

Agenda

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

A link to view the live and recorded webcast of the meeting will be available on the Surrey Heath Local Committee page on the council's website.

Discussion

Petition update – Bagshot Speed Limit reduction

Highways Budget 2022/23

Update on Ravenscote Crossing

Major Projects Update



Venue

Location: The Chamber, Surrey Heath Borough Council, Knoll Road, Camberley

Date: Thursday, 24 February 2022

Time: 6.30 pm

You can get involved in the following ways

Write a question

You can put your question to the local committee in writing. The Partnership Committee Officer must receive it a minimum of 4 working days in advance of the meeting – by 12 noon on 18 Feb.

Before submitting your question we would encourage you to use the report it function on the [SCC website](#) to get a quicker response to your issue whenever possible.

We will, where possible, endeavour to provide a written response to your question 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 Partnership 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 Committee Officer is here to help.

Email: nicola.thornton-bryar@surreycc.gov.uk

Tel: 01483 404788 (text or phone)

Website:

This is a meeting in public.

Please contact **Nikkie Thornton-Bryar** 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.
-

Surrey County Council Appointed Members

Edward Hawkins, Heatherside and Parkside
Paul Deach, Frimley Green and Mytchett (Chairman)
Richard Tear, Bagshot, Windlesham & Chobham
Rebecca Jennings-Evans, Lightwater, West End and Bisley
Trefor Hogg, Camberley East (Deputy Chairman)
David Lewis, Camberley West

Borough Council Appointed Members

Borough Councillor Vivienne Chapman, St. Paul's
Borough Councillor Josephine Hawkins, Parkside
Borough Councillor Valerie White, Bagshot
Borough Councillor Victoria Wheeler, Windlesham and Chobham
Borough Councillor Helen Whitcroft
Borough Councillor Graham Alleway, Bisley and West End

Chief Executive
Joanna Killian

MOBILE TECHNOLOGY AND FILMING – ACCEPTABLE USE

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

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

Use of mobile devices, including for the purpose of recording or filming a meeting, is subject to no interruptions, distractions or interference being caused to the PA or Induction Loop systems, or any general disturbance to proceedings. The Chairman may ask for mobile devices to be switched off in these circumstances. It is requested that if you are not using your mobile device for any of the activities outlined above, it be switched off or placed in silent mode during the meeting to prevent interruptions and interference with PA and Induction Loop systems.

Thank you for your co-operation

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

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

If you have any queries regarding this, please contact the representative of the Community Partnerships Team at the meeting.

1 APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2 MINUTES OF THE LAST MEETING

(Pages 1 - 6)

To agree the Minutes of the last meeting held on 21 Oct 2021.

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

(Pages 7 - 20)

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.

A30 London Road, Bagshot

At the last meeting a petition response was presented to the Committee regarding a speed limit reduction through the village of Bagshot. Further speed monitoring was agreed and an update report has now been provided. The purpose of this update is to present the findings of the surveys, and to provide a more detailed assessment of the measures requested.

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 on 18 Feb, 4 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 on 18 Feb, 4 working days before the meeting.

7 HIGHWAYS BUDGET 2022/23

(Pages 21 - 28)

The report seeks approval of a programme of highway works for Surrey Heath funded from the Local Committee's delegated capital and revenue budgets. This includes 2 major schemes, detailed in Annex 1 for signal controlled pedestrian crossings at Ravenscote school and Chobham.

8 SAFETY ASSESSMENT FOR ROADS AROUND RAVENSCOTE, TOMLINS COTE AND ST AUGUSTINE'S SCHOOLS

(Pages 29 - 42)

In response to concerns raised by parents, a safety assessment has been undertaken for the roads around the Ravenscote, Tomlinscote and St Augustine's schools.

The report details the findings and recommendations of the assessment.

9 MAJOR PROJECTS UPDATE BRIEFING

(Pages 43 - 44)

To receive an update on Major Projects in Surrey Heath.

10 DECISION TRACKER

(Pages 45 - 46)

To update the Committee on decisions and actions that are outstanding.

11 FORWARD PLAN

(Pages 47 - 48)

To review the forward plan of decision items for future meetings.

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Minutes of the meeting of the
Surrey HEATH LOCAL COMMITTEE
 held at 6.30 pm on 21 October 2021
 at The Chamber, Surrey Heath Borough Council, Knoll Road, Camberley.

These minutes are subject to confirmation by the Committee at its next meeting.

Surrey County Council Members:

- * Edward Hawkins
- * Paul Deach (Chairman)
- Richard Tear
- Rebecca Jennings-Evans
- * Trefor Hogg (Deputy Chairman)
- David Lewis

Borough / District Members:

- * Borough Councillor Vivienne Chapman
- Borough Councillor Josephine Hawkins
- * Borough Councillor Valerie White
- * Borough Councillor Victoria Wheeler
- * Borough Councillor Helen Whitcroft
- * Borough Councillor Graham Alleway

* In attendance

1/20 APOLOGIES FOR ABSENCE [Item 1]

Apologies were received from Cllrs Richard Tear, Rebecca Jennings-Evans, David Lewis and Josephine Hawkins.

2/20 MINUTES OF THE LAST MEETING [Item 2]

The minutes of the last meeting were agreed.

3/20 DECLARATIONS OF INTEREST [Item 3]

There were no declarations of interest.

4/20 PETITIONS [Item 4]

Declarations of Interest: None.

Officer in attendance: Jason Gosden and Zena Curry Highways Officers

Petitions, Public Questions/Statements: One, as detailed

The Highways Officer presented the report and outlined that the Speed Management Group were monitoring the area and the existing site was on the speed management plan. Previous speed surveys (Jacks 2014,

ITEM 2

Yaveland Drive 2019 and the High St) indicated good compliance but new data was needed so 6 surveys would be carried out in both directions. This would cover 24 hrs / 7 days a week and would occur within the next 4 weeks. The A30 was a strategic road and had a high volume of traffic, so needed careful consideration.

Members also discussed the area, raising issues of HGVs through the village, the planning application for Lidl, the idea of a roundabout at Waitrose and drive smart. HGV's remained a current issue, with Members asking for an update on the impact and the policy of reporting HGV problems. One Member asked if HGVs were signposted from the A322 to avoid Bagshot village and it was confirmed outside the meeting that the signs directed HGVs appropriately. There was a call for the speed monitoring to include the Jolly Farmer area as well and this would be considered.

Sarah Kingsley, local resident added that there had been a massive increase in traffic and that the area needed to be looked at holistically as the villagers felt ignored. The M3 traffic through the area also did not help.

The Local Committee noted that:

- (i) Previous speed surveys undertaken along the A30 London Road have indicated a generally good level of compliance with the existing 40mph speed limit through Bagshot. As such, it has not been identified as a priority site on the Surrey Heath Speed Management Plan and there are no existing proposals to introduce speed enforcement cameras or other alternative speed reducing measures. However, some of the speed data is now relatively old and it does not cover all sections of the A30 London Road through Bagshot.
- (ii) A series of new speed surveys are to be undertaken shortly to provide updated information about vehicle speeds over all sections of the A30 London Road between its junctions with the A322 and Waterers Way.
- (iii) The results of the surveys will help determine whether there is a problem with speeding and whether the introduction of speed reducing measures should be considered (and what type of measures would be most appropriate).
- (iv) The Local Committee will be updated further once the surveys have been completed and the data analysed.

5/20 WRITTEN PUBLIC QUESTIONS [Item 5]

Although there was no public forum on the agenda, the Chair allowed open questions from those present. These are detailed in Annex A as follows:-

- Cyril Pavey re review of Bus stops and Railway service
- Nick Dorrington re bus contracts and speeding in Bagshot
- Charles re Kings Ride crossing on the London Road
- Louise Grainger re Ravenscote crossing

6/20 WRITTEN MEMBERS QUESTIONS [Item 6]

There was one written question from Cllr Trefor Hogg re completion of the London Road project. The question and answer were detailed in the supplementary agenda.

Cllr Hogg felt that there was a design issue especially as the lights did not allow enough time for residents to cross (as raised in a public question).

7/20 BUS STOP CLEARWAYS [Item 7]

Declarations of Interest: None.

Officer in attendance: Ian Murdoch, Senior Transport Officer, Passenger Transport

Petitions, Public Questions/Statements: None

The Transport Officer outlined the report, which outlined how the M3 Enterprise Partnership funding would be used to aid bus stop improvements. This included footways, and kerbing to aid accessibility and clearways that prohibited vehicles from stopping or parking at bus stops, keeping them clear for busses. It was noted that SCC would like extended hours of service and these improvements would support that.

The maps had been delayed and published in a supplementary, so Members had not had much time to review each location in detail. It was therefore agreed that the clearways be approved in consultation with members to allow detail and resident views to be considered.

The Local Committee (Surrey Heath) agreed that:

(i) new / upgraded bus stop clearways throughout Surrey Heath (as shown in the Annexes to this report) are approved **in consultation with local members.**

(ii) following the approval of the clearways, SCC officers write to adjacent residents and businesses to advise that the bus stop clearways have been approved by the Local Committee, and will therefore be able to be enforced.

(iii) any objections from adjacent residents and businesses can be addressed by delegated authority by the Local Highways Manager, or other appropriate role within the Scheme of delegation, and the Chair of the Local Committee.

REASONS FOR DECISIONS:

Surrey Heath Local Committee agreed to the bus stop clearways at bus stops throughout Surrey Heath, to operate for 24 hours a day, Monday to Sunday. This is to ensure that all buses servicing these bus stops are able to provide passengers with step-free access at all times and ensure that there is good visibility for the bus driver to see waiting passengers as well as aiding journey time reliability. This aims to support residents to use public transport across the borough and to make the public transport offer more attractive by making it more reliable.

8/20 PIRBRIGHT BENDS SPEED LIMIT [Item 8]

Declarations of Interest: None.

