slowly and need more time to do so. That having been said, a pedestrian has right of way when they are on a Zebra crossing and even if they are moving slowly, vehicles should wait.

- 2.2 The personal injury collision history for the immediate vicinity of the Zebra crossing shows that two personal injury collisions have taken place in the last 3 year period, neither of which involved pedestrians either on the crossing or close to it. In terms of the personal injury collision history statistics, therefore, the crossing is safe and given that no pedestrians have been injured using it, a Puffin crossing could not improve that record.
- 2.3 The wording of the petition implies that vehicles do not stop at the Zebra crossing and that a Puffin crossing would overcome that problem. It should be noted that drivers can fail to stop at signal controlled crossings in the same way that they sometimes do at Zebra crossings. The situation could be made worse if pedestrians cross as soon as the “green man” appears and do not look to see if traffic has stopped before they step into the carriageway.



**Pic 2. Existing Zebra crossing looking south – Rorkes Drift on the left.**

- 2.4 The design guidelines for pedestrian crossings include information on how close Zebra and Puffin crossings may be located to a side road. A minimum distance of 20m from a side road to the stop line at a signal controlled crossing is suggested, whereas the distance between a side road and the give way markings at a Zebra crossing may be as little as 5m. The guidelines suggest that this distance is measured from the position of a driver waiting at the give way lines at the side road.
- 2.5 The reasoning for these different dimensions is that at a Zebra crossing, the driver only has to be able to see a pedestrian waiting to cross the road whereas at a signal controlled crossing, the driver must be able to see the traffic signal and looking from a side road, this becomes increasingly difficult the closer the driver is to the signals. If the distance was too short, the driver might not see a red signal and could pull away from the side road and pass through the crossing when pedestrians have priority. Although this may happen at low speed, there still remains the potential for conflict between vehicles and pedestrians.

- 2.6 The distance from a driver's position at the give way markings in Rorkes Drift to the give way marking at the existing Zebra crossing is approximately 12m. From Potteries Lane, this figure is just 9m. Even if there was scope to make the crossing narrower, it would not be sufficient to increase these distances to the figure suggested in the DfT guidance.
- 2.7 Unfortunately, on each side of the existing crossing, there are so many driveways that there is nowhere with a sufficiently long length of uninterrupted kerb opposite each other where the crossing could be relocated to as a Puffin Crossing.
- 2.8 Although there is a bus layby on each side of the road, with each being on the outbound side of the crossing, the forward visibility of the crossing is good and there should be no reason why approaching drivers cannot see pedestrians who are about to cross the road.

<b>3. OPTIONS:</b>	
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- 3.1 The proximity of Rorkes Drift and Potteries Lane means that a puffin crossing could not be accommodated at the existing location and the conflicting driveways etc elsewhere along Mytchett Road mean that there is no alternative location.
- 3.2 Since it is not possible to replace the existing crossing or to find an alternative location for a Puffin crossing, retaining the Zebra crossing is the only viable option.
- 3.3 There is no high friction surfacing (anti-skid) on either approach to the crossing. Although the petition implies that some vehicles are failing to give way at the Zebra crossing, there appears to be no suggestion that this is because vehicles cannot stop because of the carriageway surface or the lack of anti-skid. However, providing anti-skid might be an option but one that could be prohibitively expensive.
- 3.4 Providing anti-skid for 50m on each approach would cost in the region of £10,500. However, as can be seen in Pic 2, there are numerous patches and utility reinstatements on the southbound carriageway and it is highly likely that this approach would need to be resurfaced in order for anti-skid to be successfully applied and this would cost, at least, an additional £6,500. The northbound approach looks suitable to accept anti-skid without being resurfaced but if this is not the case, an additional £6,500 would be required on this side of the road, too.
- 3.5 The provision of anti-skid would therefore cost at least £17,000 but this could be £23,500 if the northbound approach needs to be resurfaced. Given that there appears to be no issue with vehicles being unable to stop because of the carriageway condition, it is not recommended that anti-skid surfacing is applied at the current time.
- 3.6 It was noted that the existing Belisha beacons are slightly faded and as is often the case with original style beacons, the flashing light inside is not always clearly discernible during daylight. A more recent style of Belisha beacon, known as a "Zebrite" beacon and which can be used on the Highway, consists of a brighter globe surrounded by a halo of LEDs. These make Zebra crossings

more conspicuous and might be helpful in Mytchett Road. However, these cost approximately £5,500 a pair and only one pair would be needed to upgrade this crossing.

- 3.7 No budget has been identified to change the Belisha beacons but if funding can be found, it is suggested that the existing globes are replaced with “Zebrite” beacons.

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

- 4.1 No consultation has taken place.

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

- 5.1 Replacing the Zebra crossing, if site constraints had permitted, is likely to have cost the same as any other new Puffin crossing, ie approximately £100,000. In view of the personal injury collision history, this would represent poor value for money.
- 5.2 Although there have been no pedestrian injuries at the Zebra crossing, replacing the Belisha beacons with “Zebrite” beacons would make the crossing more conspicuous and even though this would cost £5,500, this would be good value for money as it should help to reduce the number of failures to give way to pedestrians.

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

- 6.1 The Highway Service is mindful of its needs within this area and attempts to treat all users of the public highway with equality and understanding.

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

- 7.1 Through the views and needs expressed by local communities, and accommodating where possible the involvement of local communities in looking after the public highway, localism is routinely considered as part of the consultation and bidding processes for highway-related works.
- 7.2 This report responds to concerns raised by residents of Mychett and for whom Mychett Road is a barrier that severs the communities that live on each side of it.

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

- 9.1 There is an existing Zebra crossing on Mytchett Road, located between its junctions with Rorkes Drift and Potteries Lane. There have been no pedestrian related personal injury collisions at this crossing in the last 3 year period.
- 9.2 The design guidelines relating to Zebra and Puffin crossings give minimum distances from a driver's position at any nearby side road and the give way or stop lines at the crossing. Whilst these are satisfied for the existing Zebra crossing, they are not achievable for a Puffin crossing, which means that a signal controlled crossing could not be accommodated in place of the Zebra.
- 9.3 Conflicting driveways elsewhere along Mytchett Road mean that there is no suitable alternative location where a Puffin crossing could be accommodated.
- 9.4 The existing Belisha beacons could be replaced with new, brighter "Zebrite" beacons, which would make the crossing more conspicuous and which might help to reduce the instances of drivers failing to give way to pedestrians. Although funding has yet to be identified, it is recommended that the beacons are replaced if possible.

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

- 10.1 The petitioner will be advised.
- 10.2 If funding can be identified, the Belisha beacons will be replaced with new, brighter "Zebrite" beacons.

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### **Contact Officer:**

Kevin Patching – 0300 200 1003

### **Consulted: -**

### **Annexes:**

None

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

None

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## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (SURREY HEATH)

DATE: 14 JUNE 2018



LEAD OFFICER: ANDREW MILNE – AREA HIGHWAYS MANAGER (NW)

SUBJECT: VEHICLE SPEEDS IN WHITMOOR ROAD – PETITION RESPONSE

DIVISION: BAGSHOT, WINDLESHAM &amp; CHOBHAM

**SUMMARY OF ISSUE:**

The Local Committee has received a petition signed by 82 residents concerned about the speed of vehicles in Whitmoor Road, Bagshot. The petition asks the county council to “implement speed restriction measures (e.g. speed humps / chicanes)”. The full petition text is attached at Annex 1.

**RECOMMENDATIONS:**

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

- (i) Whitmoor Road is an existing site on the Surrey Heath Speed Management Plan but is not currently being targeted for speed enforcement. However, the priority of the site will be reassessed using the latest speed data and collision information when the speed management plan is next reviewed (expected to be September 2018).
- (ii) Surrey Heath’s scheme list includes an existing proposal to introduce speed reducing measures in Whitmoor Road. The scheme is presently ranked 25 on the list and has not been prioritised for inclusion in the Local Committee’s current works programme. However, it will continue to be assessed and considered for inclusion in future programmes.
- (iii) Residents are encouraged to consider forming a Community Speed Watch group.

**REASONS FOR RECOMMENDATION:**

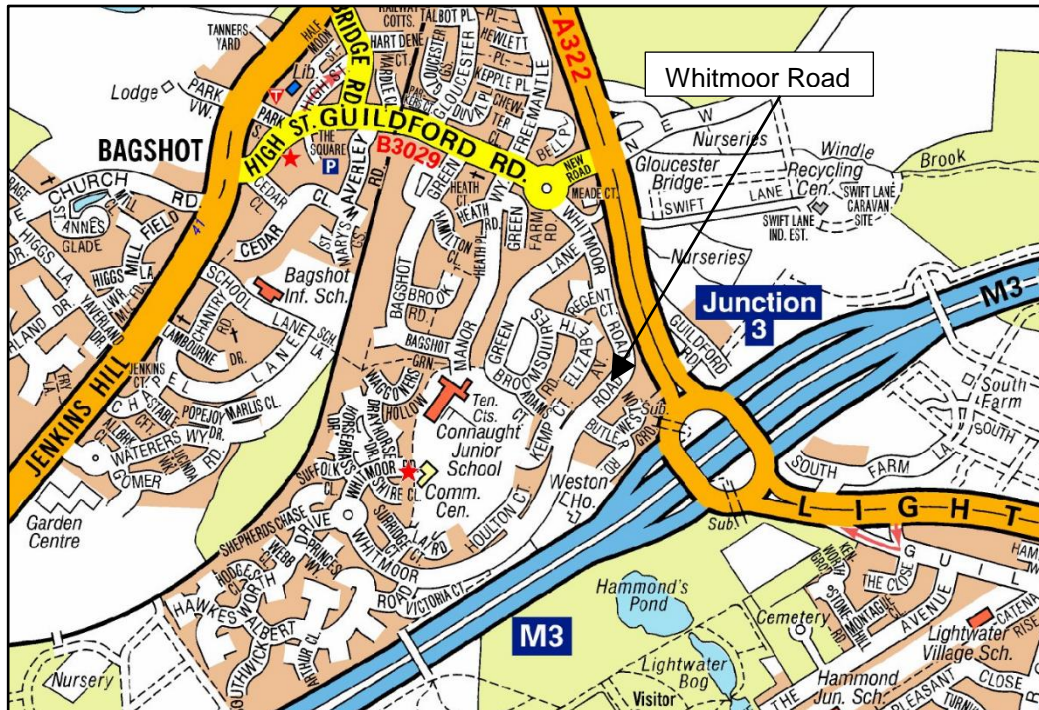
Recent speed survey data indicates there is a problem with some drivers travelling in excess of the 30mph speed limit.

An analysis of personal injury collision data for the last 5 years shows that Whitmoor Road has a good safety record compared to many other roads within Surrey Heath.



## 1. INTRODUCTION AND BACKGROUND:

- 1.1 Whitmoor Road is a D-class road (D3568) that provides access to a series of side roads with residential development. It is subject to a 30mph speed limit and has a system of street lighting. There are no speed limit repeater signs (since their use is not permitted in 30mph roads with street lighting).
- 1.2 Whitmoor Road is a no through road and vehicles have to enter and exit at its northern end from its junction (roundabout) with Guildford Road and New Road. A location plan is attached below as figure 1.



### Figure 1 – Location Plan

- 1.3 There is a continuous footway along one side of the road (side furthest from A322 and M3) but only limited sections of footway on the opposite side. Footpath number 184, which provides access to Lightwater County Park via a bridge over the M3, crosses Whitmoor Road approximately midway between its junctions with Albert Road and Houlton Court.
- 1.4 Whitmoor Road is relatively wide (approximately 7.5m) and over part of its length there are areas of verge alongside the carriageway. This combined with the lack of direct vehicular access to properties results in a character of road where some drivers may feel comfortable travelling at speeds greater than the 30mph speed limit.
- 1.5 Since Whitmoor Road is a no through road a significant number of motorists who use it will be residents living on the estate or their visitors. In addition, the road is also used by visitors to the Community Centre and parents dropping off/picking up children who attend Bagshot Infant School or Connaught Junior School. Most of these visitors will live within the local area.





