

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (SURREY HEATH)****DATE: 10 MARCH 2016****LEAD OFFICER: ANDREW MILNE****SUBJECT: PETITION RESPONSE – Start a traffic management plan for the Red Road, Lightwater****DIVISION: LIGHTWATER, WEST END AND BISLEY****SUMMARY OF ISSUE:**

On 10 December 2015, Surrey Heath Local Area Committee received a petition to start a traffic management plan for Red Road, Lightwater. The petition identified issues with the road, including speeding, poor lighting, and difficulty in turning right out of Lightwater Road and MacDonalds Road. The petition calls for traffic lights or roundabouts, and improved street lighting along the road.

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

- (i) Surrey County Council's Area Highway and Road Safety Teams continue to closely monitor safety issues associated with Red Road and undertake detailed analysis of collision data.
- (ii) Surrey County Council's Road Safety Team have a safety improvement scheme proposed for the junction of Red Road with Lightwater Road which is due to be implemented during spring/summer 2016,
- (iii) there has been a reduction in average vehicle speeds for Red Road following the introduction of the reduced speed limit of 50mph and a series of other improvements.
- (iv) there has been a significant improvement in the recent safety record for the section of Red Road between The Maultway and McDonald Road.
- (v) the section of Red Road between The Maultway and MacDonald Road is due to be resurfaced as part of Project Horizon by April 2018.
- (vi) that a detailed review of the road surface condition, including analysis of the skid resistance, is planned for the section of Red Road between MacDonald Road and the A322 Guildford Road.
- (vii) the impact of the additional measures to be introduced will be assessed.

REASONS FOR RECOMMENDATIONS:

Surrey County Council has monitored the safety record for Red Road on an ongoing basis and introduced a series of highway improvements over a number of years to target specific safety issues identified. Following the introduction of these measures there has been a reduction in average vehicle speeds and an improvement in safety along part of Red Road.

A further road safety improvement and maintenance scheme are proposed. The impacts of these will be assessed following their introduction.

The petition requests the introduction of a number of measures and these have been assessed. However, they are not currently considered to be appropriate options either due to their feasibility, anticipated effectiveness or the wider impacts they may potentially have.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Red Road (B311) runs east/west along the southern extent of Lightwater. The road connects Guildford Road (A322) and Bagshot Road (A319) with The Maultway (B3015) and Upper Chobham Road (B311). Along the road there are three main junctions, MacDonald Road, Briar Avenue, and Lightwater Road.
- 1.2 For a number of years residents have expressed concerns about road safety and the speed at which drivers travel along Red Road.
- 1.3 In response to these concerns, Surrey County Council has continually been monitoring the safety record along Red Road and has implemented a series of measures over a number of years to target specific safety issues identified.
- 1.4 Initially a number of improvements were introduced to try and address a problem with collisions occurring through the series of bends between MacDonald Road and The Maultway. These measures included the following:
- Vehicle activated sign on the eastbound approach to the bends (displaying the series of bends warning sign and “SLOW DOWN” when activated).
 - Large signs warning drivers of the series of bends and indicating a maximum advisory speed of 40mph. The signs were placed on yellow backing boards to increase their conspicuousness.
 - A number of chevron signs at the various bends (also on yellow backing boards).
- 1.5 A vehicle activated sign was then subsequently installed on the eastbound approach to the junction with McDonald Road (displaying the junction ahead warning sign and “SLOW DOWN” when activated) before the following package of safety improvements were introduced in 2013:
- A reduction in speed limit from national speed limit (60mph) to 50mph over the full length of Red Road.
 - Vehicle activated sign on the westbound approach to the series of bends between MacDonald Road and The Maultway (displaying the series of bends warning sign and “SLOW DOWN” when activated).
 - Additional yellow backed chevron signs.
 - Upgrading of a number of existing warning signs.
- 1.6 The planning approval for the development of Princess Royal Barracks in Deepcut requires highway improvements to be implemented at a number of locations. The junctions of Red Road with Guildford Road and The Maultway are two of the locations where measures are to be introduced.



Example of vehicle activated sign and yellow backed chevron signs

2. ANALYSIS:

Traffic survey data

- 2.1 Following the reduction in the speed limit on Red Road to 50mph, Surrey County Council undertook traffic surveys at 4 locations where surveys were previously carried out in 2007 prior to the introduction of the lower speed limit. Both sets of data have been provided below.

Location on Red Road	Year	Speed Limit (mph)	Average Speed (mph)	Average Flow (vehicles per day)
East of The Maultway (Grid Ref: 491270 160796)	2007	60 mph	48.0 mph	17597
	2013	50 mph	47.0 mph	18310
West of MacDonald Road (Grid Ref: 491825 161146)	2007	60 mph	39.3 mph	17850
	2013	50 mph	35.7 mph	17902
Between MacDonald Road and Lightwater Road (Grid Ref: 492480 161344)	2007	60 mph	47.0 mph	14880
	2013	50 mph	43.3 mph	15482
Between Lightwater Road & A322 (Grid Ref: 493078 161447)	2007	60 mph	48.0 mph	11980
	2013	50 mph	43.9 mph	12722

- 2.2 A comparison between the 2007 and 2013 data shows that the average vehicle speed has reduced at all 4 sites since the speed limit was reduced. At 3 of the sites the reduction in average speed is significant.