Officer in attendance: Mark Borrett, Road Safety Officer

Petitions, Public Questions/Statements: None

The Road Safety Officer presented the report which outlined the safety reasons for installing average speed cameras along the stretch of road known as the Pirbright Bends. Members discussed the issue at length and raised the following points:

- The majority of the road was in the Guildford area, with only part in Surrey Heath
- The accident stats supported the project
- Members would prioritise Red Road or the Mytchett triangle above this, but the accident figures do not bear this out
- Safety cameras are the last resort and this site warrants the measures
- If the project saved one life, it was worth it
- Red Road should be added to the forward plan for a future update.

The Local Committee (Surrey Heath) agreed:

- (i) that, based upon the evidence, the start of the 30mph speed limit in Mytchett Place Road is moved from its current location (in Guildford) to a new location (in Surrey Heath) to include the bend at the Keogh Barracks access.
- (ii) To authorise delegation of authority to the Area Highway Manager in consultation with the Chairman, Vice-Chairman of the Local Committee, and the local divisional member to resolve any objections received in connection with the proposals described above.

- (iii) To note that the speed limit be changed to 40mph in the section of the B3012 Gapemouth Road and D3455 Mytchett Place Road that are currently subject to a 30mph speed limit.
- (iv) To note based upon the evidence, the national speed limit in the B3405 Grange Road and Stanley Hill be reduced to 40mph.
- (v) To note that an average speed camera system will be installed to enforce the 40mph speed limit.
- (vi) To note that bend warning sign improvements will be installed to complement the average speed camera system.

REASONS FOR DECISION:

A consistent 40mph speed limit will allow the introduction of average speed cameras which will help to reduce traffic speeds and therefore reduce risk and severity of collisions on the Pirbright Bends, where there has been a history of collisions including death and serious injury.

9/20 TASK GROUPS AND MEMBERSHIP [Item 9]

The Local Committee (Surrey Heath) noted the task group report and agreed the following:-

- (i) The terms of reference for the Major Projects Task Group (see Annex 1) and the membership of the task group (SCC Cllrs Edward Hawkins, Trefor Hogg and Richard Tear, SHBC Cllrs Valerie White, Vivienne Chapman and Graham Alleway)
- (ii) The terms of reference for the Parking Task Group (see Annex 1) with the membership of the task group remaining the same as last year.
- (iii) The nominations to outside bodies as set out in Annex 1.
(Surrey Heath Partnership – Edward Hawkins, Farnborough Aerodrome Consultative Committee – David Lewis and Fairoaks Airport Consultative Committee – Richard Tear)

10/20 DECISION TRACKER [Item 10]

The decision tracker was noted.

11/20 FORWARD PLAN [Item 11]

The forward plan was noted.

Members asked for the following items to be considered:-

- Rail Services

ITEM 2

- Red Road update

Meeting ended at: 8.30 pm

Chairman

SURREY COUNTY COUNCIL



LOCAL COMMITTEE (SURREY HEATH)

DATE: **24 FEBRUARY 2022**
 SUBJECT: **A30 LONDON ROAD, BAGSHOT**
 DIVISION: **BAGSHOT, WINDLESHAM AND CHOBHAM**

PETITION DETAILS:

A petition has previously been received stating the following:

“Due to increasing devastating accidents and near misses, we are requesting that Surrey County Council reduce the speed limit along the A30 in Bagshot to 30mph (from Jenkins Hill at Waitrose to the A322 junction) along with the installation of speed cameras.

With a large number of vehicles speeding along this section of the A30, which is crossed regularly by many residents (including vulnerable children and the elderly) it is vital that the speed limit is reduced to a safer speed in order to reduce the likelihood of further fatalities.”

RESPONSE (UPDATE):

A response to the petition was presented to the Surrey Heath Local Committee at its meeting held on 21 October 2021. A copy of this response is attached as Annex 1.

The response indicated that a series of new speed surveys would be undertaken along the A30 London Road through Bagshot to assess the extent of any speeding problem, and to determine whether it would be appropriate to consider introducing speed reducing measures.

These surveys have now been completed. The purpose of this update is therefore to present the findings of the surveys, and to provide a more detailed assessment of the measures requested.

SPEED SURVEY RESULTS

Speeds surveys were carried out at 6 locations along the A30 London Road through Bagshot over the 7-days from 15 to 21 November 2021. The surveys recorded the speeds of all vehicles travelling in both directions over this period.

The locations of the surveys are marked on the plan attached as Annex 2.

The findings of the surveys are shown in the table 1 below:

Site number	Current speed limit (mph)	Average daily 2-way flow (vehicles)	Average 85%ile speed (mph)	Average mean speed (mph)
1	50	18,279	43	37
2	40	18,358	39	33
3	40	17,164	38	32
4	40	25,836	37	31
5	40	24,388	37	30
6	40	25,200	40	35

Table 1 – Speed survey results

(The 85th percentile speed is the speed at which 85 percent of vehicles are travelling at or below).

The above survey results all indicate a good general level of compliance with the existing speed limits.

REQUESTED MEASURES

The petition suggested that a reduced speed limit and speed enforcement cameras should be introduced.

Whilst the previous response provided general information about the county council's policies for setting speed limits and the use of speed enforcement cameras, the speed survey data collected has now allowed these options to be assessed in more detail.

Speed Enforcement Cameras

In accordance with the county council's policy on the use of safety cameras, the introduction of speed enforcement cameras will only be considered at sites where surveys confirm speed is a problem and only as a last resort after engineering solutions to manage speeds have been considered first.

Since the above surveys all indicate a good general level of compliance with the speed limit, the section of the A30 London Road through Bagshot is not a location where the introduction of average speed cameras or spot speed cameras would be considered to enforce the existing speed limits.

Reduction in Speed Limit

The county council's "Setting Local Speed Limits" policy includes a series of thresholds (based on average mean vehicle speeds) for speed limits for different characters of roads. If the measured existing average mean speeds for a road are below the threshold for a particular speed limit, then the introduction of this limit can be considered with signing only. If the measured average mean speed is above the threshold then a reduction in speed could still potentially be considered but appropriate supporting engineering measures would be required.

The average mean vehicle speeds recorded for each of the surveys sites 2 to 6 are under the threshold below which the introduction of a 30mph speed limit could be considered without requiring the introduction of any additional measures.

A proposal to reduce the speed limit from 40mph to 30mph from the existing 40/50mph speed limit boundary (north of the junction with Bridge Road/Station Road) to a point between Waterers Way and Lupin Close has therefore been included in the programme of schemes to be delivered in 2022/23 by the county council's road safety team.

The introduction of a 30mph speed limit would result in there no longer being any speed limit repeater signs present (repeater signs are not permitted in roads which have a 30mph speed limit and a system of street lighting). The character of London Road may not give the impression of being a 30mph road to some drivers, which could lead to confusion over the speed limit. It is therefore proposed that vehicle activated signs that display the "30" symbol and "SLOW DOWN" when activated are installed as part of the proposal. These will help reduce any confusion and encourage compliance with the lower limit.

The average vehicle speed recorded at site 1 (where the existing speed limit is 50mph) is under the threshold below which the introduction of a 40mph speed limit could be considered without requiring the introduction of any additional measures. Further surveys will therefore be undertaken along the A30 London Road to the north east of site 1 to determine how far a 40mph speed limit could potentially be extended.

Similarly, additional surveys will be undertaken along the A30 London Road between site 6 and the roundabout at the junction with the A325 and The Maultway. The results of these surveys will determine whether the existing 40mph speed limit can be extended towards the roundabout. (At present the speed limit changes from 40mph to 50mph approximately 200m south east of Lupin Close).

Any additional reductions in speed limit determined to be appropriate by the further surveys would then be progressed in conjunction with the proposed introduction of the 30mph speed limit.

In response to the petition's suggestion of introducing a reduced speed limit and speed enforcement cameras, as highlighted previously, speed enforcement cameras would not be introduced at the same time as a new lower speed limit. New speed limits introduced in compliance with the county's speed limit policy

should be successful on their own. However, in accordance with the county council's speed limit policy, an assessment would be undertaken following the introduction of a new speed limit to determine whether there is a good level of driver compliance.

RECOMMENDATION

The Local Committee is asked to note that:

- (i) A series of speed surveys have been undertaken along the A30 London Road through Bagshot.
- (ii) The results of these surveys are shown in Table 1 above and all indicate a good general level of compliance with the existing speed limit.
- (iii) The results of the surveys indicate that, in accordance with the county council's "Setting Local Speed Limits" policy, a 30mph speed limit could be introduced over the length of the A30 London Road highlighted in Annex 3. A proposal to introduce a 30mph speed limit over this length has therefore been added to programme of road safety schemes to be delivered during the 2022/23 financial year. The proposal also includes the introduction of vehicle activated signs to help encourage compliance with the lower limit.
- (iv) Further surveys are to be undertaken to assess the following:
 - Over what length the existing 50mph speed limit on the A30 London Road, which starts approximately 250m north east of the junction with Station Road and Bridge Road, could potentially be reduced to 40mph.
 - Over what length the existing 50mph speed limit on the A30 London Road, which starts approximately 200m south east of Lupin Close, could potentially be reduced to 40mph.
- (v) Any additional reductions in speed limit determined to be appropriate by the further surveys would be progressed in conjunction with the proposed introduction of the 30mph speed limit.

**Contact Officer: Jason Gosden, Senior Traffic Engineer
0300 200 1003**

SURREY COUNTY COUNCIL



LOCAL COMMITTEE (SURREY HEATH)

DATE: 21 OCTOBER 2021
 SUBJECT: A30 LONDON ROAD, BAGSHOT
 DIVISION: BAGSHOT, WINDLESHAM AND CHOBHAM

PETITION DETAILS:

A petition has been received stating the following:

“Due to increasing devastating accidents and near misses, we are requesting that Surrey County Council reduce the speed limit along the A30 in Bagshot to 30mph (from Jenkins Hill at Waitrose to the A322 junction) along with the installation of speed cameras.

With a large number of vehicles speeding along this section of the A30, which is crossed regularly by many residents (including vulnerable children and the elderly) it is vital that the speed limit is reduced to a safer speed in order to reduce the likelihood of further fatalities.”