Figure 2 – Photograph of Whitmoor Road (near junction with Houlton Court)

## 2. ANALYSIS:

### Road Safety Record

- 2.1 Personal injury collision records have been examined for Whitmoor Road for the 5 year period between 1 December 2012 and 31 November 2017 (latest available data).
- 2.2 Over this period there has been one personal injury collision. This resulted in serious injuries being sustained.
- 2.3 The collision involved a motorcyclist losing control after hitting a drain cover. Excessive or inappropriate speed was not recorded as a contributory factor in the collision.
- 2.4 This represents a good safety record compared to many other roads in the Borough. Whitmoor Road is ranked 69 out 100 sites on the Surrey Heath Speed Management Plan based on the number of personal injury collisions per kilometre (with the site ranked 1 having the poorest safety record).

### Vehicle Speeds

- 2.5 Surrey Police carried out a speed survey in Whitmoor Road from 30 January to 8 February 2018. The survey recorded the speed of all vehicles over this period.
- 2.6 A summary of the results of the survey are shown in table 1 below:

Date of survey	Average vehicle speed
30 Jan – 8 Feb 2018	34mph

Table 1 – Speed Survey Data

- 2.7 The average vehicle speed recorded is higher than would be desired in a 30mph road and indicates a problem with some travelling in excess of the speed limit.

<b>3. OPTIONS:</b>
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- 3.1 Alternative options that could be considered for reducing vehicles speeds are assessed below:

**Mobile Speed Enforcement**

- 3.2 Surrey County Council and Surrey Police have a partnership called Drive SMART which aims to tackle concerns over speeding and anti-social driving. As part of this initiative local speed management plans have been developed for each District and Borough to identify the sites with speeding problems. When residents raise concerns about vehicle speeds at a particular location a speed survey is undertaken to determine the level of speeding taking place. Depending on the results of the survey, the road will then be added to the Surrey Heath Speed Management Plan and considered for speed enforcement.
- 3.3 In response to concerns previously raised about vehicle speeds, Whitmoor Road is included on the Surrey Heath Speed Management Plan. However, it is not a site currently being prioritised for Police enforcement.
- 3.4 However, specialist road safety officers from Surrey County Council and Surrey Police meet approximately every 6 months to reassess the priority of sites on the speed management plan. The latest speed survey data and collisions rates for Whitmoor Road will therefore be assessed (relative to other sites) at the next review (expected to be September 2018) to determine whether the location should be reprioritised and targeted for speed enforcement.

**Permanent Speed Enforcement Camera**

- 3.5 Surrey County Council and Surrey Police follow the national guidance from the Department for Transport on the use of safety cameras. This guidance includes criteria for the deployment of speed enforcement cameras which ensure that cameras are prioritised at sites where there has been a serious history of collisions and where speeds have been measured and confirmed as excessive.
- 3.6 Fortunately, due to its good safety record, Whitmoor Road does not meet these criteria and therefore we would not consider installing a permanent speed enforcement camera.

**20mph Speed Limit**

- 3.7 In accordance with the county council's speed limit policy, if a 20mph speed limit is to be introduced on a road where the average speed exceeds 24mph (as is the case for Whitmoor Road) then it is necessary to introduce traffic calming measures to reduce speeds down to this level (see further comments below about traffic calming measures).

### **Traffic Calming Measures**

- 3.8 The cost of the introducing traffic calming measures such as chicanes or speed cushions/tables over the length of Whitmoor Road would significantly exceed the total annual capital budget currently received by the Local Committee. Furthermore, such measures would only generally be used at sites which have a poor safety record. It would therefore be difficult to justify their introduction in Whitmoor Road when numerous other sites on the Surrey Heath Speed Management Plan have a much poorer safety record.

### **Alternative Speed Reducing Engineering Measures**

- 3.9 Further to the above comments about traffic calming measures, there are alternative engineer measures that could be considered to help reduce vehicles speeds (such as vehicle activated signs, road markings, islands etc).
- 3.10 There is an existing proposal on the Surrey Heath scheme list to identify and implement appropriate speed reducing measures in Whitmoor Road.
- 3.11 The list is assessed each year and schemes are ranked against a number of criteria (including road safety) to help the Local Committee decide which schemes it wishes to prioritise for inclusion in its programme of works.
- 3.12 When the list of schemes was last assessed the proposal for Whitmoor Road was ranked 25 and the Local Committee decided to prioritise alternative schemes for inclusion in its programme. However, the proposal remains on the scheme list and will be reassessed (together with the other schemes on the list and any new ones introduced) when the Local Committee considers which schemes to include in its 2019/20 programme of works.

### **Community Speed Watch**

- 3.13 Community Speed Watch is an initiative that enables volunteers to work within their community to raise awareness of the dangers of speeding and to help control the problem locally. The leaflet attached at Annex 2 provides more details about the initiative.
- 3.14 A Community Speed Watch group did previously operate in Whitmoor Road but is no longer active. If residents concerned about vehicle speeds wish to form a new group then Surrey Police would provide all required training as well as ongoing support.
- 3.15 Community Speed Watch may have a greater impact in educating drivers and encouraging improved compliance with the speed limit in these particular circumstances since most drivers using Whitmoor Road will be residents from the estate or people who live locally.

## **4. CONSULTATIONS:**

- 4.1 Surrey Police have been consulted in the preparation of this report.

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

- 5.1 There are no financial implications for Local Committee budgets resulting from the recommendations of this report.

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

- 6.1 The Highway Service is mindful of its needs within this area and attempts to treat all users of the public highway with equality and understanding.

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

- 7.1 This report responds to a petition from residents about an issue of local concern.

#### **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 Whitmoor Road has a good safety record compared to many other roads in Surrey Heath and therefore it would be difficult to justify introducing the type of costly traffic calming measures requested in the petition. Its good safety record also means it does not meet the criteria for a permanent speed enforcement camera to be introduced.
- 9.2 There is an existing proposal on the Surrey Heath scheme list to identify and introduce alternative appropriate speed reducing measures in Whitmoor Road. This proposal is ranked 25 on the scheme list and has not been prioritised for inclusion in the Local Committee's current works programme. However, it is recommended that the scheme is retained on the list and is assessed and considered for inclusion in future programmes.
- 9.3 Whitmoor Road is included on the Surrey Heath Speed Management Plan but is not currently being targeted for speed enforcement. The latest speed data indicates there is a problem with some drivers exceeding the speed limit. The site will therefore be reassessed for possible speed enforcement when the Surrey Heath Speed Management Plan is next reviewed (expected to be September 2018).

<b>10. WHAT HAPPENS NEXT:</b>
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- 10.1 The latest speed survey data and collision rates for Whitmoor Road will be assessed relative to other sites to determine whether the site should be targeted for speed enforcement when the Surrey Heath Speed Management Plan is next reviewed.
- 10.2 The existing proposal to introduce speed reducing measures in Whitmoor Road will continue to be assessed and considered for inclusion in future Local Committee programmes.
- 10.3 Surrey Police will provide training and support if residents wish to proceed with forming a Community Speed Watch Group.

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**Contact Officer:**

Jason Gosden – 0300 200 1003

**Consulted:** Surrey Police

**Annexes:**

Annex 1 – Petition Text

Annex 2 – Community Speed Watch Leaflet

None

**Sources/background papers:**

None

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**ANNEX 1 – FULL PETITION TEXT**

“Help make Whitmoor Road and Connaught Park a safer place for everyone! As the main access route to Connaught Park Housing Estate, Whitmoor Road is in constant use from: \* Residents / Visitors \* Families attending Bagshot Community Centre (Little Echoes Day Nursery and Curley Park Rangers FC) \* Parents parking to drop their children at Bagshot Infant School / Connaught Junior School \* Pedestrians crossing the road to visit Lightwater Country Park (via the motorway foot bridge) Despite the clear 30mph speed signs, the long open nature of Whitmoor Road means vehicles can regularly be seen exceeding this limit to excess (conservatively 40-50mph). Having approached Surrey County Council in March 2017, they confirmed "a brief hand held survey on the road identified that average speeds are high". However, as only one serious accident had occurred along Whitmoor Road, any scheme would only be ranked 28th in the Council's priority list. One year later the scheme had only moved up to rank 25th!! Why should we wait for someone to have a serious accident or lose their life? Let's make Connaught Park a safer place”

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# How do I start a scheme in my community?

If you and other members of your community think that speeding traffic has a dangerous or anti-social impact in your neighbourhood and you would like to take an active role in speed monitoring, then forming a group is a good next step.

A scheme requires a minimum of six volunteers who will be trained by police in the use of speed monitoring equipment, health and safety and how to manage enquiries by motorists and/or other members of the public.

To find out more about establishing a new Community Speed Watch scheme, or to see if there is an existing scheme, contact your local **Casualty Reduction Officer** on **0845 125 2222**.

## Contacting Surrey Police.

For non-emergency calls or to contact your local police officer call **0845 125 2222\*** or **01483 571212**, 24 hours a day, 7 days a week.

Always dial **999** in an emergency.

\* The cost of calls from landlines and mobiles may vary. Surrey Police does not profit from the provision of this number.



## Community Speed Watch

Taking action to help keep your community safe

# What is the Community Speed Watch scheme?

Community Speed Watch (CSW) is a locally driven initiative where active members of the community, with the support of the police and the local authority, monitor speeds of vehicles at specific locations using speed detection devices.

Registered keepers of vehicles that exceed the speed limit are sent letters advising them of the speed that the vehicle was driven at with the aim of educating them, changing their behaviour and reducing their speed.

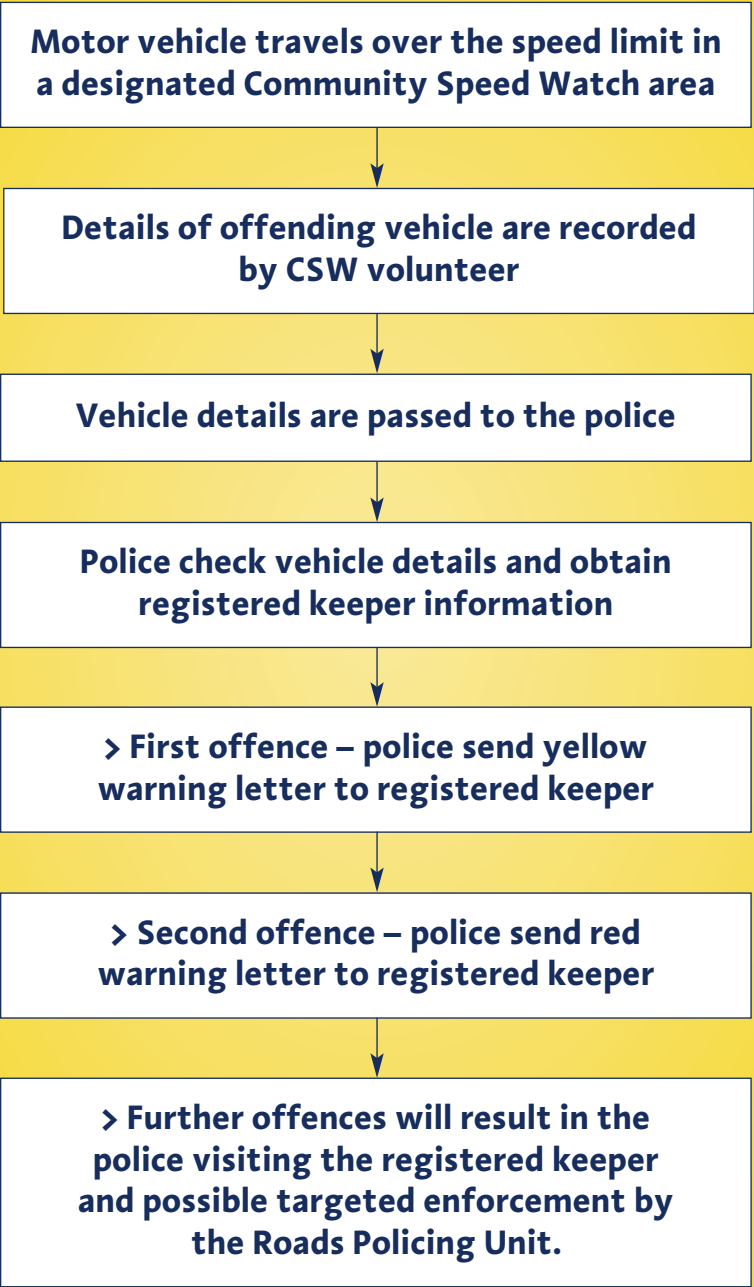
Speeding vehicles through a community is normally raised as a neighbourhood issue at a public meeting or through contact with the local Safer Neighbourhood Policing Team.

