

CABINET MEMBER DECISION

Petitions:

Three petitions were considered and responses given:

(i) Details of petition

PETITION 1 - HOLY TRINITY SCHOOL (WEST END) ROAD SAFETY

“We the undersigned petition Surrey County Council to Increase the safety of the children that attend Holy trinity school in West end by reducing the danger caused by traffic along Benner Lane. This can be achieved by the following: Reducing the speed limit along Benner Lane from 30mph to 20mph. Installation of a pedestrian zebra crossing at the entrance to the school to allow safe crossing of the road. Installation of speed calming bumps along Benner Lane to slow traffic. Repurposing of the unrestricted bay parking outside the school into a school drop off zone.

Justification:

School drop-off and pick-up at holy trinity school is having a major impact on the usage and safety of the surrounding roads. A large number of vehicles use Benner Lane during drop off and pick up times. These are both parents and other traffic including large HGVs. We would like speed safety measures installed in the immediate vicinity of the school to decrease the risk to the children and other pedestrians. These should include measures to slow traffic down and allow the children to safely cross the busy road.

There are also two large unrestricted parking bays outside the school. These could have restrictions added to them in order to a facilitate a school led, safe and legal drop off zone. I have created this petition this evening following attendance of a working group involving Mrs Ambrose (head teacher), local councillors and concerned parents.”

Submitted by: Daniel Shevill

Signatures: 120+

Cabinet Member Response:

Many thanks to the petitioners for raising their concerns over road safety near Holy Trinity School. School road safety is a frequently expressed concern across the county. At school drop off and pick up times the roads in the immediate vicinity of schools are especially busy. This often causes slower vehicle speeds and congestion, worsens air quality, and can lead to frustration from motorists and residents. This has been exacerbated at this site after the School Crossing Patrol left their role. Although there is budget available to pay for a replacement, despite the best efforts of the County Council and School it has not been possible to find a replacement.

The County Council has a policy which describes the process we use for investigating and responding to concerns about school road safety. Our aim is to reduce the risk of collisions and to make the road feel safer, to encourage more people to consider walking or cycling to and from school. The policy can be viewed via this link: [Road safety outside schools - Surrey County Council \(surreycc.gov.uk\)](#)

This site has already been assessed by officers using the process set out in the Road Safety Outside Schools policy. This included a site visit involving highways and police road safety specialists alongside the Headteacher on 7 June 2022.

The resulting recommendations for highway improvements are summarised thus:

- Implement a zebra crossing on a raised table at the existing informal crossing point.
- Implement a lower 20 mph speed limit (which will probably require supporting traffic calming to be successful, depending on speed surveys).
- Implement double yellow lines on the western side of Benner Lane between the existing School Keep Clear zig zags as far as across the junction with Great Barn Crescent. It is proposed that this will be implemented as part of the cyclical annual parking review for the Surrey Heath area.
- Implement parking controls that would facilitate the use of the laybys outside the school as a drop off/pick up facility. At present it is not clear what the best way of achieving this might be. It is proposed that this will be implemented as part of the cyclical annual parking review for the Surrey Heath area.

Earlier this year the County Council confirmed a new £3million budget over the next three years for use in implementing highway schemes near schools to support more walking and cycling.

Unfortunately, this budget is already committed towards delivering schemes near schools that have been assessed over several previous years. However, the potential recommendations are being considered for future funding from the Countywide programme of Integrated Transport Schemes. There are several factors that will be taken into account as part of this consideration including the number of personal injury accidents, improving health, the environment and delivering good value for money. Schemes will also need to have the support and be nominated by the Local Divisional Member whose decision will be informed by the level of local support. In this case the local Divisional Member Cllr Rebecca Jennings-Evans has nominated this as a priority scheme to be assessed and considered for inclusion in the 2023/24 Countywide Integrated Transport programme. This programme is still being determined and the schemes that will be progressed for funding will be confirmed by the Cabinet Member later this year.