RESPONSE:

INTRODUCTION

The A30 London Road is a strategic A-class road and is assigned as a Priority 1 road (highest priority) within the County Council's classification of its highway network. It therefore carries a high volume of traffic including significant numbers of large vehicles.

The section of London Road between its junction with Waterers Way (access to Waitrose) and a point approximately 250m north of its junction with Bridge Road/Station Road is currently subject to a 40mph speed limit. It is then subject to a 50mph speed limit heading in a northly direction towards Windlesham.

There are a series of signalised junctions, as well as a signal-controlled pedestrian crossing, along the A30 through Bagshot. These signals help restrain vehicle speeds and have previously resulted in concerns being raised about delays and congestion.

However, concerns have also been raised about speeding. London Road is therefore an existing site on the Surrey Heath Speed Management Plan, although it is not a location that is currently being prioritised for any measures since

ITEM 4

previous speed surveys have indicated a good level of compliance with the speed (see below data).

SPEED DATA

A speed survey was undertaken in London Road from 26 September to 3 October in 2014 between its junctions with Bridge Road and the High Street (near the site of the former Jack's Fish and Chip restaurant). The survey recorded an average mean speed of 32mph and an 85th percentile speed of 41mph (this is the speed at which 85% of traffic is travelling at or below).

A further speed survey was undertaken more recently from 5 to 10 November 2019 between the junctions with Yaverland Drive and the High Street. This survey also recorded an average mean speed of 32mph and an 85th percentile speed of 41mph.

Both surveys indicate a good general level of compliance with the existing 40mph speed limit.

SAFETY RECORD

Personal injury collision records have been examined for the length of London Road between (and including) its junctions with Waterers Way and the A322 for the 3-year period between 1 July 2018 and 30 June 2021 (latest available data).

Over this period there have been 16 personal injury collisions. 13 of the collisions resulted in slight injuries, 2 of the collisions resulted in serious injuries and one of the collisions resulted in a fatality.

8 of the collisions occurred at, or near, the signal-controlled junction with Waterers Way and 3 occurred at the signal-controlled junction with Yaverland Drive.

The fatal collision involved a pedestrian and occurred whilst temporary traffic management was in place at the site of the collision. The initial information about the circumstances suggest that excessive speed was not a contributory factor. However, the cause(s) of the collision cannot be confirmed at present since a detailed Police investigation into the collision is still ongoing.

Excessive or inappropriate speed was not recorded by the Police as a contributory factor in any of the other collisions.

OPTIONS - SPEED REDUCING MEASURES

The petition requests the introduction of a 30mph speed limit and speed enforcement cameras. Comments are provided below about each of these suggestions and about alternative speed reducing measures:

(a) Introduce reduced speed limit

The County Council's policy on setting speed limits aims to set speed limits that are successful in managing vehicle speeds and are appropriate for the main function of the road.

The policy requires that a speed limit assessment is undertaken if a change in speed limit is being considered. As part of the assessment process several factors are considered to determine whether a change in speed limit is appropriate. These include existing vehicle speeds and the views of Surrey Police (who are responsible for enforcing speed limits).

The policy notes that lowering a speed limit on its own will not necessarily reduce vehicle speeds. This is because motorists determine their speed based on the character of the road and conditions at the time. If a speed limit is set much lower than prevailing vehicle speeds, it is likely to be widely disregarded. As such, it would have little value in improving road safety. Furthermore, introducing unrealistic speed limits could also undermine the effectiveness of speed limits more generally.

The policy therefore includes a series of thresholds (based on average mean vehicle speeds) for speed limits for different characters of roads. If the measured existing average mean speeds for a road are below the threshold for a particular speed limit then the introduction of this limit can be considered with signing only. If the measured average mean speed is above the threshold then a reduction in speed could still potentially be considered but appropriate supporting engineering measures would be required.

Where measured average mean speeds are below the threshold for a lower speed limit it does not automatically mean that the speed limit should be reduced. There are other factors that also need to be considered, and the desire for lower speeds must be balanced against the position of the road within the County Council's Strategic Priority Network and the need to ensure consistency in speed limits and reasonable journey times.

It should also be noted that London Road currently has speed limit repeater signs at regular intervals to remind drivers of the existing speed limit. However, if a 30mph speed limit were introduced there would be no repeater signs (repeater signs are not permitted in roads which have a 30mph speed limit and a system of street lighting). The character of London Road means it may not give the impression of being a 30mph road to some drivers. This could lead to confusion over the speed limit and speeds could potentially increase (a situation that has occurred previously when speed limits have been reduced in roads of similar character).

(b) Traffic Calming Measures

Traffic calming measures, such as speed tables or speed cushions, can potentially be installed in roads with street lighting and a speed limit of 30mph or less. However, the introduction of such measures would not generally be considered as

appropriate for busy strategic A-class road such as London Road. This is because they may lead to traffic diverting onto other less suitable lower-class local roads. In addition, there is an increased risk of residents suffering problems with noise and vibration due to the significant volumes of large vehicles that use such roads.

(c) Permanent Spot Speed Camera or Average Speed Cameras

The introduction of permanent speed cameras in Surrey has historically been prioritised at casualty hotspots where speeds have been confirmed to be excessive.

However, a new policy on the use of safety cameras in Surrey has recently been introduced. This expands the use of average speed cameras and spot speed cameras in Surrey beyond only being deployed at the worst casualty hotspots.

The new policy enables speed enforcement cameras to be introduced at two categories of sites: “core casualty reduction safety camera sites” and “community concern safety camera sites”.

Surrey’s Safer Roads Partnership will prioritise their central funding towards “core casualty reduction sites” with the greatest potential for reducing casualties. These will be selected using a points-based system which will continue to prioritise casualty hotspots where excessive speed is a problem.

Speed enforcement cameras will also be considered for “community concern” sites. These are sites where there is a lower level of collisions, but where speeding traffic is a major concern of the local community. Funding for these sites will not ordinarily be provided from the central budget of the Safer Roads Partnership. An alternative source of funding will therefore need to be secured prior to any implementation. This might be from the budgets allocated to local county councillors for highway improvements, Community Infrastructure Levy funds, or as part of major schemes for example.

As with core casualty reduction sites, new community concern sites will only be considered at locations where surveys confirm speeding is a problem and only as a last resort after engineering solutions to manage speeds have been considered first.

In response to the petition’s suggestion of introducing a reduced speed limit and speed enforcement cameras, it should be noted that speed enforcement cameras would not be introduced at the same time as a new lower speed limit. New speed limits introduced in compliance with the county’s speed limit policy should be successful on their own. However, in accordance with the county council’s speed limit policy, an assessment would be undertaken following the introduction of a new speed limit to determine whether it has been successful.

If the scheme has not been successful, then it would be necessary to consider whether any further engineering measures may be possible to encourage greater compliance with the new speed limit. An alternative could be to remove the new lower speed limit and return to the original or different, higher speed limit.

(d) Mobile speed enforcement

Surrey Police target a number of sites around Surrey for speed enforcement using mobile camera equipment. These are locations that are included on the speed management plans for each of the Boroughs and Districts and have been identified as priority sites after the results of speed surveys have indicated a poor level of compliance with the speed limit. As outlined above, the A30 London Road in Bagshot is included on the Surrey Heath speed management plan. However, it is not currently being targeted for mobile speed enforcement since speed surveys previously undertaken have indicated a relatively good level of compliance with the existing 40mph speed limit.

(e) Vehicle Activated Signs (VAS)

The installation of VAS can help encourage improved driver compliance with the speed limit. However, such signs are used sparingly since overuse could potentially undermine their effectiveness. The installation of VAS would therefore only generally be considered at sites identified as having a significant problem with excessive speed (or a safety problem where VAS are being installed to warn of a specific hazard such as a bend or a junction).

FURTHER ASSESSMENT

The effects of the pandemic have had a significant impact on traffic flows resulting in temporary atypical conditions. However, traffic conditions have begun to return to more normal levels during recent months, and a series of speed surveys are to be undertaken along the A30 London Road between its junctions with Waterers Way and the A322. These surveys are due to take place in the next 4 weeks.

The results of the surveys will provide up to date information about vehicle speeds. This will help to establish whether there is a problem with speeding and, if there is, over what sections of the road. It will also help assess whether the introduction of speed reducing measures should be considered and what type of measures are most appropriate.