Neighbourhood officers will discuss the problem with a Surrey Police Casualty Reduction Officer, who will monitor traffic through identified locations and report back to the community about the seriousness of the problem. Collecting this evidence is crucial in setting up a scheme.

If the evidence shows a significant problem, police will target the area wherever possible. But they will also ask the community if they would like to set up a Community Speed Watch scheme which allows greater flexibility in monitoring the situation and enables the community to target vehicles when they want to, and not just when the police have available resources.

Once a scheme is in place, fully trained volunteers can identify vehicles which are speeding and record the details in a special log book. This is forwarded to Surrey Police who will cross reference the recorded information with that held by the DVLA before obtaining the registered keepers' details and sending out a warning letter. If there is a persistent problem with a particular motorist, police will target the driver of that vehicle and, if appropriate, take further action.

## How does Community Speed Watch work?



## Is Community Speed Watch effective?

Community Speed Watch has been very successful not only in Surrey, but in other areas of the country as well. CSW has had a significant impact in re-educating motorists regarding speed and raised their awareness of the impact that anti-social driving has on communities. Schemes have also reduced the threat of safety to individuals, particularly very young people and the elderly. Communities have also reported a much improved environment and a greater feeling of safety.

## What equipment is provided and what does it cost?

Surrey Police will provide the speed measuring equipment, training, safety jackets, roadside signage, clipboards and the log books. Initial funding will be provided through sponsorship and partner agencies and funds for subsequent equipment will be dealt with on a scheme by scheme basis.

## Is taking part in Community Speed Watch dangerous?

Experience so far has shown that the vast majority of drivers either support, or are neutral to CSW volunteers. Confrontation with drivers is very rare, and our training will cover how to deal with such situations.

Volunteers taking part in Community Speed Watch under the direction and control of Surrey Police will be covered by public liability, employer's liability and personal accident insurance.



**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (SURREY HEATH)****DATE: 14 JUNE 2018****LEAD OFFICER: ANDREW MILNE – AREA HIGHWAYS MANAGER (NW)****SUBJECT: POTHoles IN HEATHERSIDE - PETITION RESPONSE****DIVISION: HEATHERSIDE****PETITION DETAILS:**

A petition has been received by the Surrey Heath Local Committee asking for maintenance of the public highway in and around the Heatherside division. The wording of the petition is;

“We the undersigned petition Surrey County Council to repair and maintain pot-holes, roads & pavements on and around Heatherside, Surrey Heath. To prevent potential accidents to children, families, motorists (and vehicles) and all other residents that live and work on Heatherside, including visitors.”

The petition contains 78 signatures.

**RESPONSE:**

Surrey County Council maintains the public highway throughout Surrey, and has systems in place for inspection and repair of safety defects, as well as a prioritised programme of major repairs that includes footway and carriageway patching and resurfacing. Any specific areas of concern such as individual safety defects can be reported to Surrey Highways for response, and these will be investigated and repaired on a prioritised basis.

Highway inspectors undertake planned walked and driven inspections to identify and record any safety defects on the public highway. These are passed through to our contractor who then arrange repairs on a priority basis, with the defects most likely to pose a risk to the travelling public attended to first.

In addition to this, residents are able to report specific defects to Surrey Highways using the Report It system found on the County Council website, or by contacting Surrey Highways through the County's contact centre. An engineer will then inspect these specific locations and raise any repairs necessary, based on assessing the defects in accordance with the Safety Defect policy (details of which can be found on the County Council website).

Both planned highway inspections and surveys of the public highway are used to plan larger scale maintenance works such as road resurfacing. These planned works are prioritised on a Countywide basis to ensure that the areas of public highway in most need of repair are attended to first, and

for this reason it is not possible to give a commitment to specifically focus on roads and footways in and around the Heatherside area of Surrey Heath. It is important to note that some sections of Heatherside are privately maintained and do not form part of the public highway. These private areas would not form part of any maintenance works undertaken by Surrey County Council.

If there are specific safety defects or roads of concern, please do report these to Surrey Highways using the systems highlighted.

**RECOMMENDATIONS:**

The Local Committee (Surrey Heath) is asked to note the contents of this report.

## SURREY COUNTY COUNCIL

## HIGHWAYS UPDATE LOCAL COMMITTEE (SURREY HEATH)



DATE: 14 JUNE 2018

LEAD OFFICER: ANDREW MILNE - AREA HIGHWAY MANAGER (NW)

SUBJECT: HIGHWAYS UPDATE

AREA(S) AFFECTED: ALL

**SUMMARY OF ISSUE:**

To report progress made with the delivery of proposed highways and developer funded schemes, and revenue funded works for the 2018/19 financial year.

To provide an update on the latest budgetary position for highway schemes and revenue maintenance.

To report on relevant topical highways matters.

To consider reducing the speed limit from 60mph to 40mph on a section of Woodlands Lane, Windlesham.

**RECOMMENDATIONS:**

The Local Committee (Surrey Heath) is asked to:

- i) Note the progress with the ITS (Integrated Transport Scheme) highways and developer funded schemes, and revenue funded works for the 2018/19 financial year.
- ii) Note the budgetary position.
- iii) Note a further Highways Update will be brought to the next meeting of this Committee.
- iv) Agree 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); and
- v) Agree 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; and
- vi) Agree that the Order be made once any objections have been considered and resolved.

**REASONS FOR RECOMMENDATIONS:**

Recommendations (i), (ii) and (iii) are made to enable progression of all highway related schemes and works.

Recommendations (iv), (v) and (vi) are made to help provide a more consistent and appropriate speed limit along the length of Woodlands Lane in Windlesham.

**1 INTRODUCTION AND BACKGROUND:**

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

**2 ANALYSIS:****2.1 Local Committee finance****Revenue budget 2017/18**

- 2.1.1 The revenue budget for 2017/18 was £40,909, a reduction of £139,620 on the 2016/17 figure of £180,529 (including Community Enhancement). In consequence, it was not possible to allocate Community Enhancement monies as in previous years. The budget was retained as one sum and managed by the Highways Maintenance Engineer to best meet the maintenance demands of the area.

- 2.1.2 Table 1 below shows the end of year outturn figures.

**Table 1 - 2017/18 Revenue Maintenance Expenditure**

Item	Allocation (£)	Committed Spend to date (£)
Revenue maintenance allocation	40,909	42,466
Contractor OHP	Included in allocation figure	694
<b>Total</b>	<b>£40,909</b>	<b>£43,160</b>

### **Capital budget 2017/18**

- 2.1.3 The capital budget for 2017/18 was £36,363 which was a reduction of £232,067 on the 2016/17 figure of £268,430.
- 2.1.4 In addition to the set budget, there was an overspend of £5,911 carried forward from 2016/17 and total developer contributions of £402,980. This gave an overall budget for ITS schemes of £433,432.
- 2.1.5 The overall outturn costs for ITS schemes for 2017/18 resulted in a £3,000 underspend in the 2017/18 capital budget.

### **Revenue budget 2018/19**

- 2.1.6 The revenue budget for the 2018/19 financial year has been increased to £168,182. Up to 25% of this money can be used for investigation, planning and design of schemes, the rest must be used for scheme delivery. This can also be used for part funding to unlock Community Infrastructure Levy (CIL) and developer funding.
- 2.1.7 As outlined in the latest Parking Review, the higher than usual number of changes proposed within Surrey Heath has increased the cost of the works and will require a contribution of £5,000 from the 2018/19 Local Committee revenue budget.

### **Capital budget 2018/19**

- 2.1.8 The capital budget for the 2018/19 financial year has been confirmed as £36,363 (unchanged from the budget for 2017/18).

### **Other funding sources 2018/19**

- 2.1.9 In addition to the above capital budget a combination of developer contributions have been allocated for highway improvements in the 2018/19 financial year totalling £395,000. Bisley Parish Council have also agreed to contribute £3,750 towards the Church Lane speed limit scheme. The combination of these funds gives a total ITS budget of £435,113.
- 2.1.10 Surrey County Council Officers are currently working with Surrey Heath Borough Council Officers and relevant Local Members to identify opportunities for spending Community Infrastructure Levy (CIL) moneys allocated to Parish Councils and local Wards in delivering local highway schemes already identified on the Surrey Heath highway schemes list.

## **2.2 Local Committee capital works programme 2017/18**

- 2.2.1 The capital works programme is presented as a combined programme of ITS and capital maintenance works to provide a clearer picture of works and budgets. The programme shown in Table 2 below was

formally approved by the Surrey Heath Local Committee at its public meeting held on 8 December 2016.

- 2.2.2 In addition to the schemes approved by the Local Committee in December, a new scheme was identified to provide a shared cycle route along London Road (A30) in Bagshot. The scheme will connect the shared cycleways from outside Waitrose in Bagshot to The Maultway roundabout and will be funded through developer contributions.

**Table 2 - Capital works programme 2017/18**

<b>Scheme Name</b>	<b>Detail/Limits</b>	<b>Progress</b>	<b>Year End Outturn (£)</b>
High Street, Bagshot (Developer Contribution scheme)	<b>Consultation, Design and Construction</b> - Public consultation and implementation of developer funded improvements in the village centre	Public consultation complete. Relevant options being designed.	22,404
A30 London Road (Developer Contribution scheme)	<b>Design and Construct</b> – Design and construction of a shared cycle lane between Waitrose and The Maultway roundabout	Design underway. Works expected 2018/19	49,086
Windlesham & Chobham Weight Limit Introduction	<b>Design, consultation and construct</b> - Implementation of decision relating to the petition received by Local Committee	Scheme complete	48,552
D517 Watts Farm Parade	<b>Design and Construction</b> - One-way section along Watts Farm Parade	Scheme complete	11,456

### **2.3 Local Committee capital works programme 2018/19**

- 2.3.1 The Highways Update report presented to the Local Committee on 30 November 2017 outlined recommendations for the Local Committee's capital budget for the upcoming financial year. The Local Committee approved the proposed schemes identified in Table 2 of that report. The list has been updated to include the High Street (Bagshot) improvements funded by developer contributions approved by the committee in December 2016 and is shown in table 2 below.
- 2.3.2 Since the Local Committee approved the list in November 2017, Bisley Parish Council have approved a contribution of £3,750 towards the Church Lane scheme.
- 2.3.3 In addition to the above, Surrey Highways officers have been working to determine whether other funds are available to deliver the approved scheme for carriageway maintenance on Wimbledon Road, Old Dean, Camberley. This scheme is now expected to be delivered in early 2018/19 financial year via central funding and will not require capital contribution by the Local Committee. As a result the scheme has been



removed from Table 3 and replaced by Greyfriars Drive, Bisley as the next priority scheme of a similar cost.