- 2.3 The data also shows that average daily flows have increased at all 4 sites (but by a relatively small amount given the number of years between the 2 surveys being carried out).

Personal Injury History

- 2.4 A review of accident data before and after the introduction of the improvements in 2013 show that accidents through the section of Red Road west of MacDonald Road have reduced significantly. In the 3 year period prior to the introduction of the measures there were 13 personal injury collisions. This compares with 2 personal injury collisions in the 23 months from January 2014 to November 2015 (latest available data) since their introduction.
- 2.5 Table 1 below shows all personal injury collisions in Red Road since the start of January 2012. The number of collisions that have occurred at each of the main junctions is detailed within the table.

	Location				Total
	MacDonald Road	Lightwater Road	Briar Avenue	Other	
2012	1	0	3	3	7
2013	1	2	0	4	7
2014	0	0	0	5	5
2015 (until end of Nov)	5	2	1	3	11

Table 1 – Collision Data

- 2.6 Whilst there has been some variation in the location of the collisions the total number has remained relatively similar from 2012 to 2014 and none of the junctions has a particularly poor safety record. However, it is noticeable that a greater number of collisions occurred in 2015 and that this was specifically caused by a significant increase in collisions at the junction with MacDonald Road. The majority of these accidents have involved vehicles turning right out of MacDonald Road.
- 2.7 It is unclear why collisions have increased at this particular junction which had a relatively good safety record over the preceding years. The increase does not necessarily indicate the start of a trend towards poorer safety at the junction (the nature of collisions means that it is not unusual to have anomalies within a general trend). However, the situation will be monitored closely.
- 2.8 A more detailed analysis of all the collisions also indicates the following:
- that a significant proportion occurred during wet weather.
 - that 10 of the 29 collisions occurred in the dark (which is not considered a disproportionately high number even compared to locations with street lighting).

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- only one of the 7 collisions at the junction with MacDonald Road occurred in the dark. This compares with 2 out of 4 collisions occurring in the dark at both the junction with Briar Road and the junction with Lightwater Road.

Junction with MacDonald Road

- 2.9 Concerns about the MacDonald Road junction have been raised by residents in the past and a number of proposals have been considered. The most popular of these options is to signalise the junction and this would help reduce the risk of collisions involving vehicles turning right out of McDonald Road. However, traffic signals on Red Road would adversely affect the flow of traffic along Red Road and increase the risk of rear end collisions during peak hours (due to limited forward visibility to the west of the junction).
- 2.10 By making it easier to turn in and out of McDonald Road, traffic signals are also likely to increase the volume of traffic through Lightwater, especially along MacDonald Road and Ambleside Road. Given the nature of these roads, an increase in traffic is likely to lead to a high level of complaints and could also potentially result in an increase in personal injury collisions along these routes.
- 2.11 An alternative option to try and improve safety would be to restrict the right turn. However, experience suggests the restriction is likely to be subject to significant abuse unless a traffic island was constructed to physically prevent drivers from making the turns. However, it would not be possible to construct an island within the limits of the public highway and land would have to be acquired from the Ministry of Defence. The introduction of the island would also prevent the right turn into McDonald Road and may create difficulties for larger vehicles turning left out of McDonald Road.
- 2.12 In addition, some of the traffic affected by the restrictions is likely to be displaced onto Briar Road or Lightwater Road as drivers seek alternative routes. This could lead to an increase in accidents at the junctions of these roads with Red Road as well as strong objections from some residents.

Junctions With Briar Avenue and Lightwater Road

- 2.13 Surrey County Council has reviewed the possibility of introducing roundabouts at the junctions with Briar Avenue and Lightwater Road. However, there is not sufficient space within the limits of the public highway to provide a roundabout of an appropriate size and with adequate deflection to slow traffic on the approaches.
- 2.14 It has also been suggested that Lightwater Road could be closed at its junction with Red Road. However, the Traffic Management Act 2004 requires the County Council to manage its road network with a view to securing the expeditious movement of traffic on its road network. As such, the County Council would only consider closing off roads in exceptional circumstances and where there is clear justification on highways grounds.

- 2.15 Although there is a history of personal injury accidents occurring at the junction with Lightwater Road it does not have a poor safety record compared to many other junctions in Surrey. As such, this would not be considered sufficient grounds to justify closing the road. Furthermore, closing Lightwater Road at the junction could result in a significant amount of additional traffic being displaced onto MacDonald Road.