RECOMMENDATION

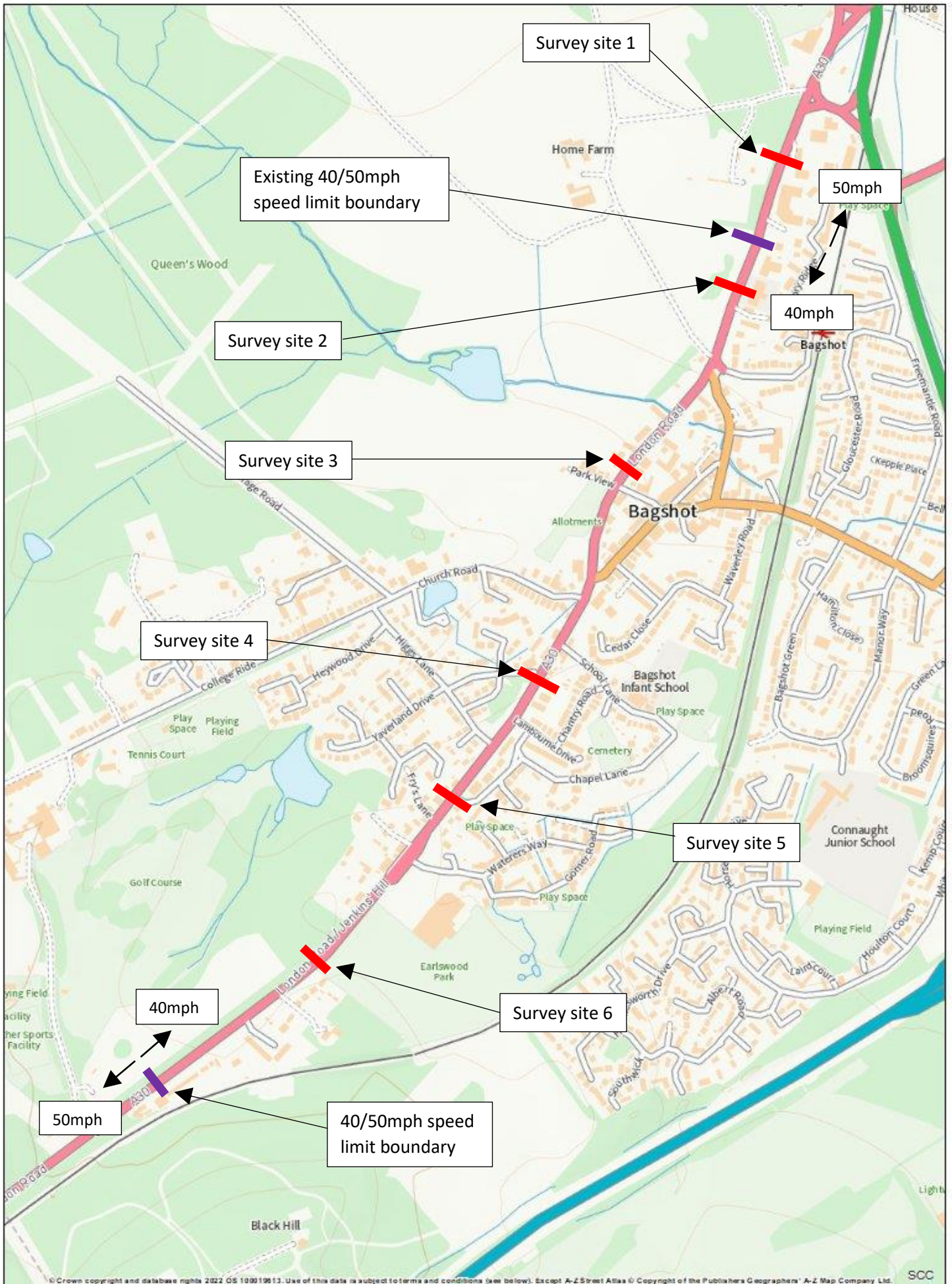
The Local Committee is asked to note that:

- (i) Previous speed surveys undertaken along the A30 London Road have indicated a generally good level of compliance with the existing 40mph speed limit through Bagshot. As such, it has not been identified as a priority site on the Surrey Heath Speed Management Plan and there are no existing proposals to introduce speed enforcement cameras or other alternative speed reducing measures. However, some of the speed data is now relatively old and it does not cover all sections of the A30 London Road through Bagshot.

ITEM 4

- (ii) A series of new speed surveys are to be undertaken shortly to provide updated information about vehicle speeds over all sections of the A30 London Road between its junctions with the A322 and Waterers Way.
- (iii) The results of the surveys will help determine whether there is a problem with speeding and whether the introduction of speed reducing measures should be considered (and what type of measures would be most appropriate).
- (iv) The Local Committee will be updated further once the surveys have been completed and the data analysed.

Contact Officer: Jason Gosden, Senior Traffic Engineer (NW)
0300 200 1003



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Annex 2 – A30 London Road, Bagshot – Traffic Survey Locations



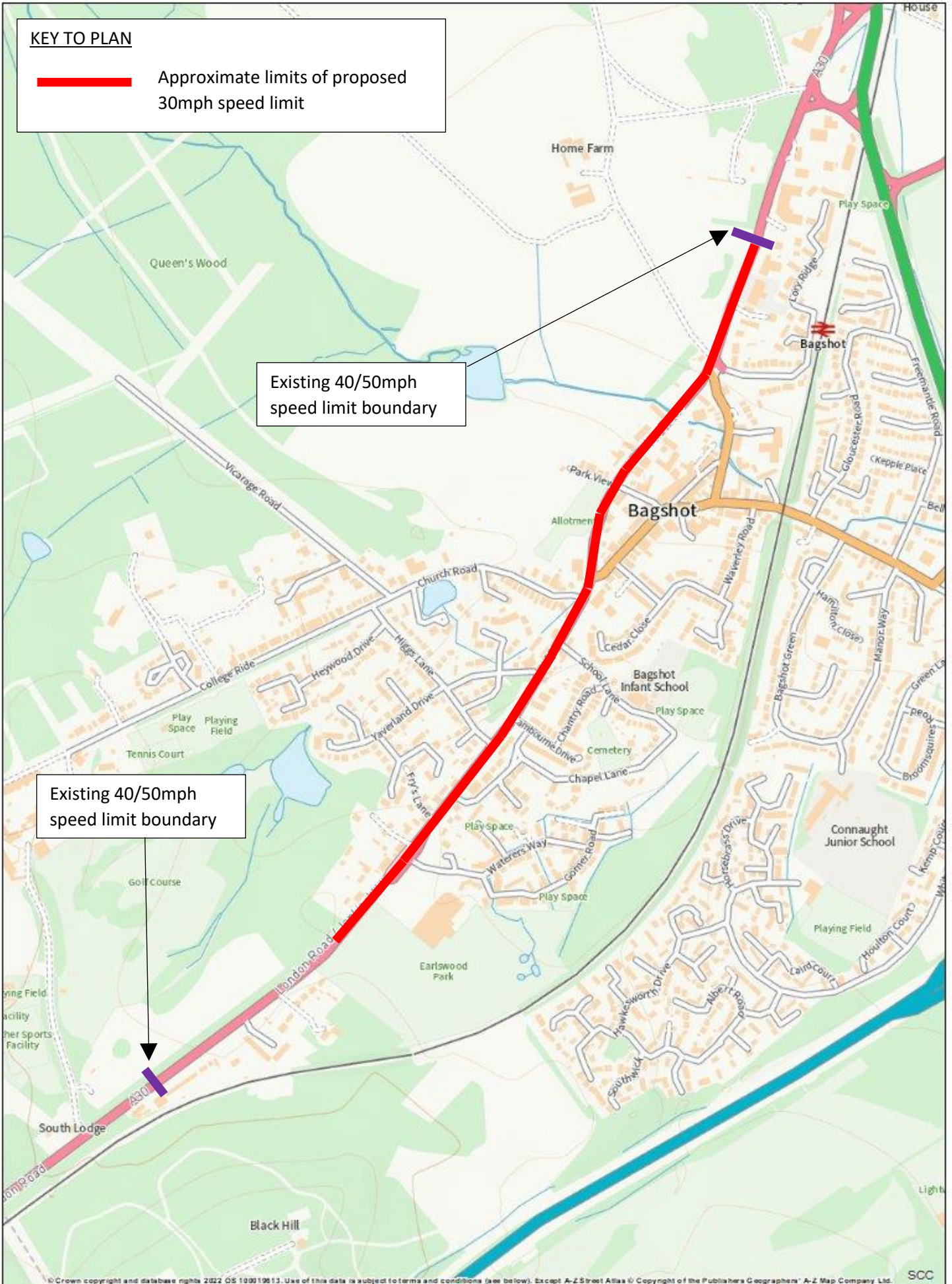
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KEY TO PLAN


 Approximate limits of proposed 30mph speed limit

Existing 40/50mph speed limit boundary

Existing 40/50mph speed limit boundary



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Annex 3 – A30 London Road, Bagshot –
Proposed 30mph Speed Limit



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**LOCAL COMMITTEE (SURREY
HEATH)****DATE: 24 FEBRUARY 2022****LEAD OFFICER: ZENA CURRY, HIGHWAY ENGAGEMENT & COMMISSIONING
MANAGER****SUBJECT: DRAFT HIGHWAYS FORWARD PROGRAMME 2022/23****DIVISION: ALL****SUMMARY OF ISSUE:**

This report seeks approval of a programme of highway works for Surrey Heath funded from the Local Committee's delegated capital and revenue budgets.

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

- (i) Note that, subject to approval by cabinet, the Local Committee's devolved highways budget for capital works in 2022/23 is £537,034.
- (ii) Agree that, subject to approval by cabinet, the devolved capital budget for highway works be used to progress both capital improvement schemes and member capital allocation as detailed in section 1.
- (iii) Authorise that the Highway Engagement & Commissioning Manager in consultation with county members to be able to reallocate budget to reserve schemes should there be a need to change the programme.
- (iv) Authorise that the Highways Engagement and Commissioning Manager in consultation with county members, be able to allocate any additional funding for schemes, in accordance with any guidance issued surrounding that funding.

Capital Improvement Schemes

- (v) Agree that, subject to approval by cabinet, the capital improvement schemes allocation for Surrey Heath be used to progress the Major Integrated Transport Schemes (ITS) programme set out in Annex 1.
- (vi) Authorise that the Highways Engagement and Commissioning Manager be able to vire money between the schemes agreed in Annex 1, if required.
- (vii) Agree that Highways Engagement and Commissioning Manager, in line with the Scheme of Delegation, is able to progress any scheme from the Major Integrated Transport Schemes programme, including consultation and statutory advertisement that may be required under the Road Traffic

ITEM 7

Regulation Act 1984, for completion of those schemes. Where it is agreed that a scheme will not be progressed, this will be reported back to the appropriate county member.

Member Capital Allocation

- (viii) Note that, subject to approval by cabinet, £50,000 per divisional member is allocated, and up to £15,000 could be allocated to minor ITS, or all £50,000 on capital maintenance (recommended option). The schemes are to be agreed by county members in consultation with the Stakeholder Engagement Officer.

Revenue Maintenance

- (ix) Note that the members, subject to approval by cabinet, will continue to receive a Member Local Highways Fund (revenue) allocation of £7,500 per county member to address highway issues in their division; and
- (x) Agree that revenue works are to be managed by the Highway Maintenance team on behalf of and in consultation with county members.

REASONS FOR RECOMMENDATIONS:

To agree, subject to approval by cabinet, a programme of highways works in Surrey Heath for 2022/23, funded from budgets available to enable schemes and works to progress.