- 2.3.4 As previously agreed by the Local Committee, a flexible approach will be taken in progressing schemes based on the available budget.

**Table 3 - 2018/19 Capital works program**

Scheme Name	Scheme Type/Limits	Progress	Estimated Cost
A30 London Road (Developer contribution scheme)	<b>Construct</b> - Construction of a shared cycle lane between Waitrose and The Maultway roundabout	Detailed design complete. Scheme priced (except traffic management). Awaiting appointment of contractor.	£340,000
High Street, Bagshot (Developer Contribution scheme)	<b>Consultation, Design and Construction</b> - Public consultation and implementation of developer funded improvements in the village centre	Detailed design of environmental enhancement measures complete. Parish Council and SHBC consulted.	£130,000
Church Lane, Bisley (£3,750 contribution from Parish Council)	<b>Design and Construct</b> - Extend current 30mph speed limit to include all residential properties	Design brief issued	£7,500
Gibbet Lane, Camberley	<b>Design and Construct</b> - Determine appropriate limit for 20mph speed limit and implement	Design brief issued	£5,000
Greyfriars Drive, Bisley	<b>Carriageway Maintenance</b> - Full Length	Awaiting walk through and estimate.	£35,550
Oakwood Rd, Windlesham	<b>Carriageway Maintenance</b> - From boundaries of no's 12/14 to end of culdesac	Contingency Scheme	£8,500
Burr Hill Road, Chobham	<b>Carriageway Maintenance</b> - From Delta Rd to J/W Windsor Court Rd	Contingency Scheme	£55,170
Windsor Court Road, Chobham	<b>Carriageway Maintenance</b> - From Windsor Court Rd to J/W Bowling Green Rd	Contingency Scheme	£53,685
Berkshire Road, Camberley	<b>Carriageway Maintenance</b> - Whole length	Contingency Scheme	£134,200
Elizabeth Avenue, Bagshot	<b>Carriageway Maintenance</b> - Whole length	Contingency Scheme	£59,680
Orchard Way, Camberley	<b>Carriageway Maintenance</b> - Link outside Orchard Court	Contingency Scheme	£17,680

## ITEM 7

Woodway, Camberley	<b>Carriageway Maintenance</b> - Full Length	Contingency Scheme	£7,200
St Catherines Rd/ Regent Way, Frimley	<b>Carriageway Maintenance</b> - From point adjacent to no. 2 Regent way for a distance Of 63m down towards St Catherines Rd	Contingency Scheme	£12,735
Belton Road	<b>Carriageway Maintenance</b> - Full Length	Contingency Scheme	£62,880
Gosnell Close, Camberley	<b>Carriageway Maintenance</b> - Whole cul de sac	Contingency Scheme	£27,315
Higgs Lane, Bagshot	<b>Carriageway Maintenance</b> - Cul de sac section from outside no's 2 to 6	Contingency Scheme	£3,645
Saddleback Road / Rowan Close, Camberley	<b>Carriageway Maintenance</b> - From junction with Larch Close to end of cul de sac	Contingency Scheme	£37,840
Regent Way, Frimley	<b>Carriageway Maintenance</b> - From outside no.19 to outside no.29	Contingency Scheme	£3,408
Robins Bow, Camberley	<b>Carriageway Maintenance</b> - Whole Length	Contingency Scheme	£22,000
Dell Grove, Frimley	<b>Carriageway Maintenance</b> - Whole Length	Contingency Scheme	£14,520
Spencer Close, Frimley Green	<b>Carriageway Maintenance</b> - Whole length	Contingency Scheme	£3,500
T3019 Town Path, Camberley	<b>Carriageway Maintenance</b> - TOWNPATH from The Avenue t o The Recreation Ground	Contingency Scheme	£10,500
Lupin Close, Bagshot	<b>Carriageway Maintenance</b> - Whole length	Contingency Scheme	£10,215
Windle Close, Windlesham	<b>Carriageway Maintenance</b> - Full Length	Contingency Scheme	£34,550

### 2.4 **Local Committee revenue works programme 2018/19**

2.4.1 Table 4 below shows the spend progress to date.

**Table 4 - 2018/19 Revenue Maintenance Expenditure**

Item	Allocation (£)	Committed Spend to date (£)
Revenue maintenance allocation	168,182	33,123
Contractor OHP	Included in allocation figure	624
<b>Total</b>	<b>168,182</b>	<b>33,747</b>

## **2.5 Parking**

- 2.5.1 The 2016/17 review is substantially complete. Site visits and assessments for the 2018 review have taken place and a report on the outcome was presented to the Local Committee at its meeting on 12 April. The advert is now being prepared.

### **Other highway related matters**

## **2.6 Customer services**

- 2.6.1 Highways & Transport received 45,357 enquiries and reports during the first quarter of 2018, an average of 15,119 per month, this is a significant increase from the same period in the last three years.
- 2.6.2 For Surrey Heath specifically, 3,319 enquiries have been received of which 1,370 were directed to the local area office for action, 94% of these have been resolved. This response rate is slightly above the countywide average of 92%.
- 2.6.3 For the first quarter, Highways received 85 stage 1 complaints of which eight were for the Surrey Heath area. In addition one was escalated to Stage 2 of the complaints process, the service was not found to be at fault following independent investigation.

## **2.7 Major schemes**

### **2.7.1 Meadows Gyratory Major Improvement Scheme**

- 2.7.1.1 The main elements of the scheme including the following:
- Creating a new right turn from the A30 in Blackwater so drivers can head on to the A331 southbound towards Frimley and the M3 without using the main roundabout
  - Lengthening the queuing lane for drivers approaching on the A331 from Frimley and the M3
  - New traffic lights with better timings so drivers can go around the roundabout with in less time
  - Improving the crossings for pedestrians and cyclists
- 2.7.1.2 BT will start preparatory utility works on 29 May 2018 ahead of the main contract works commencing.
- 2.7.1.3 The main contractor, Mildren Construction, will start on site on the 22 June 2018 and are expected to take approximately 12 months to complete the works.
- 2.7.1.4 To minimise congestion and delays during the main works, most activity – such as lane closures – will take place at night. The preparatory BT works will mostly involve a lane closure on the A30 from Blackwater.
- 2.7.1.5 The county council's Works Communication team will coordinate communications about the scheme and progress
- [www.surreycc.gov.uk/surreyheath](http://www.surreycc.gov.uk/surreyheath)

updates will be posted on the county Council's website and social media. The public will also be able to sign up for monthly e-newsletters.

#### **2.7.2 A30/Camberley Town Centre Highway Improvements**

2.7.2.1 The scheme consists of a package of transport improvement measures for the A30 and Camberley Town Centre highway network. The proposed changes aim to reduce peak hour delays along the A30, maintain bus reliability and improve accessibility for pedestrians and cyclists on routes to and within Camberley town centre.

2.7.2.2 In response to the consultation and technical analysis, SCC Officers' recommendation is that the following decision be taken on the A30 bus lane:

1. Remove the bus lane between Park Street and Grande Avenue;
2. Retain the bus lane between Grand Avenue and the A30 junction with Frimley Road; and
3. Remove the bus lane to the west of the A30 junction with Frimley Road

2.7.2.3 Preliminary design and costing of the proposed improvements have been produced based on the above decision. They also include the introduction of a 'Quietway' cycle route between Yorktown Industrial Estate and Camberley town centre that can be used by residents and employees.

2.7.2.4 The total estimated scheme cost is £5 million and the business case is now expected to be submitted to the EM3 LEP in August 2018.

#### **2.7.3 Blackwater Quality Bus Partnership (previously referred to as Gold Grid)**

2.7.3.1 The proposal consists of a package of complimentary sustainable passenger transport measures to improve connectivity to and through the Blackwater Valley area. It includes measures to make bus services more reliable, reduce delays, allow shorter journey times, and improve service frequencies and hours of operation.

2.7.4 A bid is expected to be submitted to the EM3 LEP in August 2018 for £4.5 million funding with a further £4.5 million contribution expected from the bus operator.

### **2.8 Centrally funded maintenance**

2.8.1 Table 5 below shows the Horizon 2 Surrey Heath Roads programme for 2018/19 and the progress made in delivering the schemes.

**Table 5 – 2018/19 Horizon 2 Surrey Heath Roads Programme**

<b>Horizon 2 – 2018/19 Carriageway Programme [Surrey Heath]</b>				
<b>Road Name</b>	<b>Location</b>	<b>Limits</b>	<b>Type of work</b>	<b>Status</b>
Bagshot By - Pass (Southbound)	Bagshot	Approach to New Road Traffic Signals (Southbound)	Major Maintenance	Programmed for June 2018
Balmoral Drive	Camberley	Frimley Green Road to Buckingham Way	Surface Dressing	Programmed for June 2018
Brentmoor Road	West End	Hook Lane to Guildford Road	Surface Dressing	Programmed for June 2018
Chertsey Road	Windlesham	Burma Road roundabout to Windsor Road	Major Maintenance	Programmed for August 2018
Chertsey Road	Chobham	High Street to Chobham Park Lane	Surface Dressing	Programmed for June 2018
Chobham Road	Chobham	Chertsey Road R/A to County Boundary	Surface Dressing	Programmed for June 2018
Deepcut Bridge Road	Deepcut	Newfoundland to Swordsman Road (Incl Roundabout)	Major Maintenance	Programmed for June 2018
Deepcut Bridge Road	Camberley	Old Bisley Road to Swordsman Road	Surface Dressing	Programmed for June 2018
Gordon Avenue	Camberley	Frimley Road to Gordon Road	Micro Asphalt	Complete
Green Hill Road	Camberley	Copped Hill Drive to Chobham Road	Micro Asphalt	Complete
Kingston Road	Camberley	Caesars Camp to Surbiton Road (including roundabout)	Major Maintenance	Programmed for August 2018
Melville Avenue	Camberley	Alphington Avenue to Caroline Way	Micro Asphalt	Awaiting programming
Upper Park Road	Camberley	Heathcote Road to Church Hill	Surface Dressing	Programmed for June 2018
Waverley Drive	Camberley	Church Hill to Claremont Avenue	Surface Dressing	Programmed for June 2018

## ITEM 7

Wimbledon Road	Camberley	35 Berkshire Road to 53 Wimbledon Road	Major Maintenance	Complete
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2.8.2 Table 6 below shows the Horizon 2 Surrey Heath Pavement (Footway) programme for 2018/19 and the progress made in delivering the schemes.

**Table 6 – 2018/19 Horizon 2 Surrey Heath Pavement Programme**

<b>Horizon 2 – 2018/19 Pavement (Footway) Programme [Surrey Heath]</b>				
<b>Road Name</b>	<b>Location</b>	<b>Limits</b>	<b>Type of work</b>	<b>Status</b>
Cooper Road	Windlesham	Updown Hill to end (both sides)	Footway Slurry	Programmed October 2018
Dukes Covert	Bagshot	Full length (both sides)	Footway Slurry	Programmed October 2018
Govett Grove	Windlesham	TBC	Footway Slurry	Programmed October 2018
Attfield Grove	Windlesham	TBC	Footway Slurry	Programmed October 2018
Cochrane Place	Windlesham	TBC	Footway Slurry	Programmed October 2018
Woodlands Lane / Updown Hill	Windlesham	TBC	Footway Slurry	Programmed October 2018
Finney Drive	Windlesham	TBC	Footway Slurry	Programmed October 2018
Larchwood Glade	Camberley	Full length (northern side)	Footway Slurry	Programmed October 2018
Leslie Road	Chobham	Full length (both sides)	Footway Slurry	Programmed November 2018
London Road	Bagshot	Lambourne Drive to School Lane (eastern side)	Footway Slurry	Programmed October 2018
Verran Road	Camberley	Full length (both sides)	Footway Slurry	Programmed October 2018
Windsor Road	Chobham	Chertsey Road to Red Lion Road (western side)	Footway Slurry	Programmed October/November 2018

## **2.9 Road safety**

2.9.1 Table 7 below shows the Surrey Heath road safety programme for 2018/19 and the progress made in delivering the schemes.