In addition to the highway improvements described above there were also recommendations made at the site visit for consideration by the school themselves:

- Create a school travel plan using the national online portal Modeshift STARS. This is an action plan that the school will implement to support more walking and cycling for school journeys. The County Council's Safer Travel Team can provide advice and training on creating a school travel plan. More information can be found here: [About our road safety and sustainable travel options for schools - Surrey County Council \(surreycc.gov.uk\)](#)
- Implement a walking bus from Tringham Hall
- In the meantime, continue advertising for a replacement School Crossing patrol

(ii) Details of petition:

PETITION 2 - NEW PARKING CHARGES SURROUNDING THE GREAT PARK

We the undersigned petition Surrey County Council to Aim for the council to re-evaluate or dissolve the new charges put in place in the following locations. Englefield Green, - Bagshot Road, TW20 0RS - A30 Crossroads, junction with St Judes Road and Bakenham Lane, TW20 0BP Windsor Great Park, - Blays Lane, from crossing point at the back of Ilex Close to Wick Road, TW20 0PB - Wick Road, parking bay by cul-de-sac, TW20 0HJ. - Wick Road entire length, from A30 to Wick Lane, TW20 0HJ - Wick Lane entire length, from Wick Road to Bishopsgate Road, TW20 0HT - Bishopsgate Road, TW20 0XU - Crimp Hill, TW20 0YB

Virginia Water, - A30 London Road junction with A329 Blacknest Road, GU25 4NY - A30 London Road entrance to ACS International School, TW20 0AQ These are a series of places where parking has previously been free and accessible for all. These charges are now being put in place to discourage the selected few from parking on grass verges, but its stopping families, locals and other members outside of the community from visiting.

Wishing for the council to discuss, re-evaluate and potentially revoke the extremely steep parking charges that have now been put in place around the local area. These charges are for spaces that have previously been free and accessible for all. After asking online, it seems that no one is happy about the new charges being implemented and have been asked to raise these concerns with local representatives. I understand not everyone has the time or energy to email their local representative individually, so this petition is a quick and easy way for people to express and back their views and disagreement with the new charges put in place. With enough signatures it should express the upset to the committee when they meet to discuss these kinds of issues, with hope that the appropriate action be taken to evaluate the situation.

As well as the charge, there are also a variety of other issues raised from charging for these spaces. From the sign postage put up in the new spaces, not only are visitors being charged for the spaces, the council is now requesting cars be parked parallel, not at the head on angle it currently is. This is limiting the amount of people that can drive to explore the local area and the Great parks. Mothers and fathers are already expressing concern on how this stops them from taking their children to activities like scouts or football, and mothers are questioning how they will be able to afford to take their children to the Great park in summer like they have for years. These are just a few of many reasons as to why the council should revoke or re-evaluate the parking charges they are trying to put in place.

Submitted by: Mia Cockayne
Signatures: 328

Cabinet Member Response:

Thank you for contacting us about the new parking management scheme recently introduced along the A30 in Virginia Water and some of the peripheral roads around Windsor Great Park and Englefield Green.

Since the Covid pandemic, Windsor Great Park and Virginia Water have experienced significantly higher visitor numbers and it has been necessary to introduce parking restrictions to help maintain access and road safety in the area. Roads such as the A30, Bishopsgate Road, Blacknest Road, Christchurch Road, Crimp Hill, Ridgemoor Road, Wick Road, Wick Lane, and Woodside Way have all experienced frequent obstructive parking caused by high visitor numbers, particularly in fine weather. Visitor vehicles overflow from the Crown Estate car parks within the park or choose to avoid paying to use them and park on the surrounding highway.

As a result, we have subsequently developed and implemented a series of restrictions to manage parking on the highway network around the park. This includes the introduction of parking charges into the parking areas along the A30/Blays Lane and Bishops Gate Road. In addition, we altered the layout of the parking bays from echelon to parallel in two of these locations to help traffic and pedestrians pass and negotiate these areas more safely. Double yellow lines have been introduced elsewhere to prevent parking in unsuitable areas, including replacing the poorly understood clearway on the A30.

The purpose of parking charges in transportation terms, is that they discourage visitors from driving around the local highway network looking for free parking, which adds to congestion

and pollution. By having charges that are slightly higher (or at the same level) on the highway, visitors are encouraged to go straight to a car park which is generally more convenient.

Our original proposals were to implement parking charges between 9am and 6.30pm every day, however, as a consequence of the consultation process, the restrictions were reduced to 11am-5pm. This was to allow free parking for local residents (for dog walking, exercising etc) in the morning and evenings which seemed to be most popular.

We will monitor and review the effectiveness of the new restrictions over the coming months, particularly the impact on local businesses, however the initial feedback is that parking and traffic management in the area is much better controlled following the introduction of the restrictions with cars and other road users being able to pass more easily and with less congestion in the area.