1. INTRODUCTION AND BACKGROUND:

- 1.1 It is proposed that, subject to approval by cabinet, Surrey Heath receives a devolved capital budget for major ITS, of £237,034 for their top major ITS priorities. Each county member will also have £50,000 of county member Capital Allocation, that could have up to £15,000 used for minor ITS or all £50,000 on capital maintenance (recommended option).
- 1.2 It is also proposed, subject to approval by cabinet, as per the current approach, that £7,500 revenue funding per county member could be pooled across members for a cost-effective revenue maintenance gang.
- 1.3 The proposed major ITS Forward Programme for 2022/23 has been prioritised using the county council's CASEE scoring process (as guidance for members) and is in Annex 1 of this report.
- 1.4 **Capital:** Subject to approval by cabinet, the Surrey Heath Local Committee's budget for capital works for 2022/23 is £537,034 with £237,034 for major ITS improvement schemes and £300,000 for county member Capital Allocation.

- 1.5 The Stakeholder Engagement Officer will assist county members to ensure the best use of the county member Capital Allocation and enable commissioning to the Highway Maintenance team.
- 1.6 **Revenue:** Subject to approval by cabinet, county members will continue to receive an allocation of £7,500 per county member to address maintenance issues in their division.
- 1.7 Table 1 summarises the various funding streams together with the budgets, subject to approval by cabinet, for 2022/23. It also refers to the relevant parts of the report which set out how it is proposed to allocate this funding and the recommendations relating to each funding stream. However, budgets require approval by full council and are therefore subject to change.

Funding Stream	Level of Funding 2022/23	Relevant sections of report	Relevant recommendations
Major Integrated Transport Schemes (ITS) – Annex 1.	£237,034	Paras. 2.1 – 2.5 Annex 1	(i), (ii), (iii), (iv), (v), (vi) and (vii)
County Member Capital Allocation	£300,000	Paras. 2.6-2.7	(i), (ii) and (viii)
Revenue Member Local Highways Fund	£45,000	Para. 2.8	(ix), (x)
Total	£582,034		

Table 1 – Summary of Surrey Heath Funding Levels 2022/23

- 1.8 It is proposed, subject to approval by cabinet, that delegated authority be given to the Highway Engagement & Commissioning Manager to enable the highways programme to be delivered in a flexible and timely manner.
- 1.9 In addition to the Local Committee's devolved budget, there are Countywide capital budgets which are used to fund major maintenance (Operation Horizon), surface treatment schemes, footway schemes, drainage works and safety barrier schemes.
- 1.10 Countywide revenue budgets are used to carry out both reactive and routine maintenance works. The maintenance team manages a centrally funded revenue budget to carry out drainage investigation and small repairs locally.
- 1.11 The Road Safety Team manages a small Countywide budget to implement small safety schemes which are prioritised by the collision savings they provide. They also hold a small budget for the maintenance of Vehicle Activated Signs and Wig Wag signs at school crossing patrol sites.
- 1.12 It is proposed, subject to approval by cabinet, that the Road Safety Team have two additional countywide budgets to address the highest priority backlog of

ITEM 7

Road Safety Outside Schools and Road Safety schemes. Subject to approval by cabinet, suitable schemes from the current ITS list will be put forward for consideration for this central funding. If a scheme on the Major ITS Forward Programme is prioritised for this Road Safety funding, then it is proposed, subject to approval by cabinet, to progress schemes on the reserve Major ITS list shown in Annex 1.

- 1.13 Contributions collected from developers through S106 agreements or Community Infrastructure Contributions (CIL) can be used to fund, either wholly or in part, highway improvement schemes which mitigate the impact of developments on the highway network.
- 1.14 This report sets out the proposed programme of highway works for Surrey Heath.

2. ANALYSIS:

Major Integrated Transport Schemes (ITS)

- 2.1 The Major Integrated Transport Schemes (ITS) budget aims to improve the highway network for all users, in line with the objectives set out in the Local Transport Plan.
- 2.2 The Major Integrated Transport Schemes (ITS) budget, subject to approval by cabinet, is £237,034 and is to be used to progress capital improvement schemes. The proposed Major ITS Forward Programme for 2022/23, subject to approval by cabinet, to be delivered from this budget is shown in Annex 1.
- 2.3 It is proposed that the Highways Engagement and Commissioning Manager be able to vire money between the schemes agreed in Annex 1.
- 2.4 It is proposed that the Highways Engagement and Commissioning Manager, in line with the Scheme of Delegation, is able to progress any scheme from the Integrated Transport Schemes programme, including consultation and statutory advertisement that may be required under the Road Traffic Regulation Act 1984, for completion of those schemes. Where it is agreed that a scheme will not be progressed, this will be reported back to the appropriate county member.

County Member Capital Allocation

- 2.5 The capital maintenance budget is used to carry out capital maintenance works that would not prioritise highly under the Countywide prioritisation process for capital maintenance, but the condition of which are of local concern.
- 2.6 It is proposed, subject to cabinet approval, that each county member be allocated £50,000 to spend in their divisions, which should be sufficient to progress either one larger or two small capital maintenance schemes. However, subject to cabinet approval, up to £15,000 of the £50,000 available to each divisional member could also be used to fund a minor ITS scheme such as the installation of dropped kerbs. It is proposed that the schemes to be progressed will be identified by the county members in consultation with the Stakeholder Engagement Officer and commissioned to the appropriate team.

Members Local Highway Fund (Revenue)

- 2.7 Members will continue to receive, subject to cabinet approval, an allocation of £7,500 per county member to address highway issues in their divisions, subject to budget confirmation. It is proposed that the Member Local Highways Fund be managed by the Highway Maintenance team on county members' behalf.

3. OPTIONS:

- 3.1 The Local Committee is being asked to approve a forward programme of highway works for Surrey Heath, subject to approval by cabinet, as set out in this report.

4. CONSULTATIONS:

- 4.1 Appropriate consultation will be carried out as part of the delivery of the works programme.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The highways budget for Surrey Heath for capital works in 2022/23, subject to approval by cabinet is £537,034.
- 5.2 The highways budget for Surrey Heath is used to fund works which are a priority to the local community. A number of virements are in place or suggested to enable the budget to be managed, so as to enable the programme to be delivered in a flexible and timely manner.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

7. LOCALISM:

- 7.1 The Highways Service is mindful of the localism agenda and engages with the local community as appropriate before proceeding with the construction of any highway scheme.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below.
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	No significant implications arising from this report

ITEM 7

8.1 Crime and Disorder implications

A well-managed highway network can contribute to a reduction in crime and disorder.

8.2 Sustainability implications

The use of sustainable materials and the recycling of materials is carried out wherever possible and appropriate.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The report sets out the proposed programme of highway works for Surrey Heath for 2022/23, subject to cabinet approval, to be funded from the capital and revenue budgets. It is recommended that the Local Committee agree the programme as set out in section 2 and Annex 1 of this report.

10. WHAT HAPPENS NEXT:

- 10.1 Officers will progress schemes and deliver works for 2022/23.
- 10.2 It is proposed, subject to cabinet approval, that the Principal Traffic & Commissioning Engineer will support county members to promote 1 Major ITS scheme for a formal technical assessment funded by central feasibility to assist with future years Major ITS scheme submission decisions. County members will also be supported with engagement with the local community to assist in these decisions.

Contact Officer:

Jason Gosden, Senior Traffic & Commissioning Engineer, Highway Engagement & Commissioning Team, 0300 200 1003.

Annexes:

Annex 1: Major Integrated Transport Schemes Forward Programme 2022/23

Sources/background papers:

Medium term financial plan 2021-2024

**ANNEX 1
SURREY HEATH
DRAFT HIGHWAYS FORWARD PROGRAMME 2022/23**

Scheme/Title	2022-23		Budget Allocation	Comments
	D	C		
Upper Chobham Road - Signal controlled pedestrian crossing *		•	£110,000	Install signal-controlled pedestrian crossing near Ravenscote school gate.
A319 Bagshot Road, Chobham - Signal-controlled pedestrian crossing *	•	•	£120,000	Install signal-controlled pedestrian crossing between Co-op & High Street
Signs/lines/Dropped Kerbs	•	•	£7,034	Will enable small scale works to be completed in response to requests raised from councillors and the public
			£237,034	

NOTES:

The programme for 2022/23 is indicative and subject to confirmation. Costs may change following design.

* Scheme also being considered for prioritisation from Road Safety central budgets. If either scheme is prioritised for Road Safety funding, it is proposed to progress schemes from the reserve list below.

KEY:

- D = Design
- C = Construction

Reserved schemes.

Scheme/Title	Budget Estimate
Gibbet Lane - 20mph/Traffic calming - Design & Construct	£20,000
Old Bisley Road - Improved crossing facilities (near j/w Chobham Road) - Design Only	£10,000
Chobham High Street - 20mph speed limit - Design & Construct	£25,000
Beldam Bridge Road j/w Fellow Green/Benner Lane - Pedestrian Improvements - Design & Construct	£30,000
Queens Road - New Footway - Design & Construct	£50,000
D3517 The Avenue, Camberley - Traffic calming - Design & Consultation	£12,500
A3046 Chobham/Woking Trackway, Chobham - Scheme part completed - Extend scheme further towards Chobham - budget estimate dependent on how far scheme is extended - Design & Construct	£100,000 or £210,000

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**LOCAL COMMITTEE (SURREY
HEATH)**

DATE: 24 FEBRUARY 2022

LEAD OFFICER: ZENA CURRY, HIGHWAY ENGAGEMENT & COMMISSIONING
MANAGER

SUBJECT: SAFETY ASSESSMENT FOR ROADS AROUND
RAVENSOTE, TOMLINSCOTE AND ST AUGUSTINE'S
SCHOOLS

DIVISION: HEATHERSIDE & PARKSIDE/FRIMLEY GREEN & MYTCHETT

SUMMARY OF ISSUE:

In response to concerns raised by parents, a safety assessment has been undertaken for the roads around the Ravenscote, Tomlinscote and St Augustine's schools.