**Table 7 – 2018/19 Surrey Heath Road Safety Programme**

<b>Scheme Name</b>	<b>Detail</b>	<b>Update</b>
Red Road Jct Macdonald Road, Lightwater	Introduce antiskid surfacing and bollards to help improve safety at the junction.	Design brief issued.

**2.10 Passenger Transport**

2.10.1 Nothing to report.

**2.11 Street Lighting**

2.11.1 The County Council's Street Lighting engineers are currently investigating the potential of converting all of the current street lights to LEDs. A detailed report will be taken to the County Council's Cabinet in the autumn for a final decision.

**2.12 Other key information, strategy and policy development**

2.12.1 Nothing to report.

**2.13 Woodlands Lane – Proposed Speed Limit Change**

2.13.1 The C4 Woodlands Lane in Windlesham extends between Thorndown Lane and Highams Lane and passes over the M3 motorway.

2.13.2 At its western end Woodlands Lane passes through Windlesham village and is more developed. East of its junction with Heathpark Drive the road is rural in nature.

2.13.3 The plan attached as Annex 1 shows the existing speed limits along the length of Woodlands Lane. At its western end through the more developed residential section of the road the speed limit is 30mph. The central section of the road which is more rural in nature is subject to a 40mph speed limit. The eastern section of Woodlands Lane, which is also rural in nature, is then subject to national speed limit (60mph). The speed limit then becomes 40mph again if you join Higham Lane at the eastern end of Woodlands Lane.

2.13.4 The current situation results in a number of changes in speed limit over a relatively short length of road which is potentially confusing for drivers. In addition, the sections of road that are subject to 40mph and 60mph speed limits are similar in nature so there is no obvious reason to drivers why the speed limits should be different.

2.13.5 Speed surveys have been undertaken at 2 locations (marked on the plan at Annex 1) within the section of Woodlands Lane currently subject

to a 60mph speed limit. The results of the surveys are summarised in the table below:

Location	Date of survey	Total vehicles	Average mean speed
Site 1	24 April – 1 May 2018	17,652	34mph
Site 2	24 April – 1 May 2018	17,457	37mph

2.13.6 The mean speed recorded at both survey sites falls within the threshold set out in the county council's current speed limit policy for the introduction of a 40mph speed limit.

2.13.7 It is therefore proposed that the speed limit is reduced to 40mph on the section of Woodlands Lane that is currently subject to national speed limit (60mph). This will give a more consistent system of speed limits in the area. It will also help reduce the potential for driver confusion by lowering the number of speed limit changes along Woodlands Lane.

2.13.8 Surrey Police have been consulted and have no objections to the proposed reduction in speed limit.

### **3 OPTIONS:**

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

### **4 CONSULTATIONS:**

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

### **5 FINANCIAL IMPLICATIONS:**

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



and to support local priorities. The nature of these works is such that spend may vary slightly from that indicated.

- 5.3 The cost of the proposed reduction in speed limit in Woodlands Lane is approximately £2,000. The local divisional member is allocating £2,000 from their member allocation to fund the proposal.

## **6 WIDER IMPLICATIONS:**

- 6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. An Equalities Impact Assessment is undertaken for each Integrated Transport Scheme as part of the design process.

<b>Area assessed:</b>	<b>Direct Implications:</b>
Crime and Disorder	No significant implications
Equality and Diversity	No significant implications
Localism (including community involvement and impact)	No significant implications
Sustainability (including Climate Change and Carbon Emissions)	No significant implications
Corporate Parenting/Looked After Children	No significant implications
Safeguarding responsibilities for vulnerable children and adults	No significant implications
Public Health	No significant implications

## **7 CONCLUSION AND RECOMMENDATIONS:**

- 7.1 The Committee is asked to note the progress with all schemes and budgets.
- 7.2 It is recommended that a further Highways Update is presented at the next meeting of this Committee.
- 7.3 The Committee is asked to approve the introduction of a 40mph speed limit along the section of Woodlands Lane currently subject to national speed limit (60mph) to help provide a more consistent and appropriate speed limit along the length of the road.

## **8 WHAT HAPPENS NEXT:**

- 8.1 Officers will continue to progress delivery of all schemes and ensure effective use of all budgets.
- 8.2 Assuming the committee approve the advertising and making of the traffic regulation order for the reduction in the speed limit in Woodlands Lane, the order will be advertised. Subject to the consideration of any objections, the scheme will then be programmed for delivery. The Local Committee will be updated further at its next meeting.

## ITEM 7

**Contact Officer:**

Andrew Milne, Area Highways Manager (NW) – 0300 200 1003

**Consulted:**

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**Annexes:**

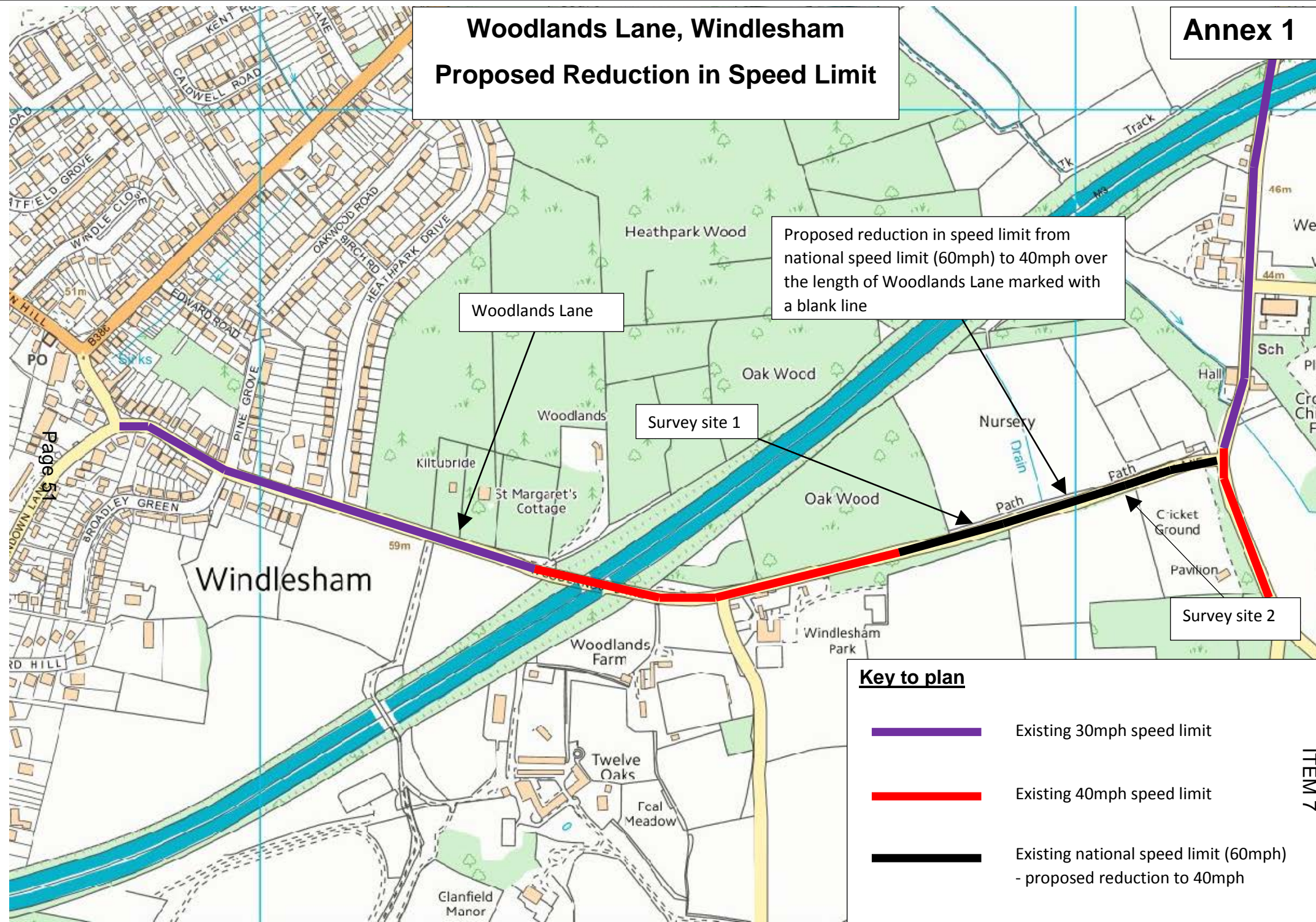
Annex A – Woodlands Lane – Proposed Speed Limit Change

**Background papers:**

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# Woodlands Lane, Windlesham Proposed Reduction in Speed Limit



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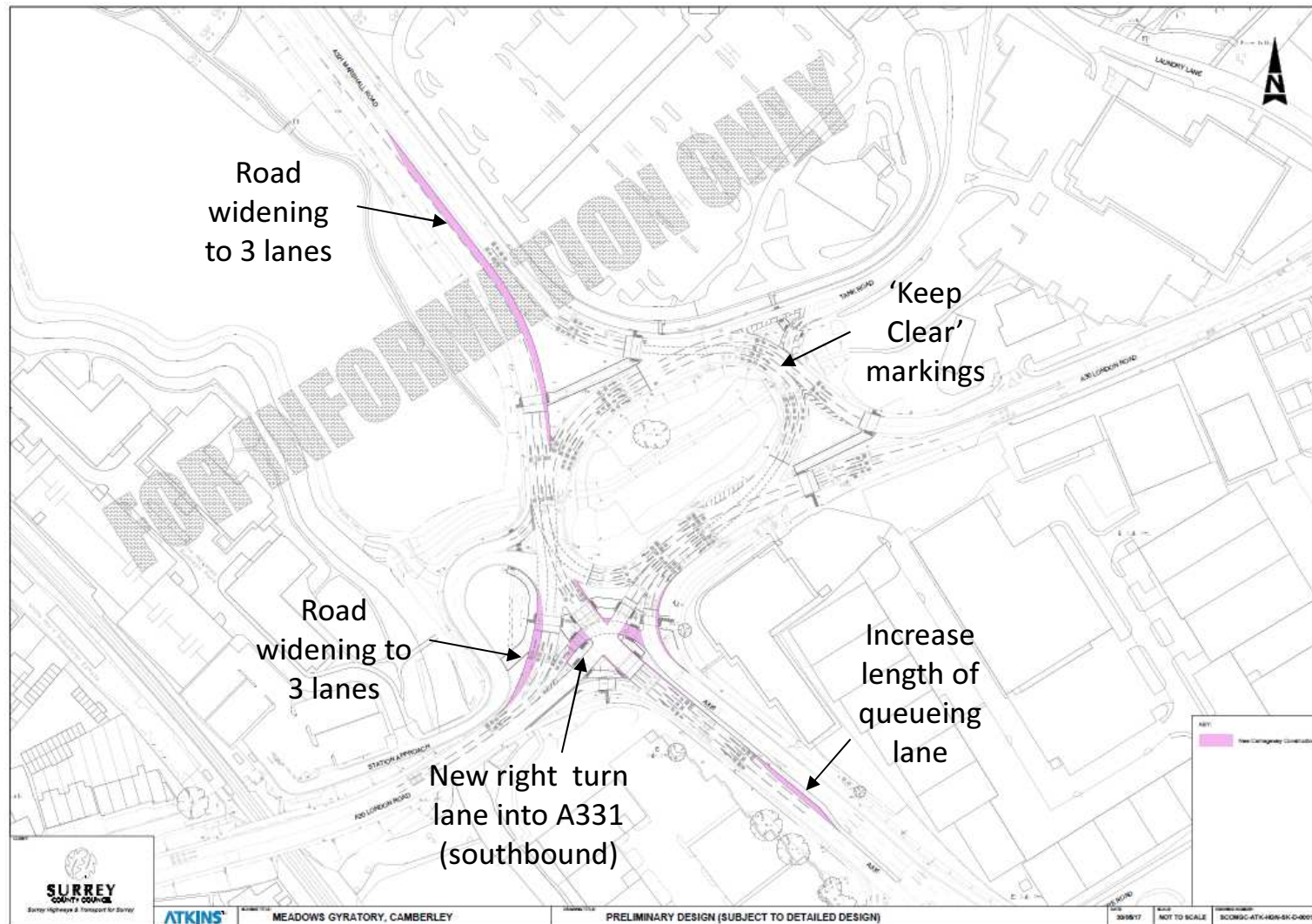
# Meadows Gyrotory – Programme of Works