(iii) Details of petition

PETITION 3 - MAKE THAMES STREET SAFER AND PRESERVE OUR HERITAGE

1. install a speed camera on Thames Street
2. smooth the on/off ramps of the speed bumps (not remove them) to reduce reverberation and harm to the heritage buildings in the street

Thames Street runs through the Conservation Area and has over thirty 18th and 19th century Grade II listed buildings, many of which are homes. Even with speed bumps many vehicles go through the street well above the 20mph speed limit:

1. The narrowness of the pavement and road make this a serious accident waiting to happen.
2. Buses (11 plus tonnes) and occasional heavier vehicles cause substantial shuddering of the heritage buildings:
 - this shuddering is significantly worse when their speed approaches and exceeds 20 mph
 - a bus which gets slowed by 2 mph on a steep ramp causes similar reverberations to an average car running into a brick wall at 30 mph
 - over 90 buses go down Thames Street each day.
3. The speed bump ramps are too steep and do not comply with TfL's recommendations for buses.

The existing 7.5 tonnes vehicle weight limit already recognises the impact which heavy vehicles have along Thames Street. The buses are exempt, which we fully support, as they serve a vital service to the community.

The speed camera will ensure tight adherence to the speed limit making it a safer place for residents and pedestrians and this, along with the smoothing of the speed bumps, will preserve the heritage of the buildings.

Submitted by: Patrick Leaney
Signatures: 100+

Cabinet Member Response:

Many thanks for raising your concerns over speeding and road safety on Thames Street Lower Sunbury. I very much sympathise with the concerns being raised. Excess speeds increase the risk of road collisions and make the consequences worse. Higher speeds also

make places less pleasant to live in by increasing noise and air pollution and making walking and cycling less attractive.

To tackle this Surrey County Council works closely with Surrey Police to create local speed management plans for each District or Borough. This means that whenever there are concerns over speeding, we will measure the speeds using a speed detection radar box which is a black box mounted on street furniture without anyone really knowing what it is or what it is for. This will collect data for at least a week. This data is combined with data on the collisions resulting in personal injury recorded by the police to ascertain the extent and nature of the speeding and road safety problem at each site.

Each site is then discussed with the police to determine which sites need the most attention, and then depending on the nature of the problem and the physical characteristics of the site the most appropriate intervention is agreed.

Interventions could include permanent speed cameras (including average speed cameras) at the worst sites where traffic calming is infeasible, traffic calming, police enforcement (either by hand-held laser or camera van), vehicle activated signs or community speed watch. Where the level of speeding is not that great then the location is unlikely to be prioritised for intervention. Therefore, this site will be added to the list of sites requiring a speed survey, and then the data will be discussed with the police.

This stretch of Thames Street between French Street and Halliford Road, approximately 1km long, already has a total of 13 raised table traffic calming features, and these have been in situ for over 20 years. This is one of the most traffic calmed stretches of road in Surrey. The County Council's policy on speed cameras (agreed by Cabinet in September 2021) states that speed cameras will only be considered at locations where traffic calming is infeasible. This is because traffic calming (if feasible) will always provide a more cost-effective long-term solution compared to speed cameras because speed cameras will require ongoing maintenance and processing of offences and court time to prosecute motorists enduringly. In comparison traffic calming will largely solve the problem without the need to issue penalties to motorists ad-infinitum. Therefore, we do not have any plans to introduce permanent speed cameras on this stretch. Instead, if the speed surveys highlight a particular problem, perhaps at certain times of the day, then this will be raised with the police in case they are able to provide this stretch with additional targeted attention.

From initial inspection of the raised road tables there does not appear to be any aspect that is non-compliant with national guidance. For example, the steepness of the ramps (with an approximate 1 in 20 gradient) complies with national guidance for bus routes. Reducing the steepness of the ramps could be problematical and costly because it could result in increased speeds and may also require the repositioning of the adjacent drainage gullies at the bottom of some of the ramps. Therefore, we do not have any plans to change the design of the raised road tables.

Nonetheless I sympathise with the concerns over the noise and vibration and note that this has been highlighted as being associated with buses (with a weight restriction deterring other larger vehicles). Therefore, officers have raised this concern with the bus companies to ask them to remind drivers of the need to respect the 20mph speed limit and to take extra care in travelling over the raised road tables. It is expected that the bus companies will have records on the speeds of their vehicles and so will be able to monitor and provide suitable advice to their drivers accordingly.

Conflicts of Interest and any Dispensations Granted

(Any conflict of interest declared by any other Cabinet Member consulted in relation to the decision to be recorded and any dispensations granted by the Audit and Governance Committee)

N/A

Responses given by:

- (i) **Name:** [Kevin Deanus](#)
- (ii) **Portfolio:** **Cabinet Member for Highways and Community Resilience**

Date of Decision: 27 September 2022

Date of Publication of Record of Decision: 27 September 2022

Date decision effective N/A