This report details the findings and recommendations of the assessment.

RECOMMENDATIONS:

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

- (i) The findings and recommendations of the safety assessment.
- (ii) That the following items have been added to Surrey Heath scheme list and will be assessed, alongside other proposals on the list, for inclusion in future Surrey Heath Local Committee programmes of work.
 - a proposal to introduce a signal-controlled pedestrian crossing at the existing speed table adjacent to the Ravenscote school gate in Upper Chobham Road.
 - a feasibility study into the provision of improved pedestrian crossing facilities in Old Bisley Road (near its junction with Upper Chobham Road and Chobham Road).
 - a feasibility study into the introduction of a 20mph zone in the area around the schools (with appropriate supporting features such as traffic calming and parking management measures)
- (iii) The above proposals have also been added to the Road Safety Outside Schools scheme list to be considered for inclusion in works programmes promoted by the county council's road safety team.

REASONS FOR RECOMMENDATIONS:

The highway measures recommended by the assessment would help to reduce vehicle speeds and make it safer and easier for parents and children to walk, cycle and scoot to school. Encouraging an increase in these sustainable modes of transport would help contribute towards a reduction in car journeys and congestion.

www.surreycc.gov.uk/surreyheath

1. INTRODUCTION AND BACKGROUND:

- 1.1 A petition was presented to the Surrey Heath Local Committee at its meeting held on 1 October 2018 by parents of pupils at Ravenscote Junior School requesting the introduction of either a pelican crossing or a Zebra crossing in Upper Chobham Road (at the location of the existing uncontrolled pedestrian crossing point near the school gate).
- 1.2 The response to the petition indicated there were no proposals to introduce either a Zebra or signal controlled crossing at the time, and highlighted that a significant number of measures had previously been introduced in Upper Chobham Road to help improve road safety and accessibility for pedestrians. It also explained that the following additional road safety improvements were proposed:
 - The introduction of a speed table at the uncontrolled crossing point near the school gate together with speed cushions on either approach.
 - The introduction of speed cushions on either approach to the pedestrian island in Old Bisley Road near its junction with Upper Chobham Road and Chobham Road.
- 1.3 The above measures were installed during the 2019 school summer holiday. Following their introduction, parents have continued to campaign for the introduction of either a signal-controlled crossing or a Zebra crossing.
- 1.4 In a further response presented to the Local Committee on 25 February 2021, it was advised that a detailed assessment of the impacts of the traffic calming measures installed would need to be undertaken before determining whether the introduction of further measures should be considered. This assessment was expected to be undertaken later in the year.
- 1.5 Prior to the assessment being completed, a distressing incident occurred in which a pupil walking to Tomlinscote School was seriously injured after being struck by a car in Old Bisley Road.
- 1.6 Understandably, the incident resulted in significant concerns being raised about safety. As a result, it was decided that the proposed assessment should be expanded to consider safety more generally in the roads around the Ravenscote, Tomlinscote and St Augustine's schools (which are located close to each other).
- 1.7 This assessment has now been completed, and the following were undertaken as part of it:
 - Officers met with representatives from the schools to identify the specific concerns they had about safety.
 - Specialist road safety officers from Surrey County Council and Surrey Police carried out site observations in Upper Chobham Road, Old Bisley Road, Chobham Road and Tomlinscote Way.
 - Speed surveys were carried out in Upper Chobham Road, Old Bisley Road and Chobham Road.

- Collision data for the roads around the schools was reviewed.

1.8 The purpose of this report, which is being presented for information, is to provide an update on the findings and recommendations of the assessment.

2. ANALYSIS:

Vehicle Speeds

2.1 Speed surveys were carried out at 6 locations in Upper Chobham Road, Old Bisley Road and Chobham Road over the 7 days from 2 to 7 November 2021. Over this period, the surveys recorded the speed of all vehicles travelling in both directions.

2.2 The locations of the surveys (which are all subject to a 30mph speed limit) are shown on the plan attached as Annex 1, whilst the findings of the surveys are detailed in table 1 below:

Location	7-day average daily 2-way flow (vehicles)	7-day average 85%ile speed (mph)	7-day 24-hour average mean speed (mph)	5-day (school days only) average mean speed from 9am to 10am (mph)	5-day (school days only) average mean speed from 3pm to 4pm (mph)
Site1 (Old Bisley Rd)	4,376	40	34	31	26
Site 2 (Old Bisley Rd)	4,607	36	29	22	23
Site 3 (Chobham Rd)	9,786	28	23	17	19
Site 4 (Upper Chobham Rd)	6570	29	23	17	17
Site 5 (Upper Chobham Rd)	6,351	30	25	18	18
6 (Upper Chobham Rd)	6,301	41	33	26	22

Table 1 – Speed survey results

2.3 (The 85th percentile speed is the speed at which 85 percent of vehicles are travelling at or below).

2.4 Points to note in response to the results of the speed surveys:

- The speeds at sites 4 and 5 in Upper Chobham Road (in the traffic calmed area near the Ravenscote school gate) are significantly lower than at site 6

(outside the traffic calmed area), suggesting the traffic calming measures introduced in 2019 are effective in helping to reduce vehicle speeds both at the uncontrolled pedestrian crossing point (near the school gate) and on its immediate approaches.

- A speed survey previously undertaken near the school gate in Upper Chobham Road in 2014 recorded an average mean speed of 35mph and an 85%ile speed of 42mph. In comparison, the latest survey near the school gate (site 4) recorded an average mean speed of 23mph and an 85%ile speed of 29mph. This represents a very significant reduction in vehicles speeds at the location and further indicates the effectiveness of the traffic calming measures.
- At all survey sites speeds are significantly lower at school drop off and pick up times, as would be expected due to the increased levels of activity and parking.

Collision History

2.5 Table 2 below provides a summary of personal injury collisions recorded by the police over the 3-year period from 1 October 2018 to 30 September 2021 (latest available data). The information does not include collisions resulting in damage only since these are not systematically reported to, or recorded by, the police.

Road	Collisions			
	Slight	Serious	Fatal	Total
Upper Chobham Road (Chobham Road to Prior Road)	1	2	0	3
Old Bisley Road (Chobham Road to Edgemoor Road)	1	1	0	2
Chobham Road	3	0	0	3
Tomlinscote Way	1	0	0	1

Table 2 – Personal Injury Collisions in roads near Ravenscote, Tomlinscote and St Augustine’s Schools from 1 October 2018 to 30 September 2021

2.6 The above collisions resulted in injuries to 9 casualties, 2 of these were children under the age of 16. The child casualties and circumstances of these are summarised below:

- Collision between eastbound car and female pedestrian aged 12 in Old Bisley Road near the Ravenscote school at 08.23, Wednesday 9 June 2021, leading to serious injury to the pedestrian. It is understood that the pedestrian was a Tomlinscote school pupil.
- Collision between a car and female pedestrian aged 8 crossing Tomlinscote Way with a parent at the traffic island (at the junction with Chobham Road) at 09.15, Wednesday 16 October 2019, leading to slight injury to the pedestrian.

- 2.7 Although any one collision resulting in road casualties is regrettable, the collision history around the schools does not represent a concentrated pattern of collisions compared to many other sites across Surrey.
- 2.8 However, one child pedestrian has received serious injuries and another child pedestrian has received slight injuries in collisions that have occurred near the schools during school journey times. As well as the effect on the individuals involved and their families, this increases the fear of road danger which may deter more parents and pupils from walking, cycling and scooting to the schools.

Summary of site observations

- 2.9 The following provides a summary of observations recorded during school journey times. (The observations in Upper Chobham Road, Old Bisley Road and Chobham Road were carried during the morning school journey time on the same day. The observations in Tomlinscote Way were made separately at the end of the school day at the request of the school, due problems being perceived to be greater at this time).

Upper Chobham Road

- 2.10 At the start of the observation period, pedestrian flows mainly consisted of Tomlinscote pupils travelling to school.
- 2.11 Parents started parking on eastern side (school side) of road shortly after 8am. Prior to any parking taking place, some drivers (predominantly in the downhill direction) did not appear to be slowing down to pass over traffic calming features as much as expected. As soon as parking started, vehicle speeds reduced noticeably and remained relatively low near the crossing point throughout the period when Ravenscote parents and children were wanting to cross. The only parking on the western side of the road was a delivery vehicle. Parents also parked in the church car park until this was full.
- 2.12 The double yellow lines and School Keep Clear markings were generally well respected, with parking starting immediately beyond them. At its peak, parking extended to a point approximately midway between The Fairway and Robin Hill Drive. Vehicles were parked with two wheels on the footway reducing its available width. However, pedestrians were still generally able to walk along the footway without any significant difficulty.
- 2.13 On the day observations were carried out a parent volunteer school crossing patrol officer helped parents and children to cross at the uncontrolled crossing point near the school gate from 8.20am, and remained in place until there was no longer a demand for pedestrians to cross.
- 2.14 Prior to the school crossing patrol officer starting their duties, pedestrians were observed to cross at the uncontrolled crossing point on the speed table without significant difficulties. Drivers were generally stopping to allow pedestrian to cross, and pedestrians were generally crossing with care.
- 2.15 Although Ravenscote parents/pupils started arriving shortly after 8am, the school gates did not open until 8.35am (and then remained open for just over 10 minutes). This resulted in a significant number of parked vehicles and a large build-up of pedestrians waiting on the footways on both sides – with

ITEM 8

children/parents waiting immediately at the road edge with significant safety risks (i.e. possibility of being hit by wing mirrors and anyone moving back or any pushing/jostling could potentially result in a pedestrian(s) stepping into the road). The waiting parents/children also obstructed the footways making it difficult for anyone wanting to walk along them.

- 2.16 A very large number of children and parents crossed Upper Chobham Road during the observation period and the vast majority crossed at the uncontrolled pedestrian crossing point near the school gate.