Updated 29 May 2018

Start/End date	Activity
May 2018	Letter of Award issued to main contractor, Mildren Construction
24 May 2018 (continue to end of works)	Commencement of engagement with businesses/ residents
28 May 2018 (up to 3 weeks)	BT fibre-optic manhole and cable relocation works as part of preliminary works for Meadows undertaken during the day.
28 May 2018 (up to 2 weeks)	SSC Electricity cable laying works for private developer
22 June 2018	Main contractor on-site mobilisation
July 18 to Apr 19	Site works (8 to 10 months) undertaken at night. No lane closures or lane narrowing during the daytime.
May 2019	Works complete



# Meadows Gyratory Improvements



SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SURREY HEATH).

DATE: 14 June 2018



LEAD OFFICER: Kevin Ratnasingam, Transport Strategy Projects Manager

SUBJECT: A30 London Road / Camberley Town Centre Highway Improvements

DIVISION(S): ALL

**SUMMARY OF ISSUE:**

This report provides an update on the A30 London Road / Camberley Town Centre highway improvements, which are to be considered at the upcoming Cabinet meeting on 17<sup>th</sup> July 2018. This update includes the public consultation carried out to date, and a summary of the components that will be included in a future Business Case submission.

The proposed improvements are to be included in a Business Case submission to be submitted to the Enterprise M3 Local Enterprise Partnership (EM3 LEP) in August 2018. If successful, funding for the measures will be provided by the EM3 LEP with matched funding from Surrey Heath Borough Council (SHBC) and Surrey County Council (SCC).

**RECOMMENDATIONS:**

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

- (i) Note the contents of the report for information
- (ii) Note the proposed improvements are to be submitted to SCC Cabinet in July 2018, and included in the Business Case submission to the EM3 LEP in August 2018.

**REASONS FOR RECOMMENDATIONS:**

To ensure that the Local Committee is aware of and content with the package of measures prior to these being presented to SCC Cabinet in July 2018, and which will be included in a Business Case submission to the EM3 LEP in August 2018.

<b>1. INTRODUCTION AND BACKGROUND:</b>
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- 1.1 The Camberley Town Centre Area Action Plan (AAP) adopted in July 2014 sets the vision for the town centre for the next 14 years, with the AAP vision being 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
- 1.2 The A30 London Road / Camberley Town Centre Highway Improvements are part of a much wider programme of schemes in Surrey Heath and the Camberley area, which also include the following:
- A331 Shared Footpath & Cycle Route (completed in April 2017)
  - Meadows Gyratory (works due to start in June 2018)
  - Camberley Town Centre Public Realm
  - Blackwater Valley Quality Bus Corridors (previously referred to as the “Gold Grid”)
- 1.3 All projects, other than the Camberley Town Centre Public Realm are being developed and delivered in partnership by SHBC and SCC, although the wider programme of schemes collectively aim to deliver the ambition set out in the APP.
- 1.4 A Member Task Group has been established, and reports to the Local Committee. Project Management is carried out by a shared SHBC / SCC Project Manager.
- 1.5 The A30 Camberley Town Centre highway improvements have the following 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”.



- 1.6 The total cost of the A30 Camberley Town Centre highway improvements is £5m, comprising EM3 LEP Local Grant Funding of £3.75m and Local Contributions of £1.25m.
- 1.7 The business case for these measures will be submitted to the EM3 LEP in late August 2018. If funding is secured, construction is anticipated to take place in 2019, for a period of approximately 8 to 12 months.
- 1.8 The following is a summary of upcoming reporting actions for the A30 Camberley Town Centre highway improvements:
  - Report to Local Area Committee (for information) – 14<sup>th</sup> June 2018
  - Report to SCC Cabinet for decision – 17<sup>th</sup> July 2018
  - Business case submission to EM3 LEP – 31<sup>st</sup> August 2018

2 <b>ANALYSIS:</b>
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- 2.1 The objectives of the A30 London Road/ Camberley Town Centre highway improvements are set out in para 1.5.
- 2.2 For road users in the Camberley area, the measures proposed for the A30 Camberley Town Centre highway improvements will complement the journey time benefits arising from the completion of the Meadows Roundabout improvements, which are due to be completed by Summer 2019. ***(Please refer to the attached Annexe for further information regarding the upcoming Meadows work).***
- 2.3 The A30 works will also include some improvements to the highway surface condition where required, such as in the vicinity of the Royal Military Academy entrance junction.
- 2.4 The proposed improvements have been designed by external consultants, who have also undertaken all assessment and reporting of the impacts of the proposed improvements. This includes traffic modelling.
- 2.5 The assessment results show that better optimisation of the traffic signals at junctions along the A30 will improve the efficiency of traffic flow along this corridor by providing improved co-ordination of green times at the traffic signals. These will need to be balanced against other measures to improve movement by all modes of travel, for example, the potential to accommodate improved pedestrian crossing facilities at the Knoll Road junction.
- 2.6 In advance of the submission of the business case, further review and refinement of the design and assessment of the proposals, including the traffic modelling, are being undertaken. This work is aiming to reduce A30 peak hour delay for all traffic, to minimise delays to bus services and improve accessibility and safety for all road users, including those walking and cycling to reduce the need to travel by motorised vehicles along the A30 corridor.

- 2.7 With regard to bus routes, the improvements being developed as part of the Blackwater Valley Quality Bus Corridors project will provide further benefits for several bus routes operating to/from the Camberley area.

### **3 OPTIONS:**

- 3.1 The A30 Camberley town centre highway improvements include the following components:
- “Gateway features” on the A30 at the eastern end of Knoll Road and western end of Grand Avenue junctions, to highlight the vehicle entry into the Town Centre area.
  - A30 London Road Block – new 3-way signalised junction to be located on the south side of the A30 between High Street and Park Street. This is intended to facilitate access and egress into a major redevelopment proposed for this part of the town centre. (Note that this new junction may require corresponding changes to the existing signalised junction at Park Street, due to its close proximity).
  - Improving traffic flow for all vehicles via the optimisation of traffic signals along the A30, to make the network more efficient and reduce journey times.
  - Improved pedestrian and cycle facilities – including sections of converted / widened shared footway / cycle track on the southern side of the A30, focusing on the section between Knoll Road and the Avenue.
  - Revising the extent of the A30 westbound bus lane - retaining it between Grand Avenue and Frimley Road, with the existing sections of bus lane between Park Street and Grand Avenue, and west of Frimley Road being removed.
  - Consideration of the appropriate operating hours of the bus lane, which is currently Monday to Friday 0700 to 0930 and 1600 to 1900.
  - Retaining kerbside parking where this is currently provided.
  - Maintaining pick-up and drop-off facilities.
- 3.2 Currently, we are reviewing the preliminary A30 designs and costing the proposed improvements in preparation for the business case submission to the EM3 LEP in August. The designs must support the following key aims:
- Delivering the ambition of the Camberley Town Centre AAP.
  - Supporting the London Road Block redevelopment, including the proposed new 3-way signalised junction between High Street and Park Street.
  - Providing Camberley town Centre ‘gateway treatments’ (eastern end at Knoll Road, and western end at Grand Avenue).

### **4. CONSULTATIONS:**

- 4.1 Public consultation on the A30 Camberley town centre highway improvements was carried out for a period of 8 weeks commencing 20th

February 2017, in partnership with Surrey Heath Borough Council. The consultation focused on the following:

- 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.

4.2 The consultation was successful in that we obtained 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.

4.3 The key outcomes from the consultation were:

- 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.

4.4 As part of the consultation, respondents were asked what they felt should be done with the bus lane, with the following results:

- 46% of respondents wanted to remove the bus lane, whilst 48% wanted to retain the bus lane in some form. 6% of respondents had no preference.
- Out of the 48% who wanted the bus lane to be retained, 29% expressed a preference to shorten the bus lane to the section between The Avenue and Frimley Road, whilst the rest wanted it to be retained in full.
- The current proposals are for the bus lane to be retained between Grand Avenue and Frimley Road, which is approximately 300m longer than the preferred bus lane length identified in the consultation.

4.5 In considering the consultation results alongside traffic modelling analysis it is currently proposed to shorten the bus lane at either end, retaining a core middle section to provide journey time benefits to buses supporting the Camberley AAP vision.

4.6 As noted previously, consideration is being given to the operating hours of the bus lane. A Traffic Regulation Order (TRO) is required to shorten the bus lane and as part of this there is the potential to also amend the hours of operation of the retained core bus lane section as part of the detailed design to become 7am to 7pm, 7 days a week. The aim is to enhance road user understanding and ensure that priority for buses is maintained every day of the week at key times. This, however, will need to be assessed to ensure that this does not adversely impact on A30 peak hour delay for all traffic and supports economic activity on the A30 and in Camberley town centre.

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

- 5.1 The total value of the A30 Camberley Town Centre highway works is £5.0m. The funding bid to the LEP is for £3.75m, with the remaining £1.25m to be Local Contributions, i.e. circa £740k from SHBC and £480k from SCC.

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

- 6.1 A full equality impact assessment will be completed as part of the business case submission process.
- 6.2 For the consultation, groups and individuals were targeted based on previous experience and included dialogue with groups catering for individuals with protected characteristics. Letters and posters were used to raise awareness of the project to those in the area who are not easily contactable by email, the internet or social media channels.

## **7. LOCALISM:**

- 7.1 The proposals will affect all road users in the areas where improvements are proposed. The proposals were publicised as described and any comments received will be given careful consideration.

## **8. OTHER IMPLICATIONS:**

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

### Sustainability and Public Health implications

- 8.1 Many of the proposed improvements are intended to help reduce congestion, the resultant journey times and the lowering of emissions generated by motorised vehicles. This is expected to aid public health as there are expected to be air quality improvements; furthermore, the promotion of bus routes and encouraging modal shift promotes active travel.

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

- 9.1 The Local Committee (Surrey Heath) is asked to:
- (i) Note the contents of the report for information

- (ii) Note the proposed improvements are to be submitted to SCC Cabinet in July 2018, and included in the Business Case submission to the EM3 LEP in August 2018. be included in Business Case submission to the EM3 LEP in August 2018.

<b>10. WHAT HAPPENS NEXT:</b>
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10.1 The following is a summary of upcoming reporting for the A30 Camberley Town Centre highway improvements:

- Report to Local Area Committee (for information) – 14<sup>th</sup> June 2018
- Report to SCC Cabinet for decision – 17<sup>th</sup> July 2018
- Business case submission to EM3 LEP – 31<sup>st</sup> August 2018

10.2 If funding is secured, construction is anticipated to take place in 2019 for a period of approximately 8 to 12 months.

**Contact Officer:**

Kevin Ratnasingam, Transport Strategy Project Manager, Surrey Heath Borough Council & Surrey County Council (0208 213 2876)

**Consulted:**

Local Ward and Divisional Councillors  
Surrey Heath Borough Council

**Annexes:**

Annexe covering the background to the Meadows roundabout upgrade works (scheduled for construction between summer 2018 and summer 2019)

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SURREY HEATH)

DATE: 14 June 2018



LEAD OFFICER: Louise Gibbins, Community Safety Officer

SUBJECT: Local Committee Community Safety Funding

DIVISION: All Surrey Heath

**SUMMARY OF ISSUE:**

The local committee has a delegated budget of £3,000 for community safety projects in 2018/19. This report sets out the process by which this funding should be allocated to the Community Safety Partnership and/or other local community organisations that promote the safety and wellbeing of residents. The report also provides a progress update regarding last year's funding.

**RECOMMENDATIONS:**

**The Local Committee (Surrey Heath) is asked to agree 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 was funded, the outcomes and the impact it has achieved.

**REASONS FOR RECOMMENDATIONS:**

The report sets out a process for allocating the committee's delegated community safety budget of £3,000 to local organisations to achieve the recommendations outlined above.

There is also an update on how last year's funding was used in order to provide visibility and promote accountability within the Community Safety Partnership.

## 1. INTRODUCTION AND BACKGROUND:

- 1.1 Prior to 2016, the local committee had historically chosen to passport its delegated community safety funding to the local Community Safety Partnership (CSP) to assist in their efforts to tackle crime and anti- social behaviour on behalf of residents.
- 1.2 Following countywide analysis of the projects that were funded through CSPs and the outcomes achieved, the local committee agreed that its local CSP should firstly be invited to provide an outline of any prospective projects that could be supported from the committee's funding for approval. This aimed to provide greater oversight of the committee's expenditure. In the context of the County's Medium Term Financial Plan and the requirement upon all county services to contribute to significant savings, the process would also help to achieve better value for money from projects in support of the County Council's wider community safety priorities.
- 1.3 In 2016/17, the committee awarded £3,000 to 2 projects in Surrey Heath.
- 1.4 **CCTV equipment to deter fly-tipping within Surrey Heath.** Previously, CCTV equipment covered Gracious Pond Road, Chobham, and a proposal was agreed to extend this to cover Loveland's Lane and Penny pot, Chobham. The impact of the CCTV cameras being located in Gracious Ponds Road had seen an 80% reduction in the number of fly tips, however the problem was moved elsewhere. The £2,000 project expanded the CCTV coverage and enabled evidence to be gathered for further prosecutions building a strong deterrent within Surrey Heath. The camera installations have deterred fly-tips within the vicinity, and eight prosecutions have been successfully undertaken with the council actively publicising this within the community.
- 1.5 **Surrey Heath Young Citizen.** The project delivered a community safety message to over 400 year 7 students at Collingwood College and Kings International whereby a drama production is performed entitled 'last orders' and the different sets around this pick up different aspects of keeping safe, including healthy relationships, internet safety, prevent, anti-social behaviour, fire safety, and the reporting of incidents to crime stoppers.
- 1.6 In 2017/18, the committee awarded £2,181 towards a Camberley Homeless Outreach project and £819 towards the Domestic Abuse awareness campaign on Eagle Radio.

## 2. ANALYSIS OF PREVIOUS FUNDING:

- 2.1 2017/18 Camberley Homeless Outreach project – This funding has contributed towards the completion of the Homeless Services Report which has led to The Hope Hub whose main focus is to support local homeless people, to help them get back on their feet. The project represents a community investment in that the set up will provide a local Camberley base from which to deliver health care and advice. It is anticipated that the project will become operational by the Summer of 2018.
- 2.2 2017/18 Domestic Abuse awareness campaign on Eagle radio - To provide the funding for the Eagle Radio campaign during October 2017 that linked in with the National Campaign. This built on getting the message over and to

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



provide information to create awareness within the local community. During the campaign two evenings were spent giving out information within the foyer of Frimley Park Hospital and other outreach sessions with stakeholders. The DA Awareness Week Radio campaign worked well as a good foundation to enable the co-ordination of many local activities with partners such as Surrey Police, Your Sanctuary, Council staff to promote this.

### **3. 2018/19 FUNDING:**

- 3.1 As in the previous year, a clear and simple process designed to support CSPs will be adopted in order that funds can be processed efficiently this year.
- 3.2 Local CSPs will be invited to submit a brief outline of the projects that they would like to put the committee's funding towards, on a simple template designed for this purpose.
- 3.3 To assist CSPs in identifying suitable projects, the following criteria will be provided as a guide:
  - (a) Results in residents feeling safer
  - (b) Has clear outcomes that align with the priorities of the local committee and/or the CSP
  - (c) Is non recurrent expenditure
  - (d) Does not fund routine CSP activities (e.g. salaries, training)
  - (e) Is not subsumed into generalised or non-descript funding pots
  - (f) Does not duplicate funding already provided (e.g. domestic abuse services, youth work, transport costs, literature which could be co ordinated across all CSPs)
- 3.4 To ensure funds can be utilised within the current financial year, it is suggested that a deadline of 14 September 2018 is imposed for the submission of outline projects by CSPs and/or local organisations. This deadline will be communicated widely to local CSPs and partner organisations.
- 3.5 To ensure that funds can be distributed speedily and efficiently, it is recommended that authority is delegated to the Community Partnership Manager, in consultation with the Chairman and Vice-Chairman of the Local Committee, along with the relevant divisional member, to authorise the expenditure of the committee's funds outside the formal quarterly committee meeting cycle. This should allow local organisations to obtain approval, initiate and implement projects with the minimum of delay.
- 3.6 Once implemented, the CSP and any other recipients of this funding will be required to provide the local committee with a short update on each project, outlining how the funding was used and the difference and impact it has made in the local community.

### **4. OPTIONS:**

- 4.1 All viable options were considered and appraised when forming the recommendations to the Local committee. The previous arrangement, whereby the committee transferred both its funding and the decision-making

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about how the funding could be used to the CSP was not considered to provide sufficient information on the impact that the funding or the outcomes it had achieved.

- 4.2 The recommended funding arrangements will employ a simple process for the commitment of funds by the committee to enable greater scrutiny over the use of this funding.

#### **5. CONSULTATIONS:**

- 5.1 Local committee chairmen were collectively consulted about this process for allocating community safety funding as recommended in this report, before its implementation last year.

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

- 6.1 The costs of the recommendations in this report are contained within existing revenue budgets. Early scrutiny of proposed projects by CSPs and local organisations will help to achieve better value for money for the Committee's funding.

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

- 7.1 There are no direct equalities or diversity implications. However, through its membership of the local CSP and external bodies, the County Council can help to ensure that local services are accessible to harder to reach groups. The CSP also maintains ongoing monitoring of hate and domestic abuse crimes.

#### **8. LOCALISM:**

- 8.1 The proposals contained in this report will enable CSPs and/or other suitable local organisations to submit projects that support the County Council's strategic goal of enhancing resident experience.

#### **9. OTHER IMPLICATIONS:**

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

- 9.1 Crime and Disorder implications  
The county council's membership of local CSPs helps ensure the achievement of its community safety priorities. The committee's funding for local community safety projects enables the CSP and/or other local

organisations to help to promote safety, reduce crime, and tackle antisocial behaviour and raise awareness of safer practices and behaviours.

#### **10. CONCLUSION AND RECOMMENDATIONS:**

- 10.1 The recommendations contained in this report are intended to secure greater oversight of the committee's community safety expenditure and achieve better value for money through projects that help to achieve the County's community safety priorities.

#### **11. WHAT HAPPENS NEXT:**

- 11.1 The CSP will be advised of the funding process agreed by the Local Committee and invited to access this funding.

**Contact Officer:**

Louise Gibbins, Community Safety Officer, 0208 541 7359

**Consulted:**

Surrey's local committee chairmen and local committee members.

**Annexes:** None

**Sources/background papers:**

- Surrey Heath Local Committee, September 2016. Local Committee funding of Community Safety Projects
- Surrey Heath Local Committee, July 2017, Local Committee Community Safety Funding report

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**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (SURREY HEATH)**

**DATE: 14 JUNE 2018**



**LEAD OFFICER: JESS EDMUNDSON, PARTNERSHIP COMMITTEE OFFICER**

**SUBJECT: APPOINTMENTS TO LOCAL COMMITTEE TASK GROUPS 2018/19**

**DIVISION: ALL**

**SUMMARY OF ISSUE:**

The Local Committee (Surrey Heath) is asked to review and agree the terms of reference and membership of task groups set by the Committee.

**RECOMMENDATIONS:**

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

- (i) The terms of reference for the Major Projects Task Group and the membership of this task group as set out in Annex 1.
- (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.
- (iii) The nominations to outside bodies (Surrey Heath Partnership and Early Help Advisory Board) as set out in Annex 1.

**REASONS FOR RECOMMENDATIONS:**

The report contains an updated list of representatives on Task Groups and nominations to outside bodies.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 The Local Committee (Surrey Heath) has two current task groups. This report sets out the members who will sit on the groups.
- 1.2 The Local Committee (Surrey Heath) can appoint members of the Committee to Outside Bodies and there are three such groups which require nominations for the current year.

## **2. ANALYSIS:**

### **Task Groups**

- 2.1 Each year the Committee is asked to consider the work that would be considered at formal meetings and the relevant task groups that should be established to support the Committee in its work.

### **Surrey Heath Major Projects Task Group**

- 2.2 In 2014-15, the Local Committee established a Major Projects Task Group, to monitor and report back to the Local Committee on major highways related projects. The membership of the Task Group was 3 County and 3 Borough Councillors.
- 2.3 The committee is asked to re-establish the Major Projects Task Group, agree the membership and agree the terms of reference as set out in Annex 1.
- 2.4 The membership of the Major Projects Task Group last year was: Bill Chapman, Charlotte Morley, Edward Hawkins, Josephine Hawkins and Valerie White. SHBC Officers Jenny Rickard and Jane Ireland and SHBC and SCC Officer Kevin Ratnasingam were also included.

### **Surrey Heath Local Cycling Plan Task Group**

- 2.5 In 2015-16, the Local Committee established a Local Cycling Plan Task Group, to monitor and report back to the Local Committee on cycling related projects.
- 2.6 The Committee is asked to re-establish the Local Cycling Plan Task Group, agree the membership and agree the terms of reference as set out in Annex 1.
- 2.7 Membership of the Local Cycling Plan Task Group last year was: Mike Goodman and Paul Ilnicki. It is recommended the committee nominate 2 county and 2 borough representatives.

### **Membership to Outside Bodies**

- 2.8 The Local Committee can make appointments to various outside bodies. Members are asked to act as the Local Committee ambassador on the group, ensure that the local committee is informed of activities relevant to the work of the committee and report back on the achievements of the group on an annual basis.

## **3. OPTIONS:**

- 3.1 The Committee can confirm the task groups and nominations to outside bodies as set out above.
- 3.2 The Committee can make amendments to any of the recommendations in this report.
- 3.3 The appointment of non-committee members, for example parish councillors, to any task group can be delegated to the chairman of the local committee and

the chairman of the particular task group with which the non-committee member wishes to be appointed to.

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

- 4.1 Task Groups have been proposed in response to requests from Members in relation to the workload of the Committee.
- 4.2 The nominations set out above have been volunteered or been selected from amongst their peers to sit on the relevant groups.

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

- 5.1 There are no specific financial implications arising from the recommendations. Work to support the recommendations will be undertaken within the current resources, and the task groups have no decision making powers.

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

- 6.1 There are no specific equality and diversity implications arising from the recommendations.