Old Bisley Road

- 2.17 From 8am to about 8.25am the pedestrians on the footway outside the Ravenscote school were predominantly Tomlinscote pupils on route to school and included larger groups that occupied the full width of the footway even after spreading out over a longer length. If pedestrians were approaching in the opposite direction it would have made it difficult to pass.
- 2.18 Most Tomlinscote pupils stayed on the footway until they reached the pedestrian island (near the junction with Upper Chobham Road and Chobham Road) and then crossed at the island. A large number of pedestrians therefore crossed at the island, which is relatively small and does not provide sufficient space for pupils to wait when crossing in groups.
- 2.19 Two pupils were observed crossing Old Bisley Road in advance of the island and then walking along the southern side with their backs to traffic. There was no apparent reason for them needing to do this.
- 2.20 All parking to the west of the school entrance took place in the informal laybys opposite the school. Cars pulled in from both directions, but most pupils got out on the side away from traffic. Parents/children did not appear to have any problems crossing the road – some took advantage of gaps in queuing traffic or were beckoned across by those queuing drivers.
- 2.21 Several Tomlincote pupils were observed cycling to school along Old Bisley Road (none had any lights or reflective clothing on).
- 2.22 Significant congestion was caused by parking that took place between driveways over a significant length to the east of the school entrance. Whilst the driveways provided some short passing places, they only offered enough space for cars. Any large vehicles, including buses, had to pass the entire length of parking in one go. The parking and congestion helped restrain vehicle speeds.
- 2.23 Approaching the time that the Ravenscote school gate opens, a large number of parents and children had accumulated on the footway near the gate obstructing passage for anyone wishing to walk along the footway (the staggered school opening times meant that Tomlinscote pupils had all passed by this time). Parents and pupils were also standing very close to the edge of the road.

Chobham Road

- 2.24 The behaviour of pupils walking to Tomlinscote was generally good. They used the Zebra crossings either side of Tomlinscote Way to cross Chobham Road in most instances and were not taking risks.
- 2.25 Vehicles speeds generally appeared to be relatively low due to a combination of factors (including the presence of traffic calming measures, congestion, and the high level of use of the Zebra crossings).
- 2.26 Some parents were observed dropping off outside the school that could have parked a little further away to make it safer.
- 2.27 Vehicles were observed blocking the designated crossing point in Tomlinscote Way near the entrance to St Augustine's despite there already being double yellow lines in place to protect the crossing point.

Tomlinscote Way

- 2.28 Most pupils exited the school and remained on the eastern shared use footway walking towards Chobham Road.
- 2.29 The uncontrolled pedestrian crossing point in Tomlinscote Way near the entrance to St Augustine's was obstructed by a parked vehicle for a significant period. As a result, several students crossed Tomlinscote Way between parked cars.
- 2.30 On the eastern side of Tomlinscote Way there is a sports facility owned by Tomlinscote School. Parents of pupils from both Tomlinscote and St Augustine's schools are permitted to park in the facility. This helps reduce the demand for parking in Tomlinscote Way. The vehicular access to the facility is used by some pupils to cross over Tomlinscote Way.
- 2.31 Parking takes place along the western side of Tomlinscote Way, including in a layby near the Tomlinscote entrance. The combined width of the lay-by and carriageway encourages double parking to take place. Some parents also use the parking bays located beyond (south of) the entrance to Tomlinscote.

Assessment Findings

- 2.32 Outlined below are the key findings of the assessment having considered collisions data, vehicle speeds, site observations and concerns raised by parents:
- Measures introduced at the crossing point in Upper Chobham Road have been effective in reducing vehicle speeds. However, a very large number of parents and pupils cross at the location and concerns continue to be raised about safety when using the crossing point. Whilst a group of parent volunteers currently operate a school crossing patrol on a rota basis, there is no guarantee this arrangement will continue longer term and the school has previously struggled to recruit to the role.
 - Speed cushions have previously been introduced on either approach to the pedestrian island in Old Bisley Road (near its junction with Chobham Road and Upper Chobham Road) to help reduce vehicle speeds and improve

safety for pedestrians. However, a significant number of Tomlinscote pupils cross at the location (often in groups) and the small existing island offers limited space for pedestrians to wait safely in centre of road.

- Generally, there is a good level of compliance with the existing 30mph speed limit in the lengths of roads near the schools and speeds are significantly reduced at school journey times due to the high levels of pedestrian activity and on-street parking. In addition, the collision history around the schools does not represent a poor safety record compared to many other sites across Surrey. However, there is some variation in vehicle speeds at different locations near the schools and collisions have occurred which have resulted in school children being injured (including seriously).
- Parking at school drop off and pick up times continues to be an issue in roads near the schools (as it does outside most schools across Surrey). However, some improvements have been made especially in Upper Chobham Road where the previous introduction of parking controls has helped to regulate the parking. The introduction of further parking management measures may help to further improve the situation especially in Old Bisley Road where parking causes significant congestion.
- Site observations indicate that a significant number of parents and children accumulate on the footways outside the Ravenscote school gates in Old Bisley Road and Upper Chobham Road in advance of the gates opening. The congested footways result in pedestrian waiting close to the edge of the road with the risk that they may step into the carriageway. It also causes an obstruction for pedestrians wishing to walk along the footways, meaning they may have to step out into the road to pass. Concern over the situation has been raised with the school so they can consider options to help reduce the congestion.

3. OPTIONS:

- 3.1 The following measures have been proposed in response to the key findings of the assessment outlined above. These measures could potentially be delivered in phases with funding being allocated in separate stages.

Upper Chobham Road

- 3.2 Introducing a signal-controlled crossing (at the location of the existing uncontrolled pedestrian crossing near the Ravenscote school gate) would address parents' continued concerns by providing a permanent controlled crossing facility that would help make it easier and safer to cross.
- 3.3 Some parents have suggested a Zebra crossing should be introduced rather than a signal-controlled crossing. However, large numbers of parents and children cross Upper Chobham Road over a short period of time (with crossing movements especially concentrated in the afternoon when children exit the school at the same time). With a Zebra crossing, once priority has been established, pedestrians may cross in long continuous flows causing lengthy delays for motorists. This may lead to frustration and result in poor driver compliance with the crossing, leading to further concerns being raised by parents about safety. A signal-controlled pedestrian crossing would give a better balance between pedestrian and vehicle flows, reducing the risk of driver frustration.

Old Bisley Road

- 3.4 Introducing improved pedestrian crossing facilities at the location of the existing small pedestrian island would help make it easier and safer for pupils to cross Old Bisley Road when walking to and from Tomlinscote school.
- 3.5 Further feasibility and assessment work would need to be undertaken to determine the most appropriate option for providing improved crossing facilities at the location.

Area Wide

- 3.6 Introducing a 20mph zone around the schools with appropriate supporting features, where required, would help encourage consistent lower speeds across the whole zone. This would help to reduce the risk of collisions and improve the feeling of safety for pedestrians and cyclists.
- 3.7 Further feasibility and assessment work would need to be undertaken to determine the extents of the zone and identify appropriate supporting measures. These may include traffic calming features and parking management measures.

4. CONSULTATIONS:

- 4.1 The Divisional Member, Local Committee Chair, Local Committee Vice-Chair and School Leaderships' have been consulted on the findings and recommendations of the assessment.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The total cost of installing a signal-controlled crossing in Upper Chobham Road is approximately £110,000.
- 5.2 Further feasibility and assessment work will be required to identify the most appropriate options, and their associated costs, for introducing improved pedestrian crossing facilities in Old Bisley Road and a 20mph speed limit zone in the area around the schools.
- 5.3 The proposed measures would need to be assessed and prioritised alongside other proposals on the Surrey Heath and Road Safety Outside Schools scheme lists to ensure value for money.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 This report has been created in accordance with the council's Road Safety Outside Schools Policy which has been subject to Equality and Diversity Impact Assessment. Highway improvements are subject to independent road safety audit which consider the needs of all road users including those with mobility impairment.

7. LOCALISM:

- 7.1 The measures recommended by the assessment would help improve road safety and encourage more walking, cycling, and scooting to school. This

ITEM 8

would help reduce car journeys and congestion which have a negative impact on the local community.

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.

8.1 Sustainability implications

8.2 The measures recommended by the assessment would help encourage more sustainable modes of travel.

8.3 Public Health implications

8.4 The measures recommended by the assessment would help encourage active travel which improves the health of the participants and can help lower air pollution through reducing congestion.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 A detailed investigation of safety in roads around the Ravenscote, Tomlinscote and St. Augustine's school has been undertaken. This has included an assessment of the history of road traffic collisions, vehicle speeds and site observations.

9.2 Having considered the findings of the assessment, it has been recommended that the highway improvement measures described in this report are considered for introduction. These measures have therefore been added to the list of schemes to be considered for inclusion in future Surrey Heath Local Committee programmes of work.

9.3 In addition, the proposed measures have been added to the Road Safety Outside Schools scheme list so they will also be considered for inclusion in works programmes promoted by the county council's road safety team.

9.4 The proposal to introduce a signal-controlled pedestrian crossing in Upper Chobham Road would help address ongoing concerns raised by parents about safety at the existing uncontrolled pedestrian crossing point. The further measures proposed would also help to reduce vehicle speeds and make it safer and easier for parents and children to walk, cycle and scoot to school. A successful increase in these sustainable modes of transport would help contribute towards a reduction in car journeys and congestion.

10. WHAT HAPPENS NEXT:

- 10.1 The proposals recommended by the safety assessment will be considered for inclusion in future programmes of work promoted by both the Local Committee and the county council's road safety team.
-

Contact Officer:

Jason Gosden, Senior Traffic Engineer, tel: 0300 200 1003.