#### **7. 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

#### **8. CONCLUSION AND RECOMMENDATIONS:**

- 8.1 The Local Committee is asked to agree the terms of reference for the Major Projects Task Group and the membership of this task group as set out in Annex 1.
- 8.2 The Local Committee is asked to agree the terms of reference for the Local Cycling Plan Task Group and the membership of this task group as set out in Annex 1.
- 8.3 The Local Committee is asked to agree the nominations to outside bodies (Surrey Heath Partnership and Early Help Advisory Board) as set out in Annex 1.

<b>9. WHAT HAPPENS NEXT:</b>
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9.1 Task groups will be established.

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**Contact Officer:** Jess Edmundson, Partnership Committee Officer (Surrey Heath), 01932 794079

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

**Annexes:** Terms of Reference for Surrey Heath Local Committee Task Groups 2018-19.

**Sources/background papers:** None

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## **SCC LOCAL COMMITTEE (SURREY HEATH)**

### **TASK GROUPS AND MEMBERSHIP OF EXTERNAL BODIES**

#### **Surrey Heath Early Help Advisory Board – Terms of Reference**

These terms of reference are intended to provide some direction for Local Early Help Advisory Boards recognising they will evolve in slightly different ways but with a core defined purpose. These terms of reference are currently draft and will be agreed by the end of July, following initial meetings of Local Early Help Advisory Boards.

#### **Scope**

The scope of the Local Early Help Advisory Board is the local implementation of the early help delivery model.

#### **Purpose**

To bring together a partnership in each borough or district invested in developing a coherent local early help offer and manage the successful delivery of this offer. By coming together the partners will hold a collective responsibility for decisions and support the successful delivery of this offer.

#### **Key responsibilities**

- Have strategic oversight of the co-ordination and effectiveness of the local early help offer.
- Provide support and challenge to the development of the local early help offer
- Support the development of a joined up local plan which prioritises early help needs and outcomes
- Work collectively with local operational networks to implement a local plan
- Maintain an oversight of the development and effectiveness of the Local Family Partnership
- Support the development of local early help commissioning plans and participate in commissioning processes to deliver a local joined up early help offer
- Work locally to identify gaps in provision regarding early help and to identify and mitigate against risks
- Support the practitioners' networks including co-ordinating training and development opportunities in accordance with local need
- Help capture the voice of families, children and young people
- Communicate with key local stakeholders outside of the meeting to raise awareness of the local early help offer and developments.
- Update the Early Help Transformation Programme Delivery Group via the Strategic Leads for Young People and Families, escalating any risks as required.
- Provide an annual report to the local or joint committee on early help.

#### **Chair**

Each Local Early Help Advisory Board will appoint an appropriate chair from their membership.

#### **Ways of working**

- Meeting agendas will be agreed by the Chair and the Families Service Manager
- Agendas will be circulated to members of the Local Early Help Advisory Board prior to the meeting

- If it is not possible for a member to attend, they should nominate a substitute representative to attend with delegated authority to make decisions on behalf of their organisation.
- Minutes of this meeting will be kept by the Families Service Manager and agreed by members of the group
- Members will provide updates to the board on actions and key developments in their area

### **Frequency of Meetings and Venues**

Meetings will be held at least quarterly at suitable venues across the borough or district.

### **Meeting Membership**

The membership of boards will vary across boroughs and districts, however there are some core principles for the membership of each board:

- Membership should be as local as possible and key local partners should be represented to ensure they can be consulted with and are involved in making decisions.
- Members need to be able to represent the broad views of the key delivery groups and be able to speak on their behalf about good practice and local need.
- Members need to impact on the establishment and delivery of early help rather than measure accountability
- With any Surrey County Council representation it should be considered whether they are required as a core member or if discussions could take place outside of the meeting (e.g. Families Service representation should be limited to the borough Families Service Manager)
- There should not be more than 15 members to allow for effective discussion and decision making

Representation should consider:

- Borough or district council
- Secondary education
- Primary education
- Children's Centre
- Two elected representatives from the local/joint committee
- Police
- Health
- Job Centre Plus
- Housing
- Voluntary, Community, Faith Sector
- Young people
- Parent groups

This should not be seen as exhaustive

Suggested representatives are:-

- Josephine Hawkins - SHBC
- Vivienne Chapman – SHBC
- Charlotte Morley - SCC

### **Major Schemes (Surrey Heath) Task Group – Terms of Reference**

1. The Task Group will advise the Local Committee on the progress of the Major Schemes within Surrey Heath during the next year and subject to obtaining funding, specifically but not exclusively on

- A311/A30 Corridor Improvements (Meadows Gyratory) EM3 LEP Prioritised Scheme
- Blackwater Better Connectivity (cross boundary) – EM3 Camberley Growth Package Bid
- Camberley Sustainable Transport Package - – EM3 Camberley Growth Package Bid

2. Officers supporting this Task Group will consult that Group and will give due consideration to the Group's reasoning and recommendations prior to the officer writing their report to the Local Committee.

3. The Task Group is suggested to include three county councillors and three borough councillors from the Local Committee. In addition the Task Group can invite up to two Officers from Surrey Heath Borough Council to attend, all with equal status. The Task Group may also consult with other relevant members of the Committee.

4. The role of the Task Group is primarily strategic. The Task Group members will act in the interests of the borough as a whole, rather than representing the interests of their divisions or wards.

5. The Task Group will take into account the results of previous and new consultations in determining future programmes.

6. Any recommendations to the Local Committee will be supported by a summary of the reasoning behind the Task Group's position and reflect any professional advice from officers.

7. The Task Group will meet in private, at appropriate times during the year (at a suitable time before a Local Committee) and actions from the meetings will be recorded.

Suggested members of the Major Projects Task Group are:

- Bill Chapman - SCC
- Josephine Hawkins – SHBC
- Edward Hawkins – SCC
- Charlotte Morley - SCC
- Vivienne Chapman - SHBC
- SHBC and SCC Officer Kevin Ratnasingam
- SHBC Officers Jenny Rickard

### **Surrey Heath Local Cycling Plan Task Group – Terms of Reference**

As part of the Surrey Transport Plan, the Surrey Cycling Strategy was approved by Cabinet in December 2013. The Strategy set out a role for Local Committees to oversee the development of Local Cycling Plans.

Surrey Heath Local Committee were asked to consider the establishment of a Local Cycling Plan task group to oversee the development of the Surrey Heath Local Cycling Plan.

The Task Group will develop for agreement by the Local Committee a programme for producing a Local Cycling Plan for Surrey Heath, setting out:

- Scope and priorities
- Data and information requirements
- Timetable for developing final recommendations to the committee

The Task Group will consider the aims and objectives of Hampshire County Council's Cycling Strategy and how this may impact on the content and priorities of the Surrey Heath Local Cycling Plan.

It is suggested that the Task Group contain up to four appointees from the Local Committee – two county and two borough councillors. The Task Group may also consult with other relevant members of the Committee.

Recommendations made to the Local Committee will be supported by a summary of the reasoning behind a task group's position and reflect and professional advice of officers.

Officers supporting the Task Group will consult the Group and will give due consideration to the group's reasoning and recommendations prior to the officer writing their report to the parent Local Committee.

Suggested members of the Local Cycling Plan Task Group are:

- Mike Goodman – SCC

### **Membership to Outside Bodies**

The Committee is asked to agree the following appointments:

- Surrey Heath Partnership – TBC

# Local Committee Decision Tracker

This tracker monitors progress against the decisions that the Joint Committee has made. It is updated before each committee meeting. When decisions are reported to the committee as complete, they are marked as 'closed', and will subsequently be removed from the tracker.

Decisions will remain on the tracker where 'closed' but not complete. This indicates that the decision has not yet been fully implemented, but that further progress is not possible at this time. The reasons for this will be indicated in the comment section. Decisions will be marked as 'open', where work to implement the decision is ongoing.

Meeting Date	Item	Decision	Status (Open / Closed)	Officer	Comment or Update
6 March 2016	8	Four-Way traffic lights Frimley Green. To arrange a meeting to include the two key petitioners, Surrey Highways, Surrey Heath Planning and the developers to explore possible alternative solutions.	Closed	Transport Development Planning Team Leader	Initial meeting held. Subsequent meeting held on 11 October 2017. Following this meeting and meeting with Michael Gove MP a new traffic survey has been agreed to be undertaken. No further update provided by TDP
2 March 2017 & 13 Jul 2017	5b/5a	A petition was received requesting a 20mph speed limit, with relevant features, along Heathpark Drive, Birch Road and Oakwood Road, Windlesham.	Closed	Area Highways Manager	A further report on Heathpark Drive, Birch Road and Oakwood Road will be brought to the Committee upon completion of Surrey County Council's review of the Speed Limit Policy in Autumn 2018. To be re-opened at a later date
30 November 2017	4a	Meet with Costa Coffee, Bagshot to discuss issues raised out of the Level 3 Safety Audit.	Open	Transport Development Planning (TDP) Team Leader	No update provided by TDP
30 June 2016 14 April 2018	10	Lucas Green Road – update on a petition from June 2016 to include design and consultation of a one way system along the road and arranging a site visit with TDP officers to discuss residents concerns	Open	Area Highways Manager and Transport Development Planning Team Leader	Design and consultation of a suitable one way system to begin end of May 2018. Delivery of the scheme is dependent on funds. TDP have had contact with Traffic Commissioner to discuss moving forward and how to advise residents
14 April 2018	7	Advertisement and	Open	Parking Engineer	Advertise in Spring/Summer 2018 for



		implementation of proposed new and amended parking restrictions			implementation in Autumn 2018
14 April 2018	9	The dedication of the footway along the southern side of the A30 London Road (Bagshot) between The Maultway (B3015) and Bagshot High Street (B3029) as shared use footway/cycleway	Open	Area Highways Manager	
14 April 2018	9	A notice is advertised in accordance with the Road Traffic Regulation Act 1984, the effects of which will be to prohibit motor vehicles from the section of The Square, Bagshot (B3029)	Open	Area Highways Manager	

## Local Committee (Surrey Heath) - Forward Programme 2018/19

Details of future meetings			
<p><b>Dates for the Surrey Heath Local Committee 2018/19:</b> Thursday 4 October 2018, Thursday 6 December 2018, Thursday 28 February 2019</p> <p>This forward plan sets 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. The Local Committee is asked to note and comment on the forward plan outlined in this report.</p>			
Topic	Purpose	Contact Officer	Proposed date
<b>Highways Update</b>	Standing item for all Surrey Heath Local Committees	SCC Area Highway Manager	ALL
<b>Decision Tracker</b>	For information	Partnership Committee Officer	ALL
<b>Forward Programme</b>	Review the Forward Programme and consider further themes for Member briefings	Partnership Committee Officer	ALL
<b>Mental Health Provisions in Education and Adult Social Care</b>	To look at what current provisions are in place to help support those within Surrey Heath with mental health concerns	Eikon, Surrey Heath CCG, SCC Education	October 2018
<b>Armed Forces Covenant</b>	To look at the work of the armed forces covenant and to implement some of the work in Surrey Heath	SCC Civilian-Military Liaison Adviser	October 2018
<b>Cycle plan for Surrey Heath</b>	Following the consultation to look at new and amended cycle routes across Surrey Heath	SCC Transport Planner (Cycling)	October 2018
<b>Cabinet Member Leads for People and Place update</b>	Colin Kemp and Tim Oliver to visit each joint/local committee and provide an update on the work they are undertaking	SCC Cabinet Member Lead for People and SCC Cabinet Member Lead for Places	October 2018
<b>Surrey Fire and Rescue Annual Report</b>	To review the work of Surrey Fire and Rescue over the year 2017/18	Surrey Heath Borough Commander	December 2018

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