Consulted:

School representatives

Annexes:

Annex 1 – Traffic Survey Locations

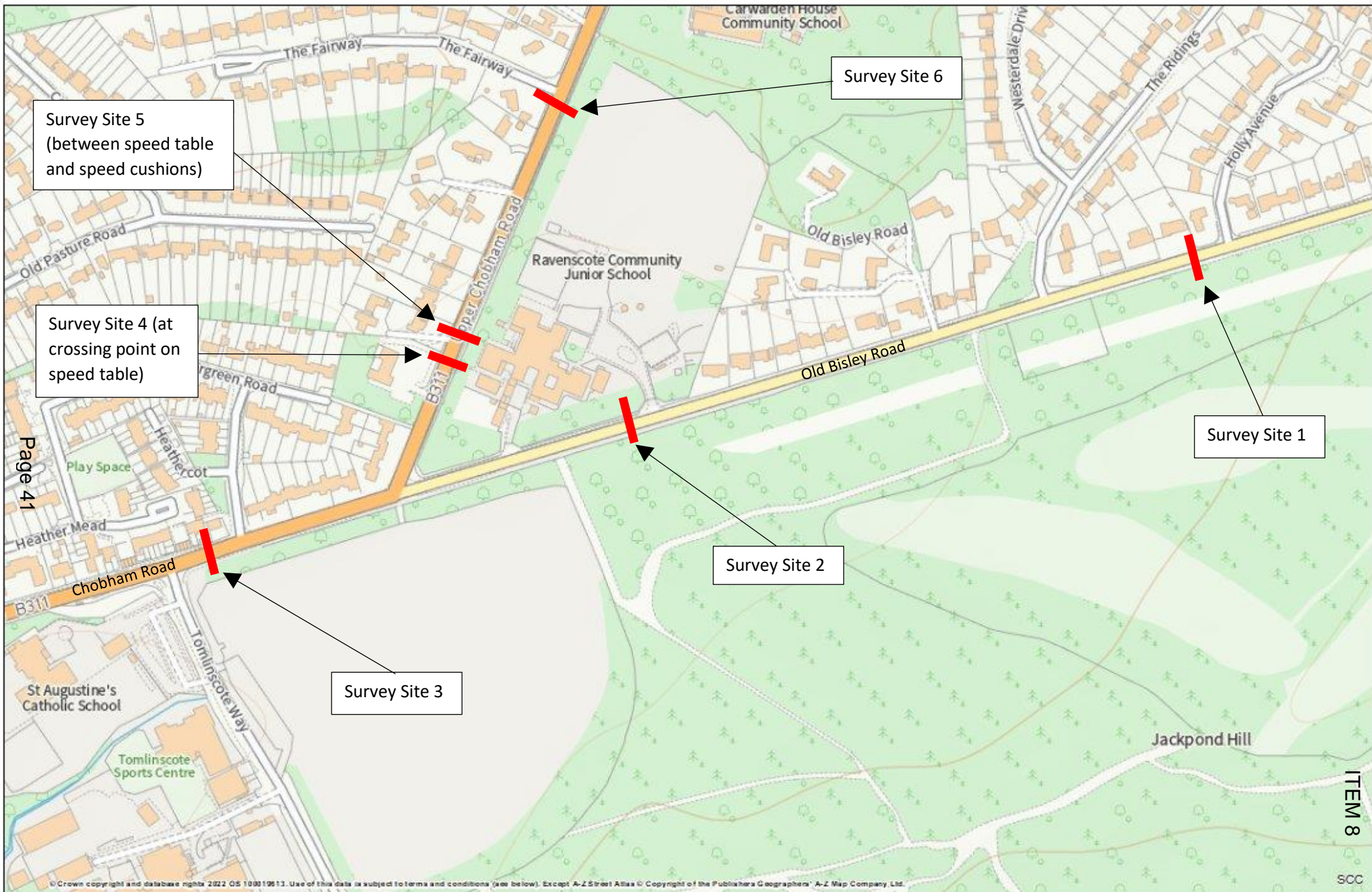
Sources/background papers:

Road Safety Outside Schools Report – Ravenscote School - Presented at Surrey Heath Local Committee meeting held on 11 December 2014.

Upper Chobham Petition Response – Presented at Surrey Heath Local Committee meeting held on 4 October 2018.

Upper Chobham Road – Request For Controlled Pedestrian Crossing – Update - Presented at Surrey Heath Local Committee meeting held on 21 February 2021.

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Survey Site 5
(between speed table
and speed cushions)

Survey Site 4 (at
crossing point on
speed table)

Survey Site 6

Survey Site 1

Survey Site 2

Survey Site 3

Page 41

ITEM 8

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ANNEX 1 – Traffic Survey Locations



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SURREY HEATH LOCAL COMMITTEE
MAJOR PROJECTS UPDATE BRIEFING
February 2022

Surrey County Council has completed the A30 London Road Camberley Highway Improvements, subject to minor snagging works over the next few months. The improvements were funded by the Enterprise M3 Local (EM3) Partnership with matched funding from Surrey County Council and Surrey Heath Borough Council.

The A30 London Road Camberley Highway Improvement scheme is one part of a wider programme of comprehensive improvements in the Blackwater Valley area. Other improvements include the A331/A30 Meadows Gyratory, Camberley Town Centre Public Realm and the Blackwater Valley Quality Bus Corridors project (Gold Grid). The scheme would now improve access to Camberley Town Centre, enhance the quality and use of public transport, disabled access, cycling and pedestrian facilities and improve bus reliability and maintain bus journey times to make travel by bus more attractive and encourage more passengers.

In addition to improving traffic signal operation along the A30, the key improvements involved the creation of toucan crossings (which can be used by pedestrians and cyclists) across the junctions of Knoll Road, Lower Charles Street and Frimley Road. The existing A30 bus and goods vehicles lane has been shortened to cover the section of the A30 between Grand Avenue to Frimley Road and will operate as a 24-hour bus only lane. The scheme included resurfacing of sections of the A30 to improve driver comfort and long-term stability of the highway. Surrey County Council are also looking into implementing further safety improvements for pedestrians at the Kings Ride /A30 Junction.

In parallel, Surrey County Council is delivering the Gold Grid programme of works to improve bus stops and bus operations along selected bus corridors. This is part of the Councils efforts to encourage sustainable travel and is funded by the EM3 Local Enterprise Partnership with match funding by Stagecoach through increased investment in bus fleet. The bus stop improvements include raising the kerb near the bus stops so that low floor accessible vehicles can provide step free access for passengers and the mobility impaired, adjusting the position of the bus stop pole or shelter, improvements to the footway at waiting areas, introducing bus stop clearways to enable buses to fully pull up to the accessible kerbing, provision of bus shelters and provision of real-time passenger information displays, plus improvements to help with the reliability of bus journey times. County Officers are working alongside Local Members with regards to the proposed bus clearways on sections of roads which are used for resident parking.

A total of 16 bus shelters have been installed to date, most replacing existing older shelters since January 2022. Some further 30 shelters will be installed in the coming months. Following the shelter installations there will be a rolling programme of installation of approximately 65 real-time passenger information displays at the shelters from April 2022 onwards. This will provide passengers with information on when their bus will arrive. Surrey County Council is writing to Local Members as and when new shelters and RTPi are planned to be installed in their Divisions.

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Local Committee Decision and Action Tracker

This tracker monitors progress against the decisions and actions that the Local Committee has made. It is updated before each committee meeting.

- Decisions and actions will be marked as '**open**', where work to implement the decision is ongoing by the Local/Joint Committee.
- When decisions are reported to the committee as '**complete**', they will also be marked as '**closed**'. The Committee will then be asked to agree to remove these items from the tracker. For some decisions the Committee and public will be able to monitor the progress through Surrey County Council website. A link to the webpage will be included on the item when marked as complete.
- Decisions may also be '**closed**' if further progress is not possible at this time, even though the action is not yet complete. An explanation will be included in the comment section. In this case, the action can remain on the tracker should the Committee request.

Ref number	Meeting Date	Decision	Status (Open/ Closed)	Officer
1	25 Feb 2021 Petition Feb 21	<p>Chobham petition for crossings to St Lawrence School and recreation area</p> <p>The road safety outside schools assessment was carried out in June 2021 and the report suggested improved warning signs on the Bagshot Road.</p> <p>The proposal to introduce a crossing on the A319 Bagshot Road required further feasibility and design work.</p> <p>The proposal to introduce crossing facilities near the main pedestrian access to the recreation ground has also been added to the list of schemes to be considered for inclusion in future Surrey Heath work programmes.</p>	<p>CLOSED</p> <p>CLOSED</p> <p>Open</p>	<p>Signage installed</p> <p>Included on scheme list for 2022</p> <p>On Scheme list</p>
2 Page 46	25 Feb 2021 Petition Oct 18 and info item Feb 21	<p>Upper Chobham Road crossing for Ravenscote school</p> <p>The original assessment was expanded to include a wider assessment of road safety around the Ravenscote, Tomlinscote and St Augustine's schools. A meeting was held with the headteachers to identify their key concerns prior to Officers from Surrey Police and the county council's road safety and area highway teams carrying out a site assessment on 8 October 2021. A series of speed surveys were also carried out.</p>	CLOSED	Included on scheme list for 2022.
3	25 Oct 2021	<p>Petition for speed limit reduction on the A30 Bagshot Road</p> <p>New speed surveys have been undertaken to provide updated information about vehicle speeds over all sections of the A30 London Road between its junctions with the A322 and Waterers Way.</p>	CLOSED	Report outlining future works presented.

Local Committee (Surrey Heath) - Forward Programme 2022

Details of future meetings			
<p>Dates for the Surrey Heath Local Committee 2022: Thursday 9 June 2022, Thursday 20 Nov 2022</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
Decision/Action Tracker	For information	Partnership Committee Officer	ALL
Forward Programme	Review the Forward Programme and consider further themes for Member briefings	Partnership Committee Officer	ALL
Rights of Way	The Hatches Frimley	ROW Team	June / Nov 2022
Rail Service	To look at the position regarding rail services in the Town (poss get Network Rail to attend)	?	To be dealt with as a potential online theme
Task Groups and Membership	To allocate task groups and agree membership	Partnership Committee Officer	June 2022
Annual Parking Review	To review the requests for Parking Changes	Jack Roberts	June 2022

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