Proposed Safety Improvement at Junction with Lightwater Road

- 2.16 Further to the above comments, analysis of the personal injury collisions at the junction of Red Road and Lightwater Road has identified that a number have involved vehicles turning right out of Lightwater Road.
- 2.17 The County Council's Road Safety team has therefore proposed a safety improvement to try and address this pattern of collisions. The scheme involves upgrading the existing signs to help improve motorists' awareness of the junction and road layout when travelling along Red Road from Camberley towards Chobham. The scheme is expected to be delivered in spring/summer 2016.

2.1 Street Lighting

- 2.18 Red Road is rural in nature and is unlit with the exception of a limited number of lamp columns at side road junctions.
- 2.19 The petition requests the introduction of improved street lighting along Red Road. However, providing an electrical power supply and lamp columns along the full length of road would be prohibitively expensive and would significantly change the nature of the road. Furthermore, accident analysis does not indicate there is a particular problem with accidents occurring in the dark.
- 2.20 In terms of lighting specifically at the junctions, the following points should be noted:
- there are already 3 lamp columns at the junction with Briar Avenue which provide a reasonably good standard of lighting.
 - there is a single lamp column near the junction of Red Road and Lightwater Road but the junction has the same proportion of accidents occurring at night as Briar Avenue which is lit to a higher standard.
 - there is a single lamp column on Red Road at the junction with MacDonald Road. However, this junction has a good safety record during the hours of darkness with only one of the 7 collisions shown in Table 1 having occurred in the dark. On this basis, the accident reduction potential resulting from upgrading the street lighting is limited.
- 2.21 Further to the above comments, there are currently no proposals to introduce improved street lighting along Red Road.

Maintenance of Red Road

- 2.22 The section of Red Road between The Maultway and MacDonald Road has been identified for maintenance works under Surrey County Council’s Project Horizon. The works are expected to be undertaken before April 2018.
- 2.23 A detailed analysis of the road surface condition in the remaining section of Red Road is also planned since there have been a number of accidents over this length in wet conditions. The analysis will include an assessment of the skid resistance of the surface.

3. OPTIONS:

- 3.1 There are no options presented in this report.

4. CONSULTATIONS:

- 4.1 Surrey Police have been consulted about the various safety improvements that have been introduced in Red Road.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The proposed safety improvement at the junction of Red Road and Lightwater Road is being funded from the Road Safety Team’s budgets.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

7. LOCALISM:

- 7.1 Through the views and needs expressed by local communities, and accommodating where possible the involvement of local communities in looking after the public highway, localism is routinely considered as part of the consultation and bidding processes for highway-related works.
- 7.2 This report responds to concerns raised by members of the local community in Lightwater.

8. OTHER IMPLICATIONS:

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

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 For some time residents have expressed ongoing concerns about road safety and vehicle speeds in Red Road. Residents have also suggested the introduction of a number of measures to improve safety.
- 9.2 Surrey County Council has continued to closely monitor collision data and has introduced a series of highway safety improvements over a number of years to target specific collision patterns identified. The measures implemented include a reduction in the speed limit along Red Road from national speed limit (60mph) to 50mph.
- 9.3 A comparison of speed survey data recorded at the same 4 locations along Red Road in 2007 and 2013 (after the introduction of the reduced speed limit) shows that average vehicle speeds have reduced at all the sites. At 3 of the sites the reductions in average speed were significant.
- 9.4 A review of the personal injury collisions since a series of improvements (including the reduced speed limit) were implemented in 2013 indicate the following:
- Collisions between MacDonald Road and The Maultway have reduced significantly.
 - A number of personal injury collisions have continued to occur at the junctions with Lightwater Road and Briar Avenue.
 - Previously MacDonald Road has had a relatively good safety record. However, there have been 5 accidents at the junction in 2015 up until the end of November (latest available data).
 - A number of collisions have occurred in wet conditions.
- 9.5 The section of Red Road between The Maultway and MacDonald Road is due to be resurfaced as part of Project Horizon before March 2018. A detailed analysis of the road surface condition over the remaining section of Red Road is planned since there has been a pattern of accidents occurring in wet conditions.
- 9.6 SCC's Road Safety Team has a proposed safety improvement scheme for the junction of Red Road and Lightwater Road which is due to be implemented spring/summer 2016.
- 9.7 Residents have suggested a number of amendments to junctions along Red Road including the introduction of traffic signals, improved street lighting, restricted turns, roundabouts and closures of the side road. These suggestions have been assessed by SCC and for a variety of reasons (including the availability of highway land and the wider impacts of the proposals) are not considered appropriate and have not been recommended for progression.

10. WHAT HAPPENS NEXT:

- 10.1 The planned assessment of the road surface condition, including its skid resistance, will be undertaken for the section of Red Road between MacDonald Road and the A322 Guildford Road.
- 10.2 The proposed safety improvement will be implemented at the junction of Red Road with Lightwater Road (expected to be delivered spring/summer 2016)
- 10.3 Surrey Highways will continue to monitor the safety record along Red Road and assess the impacts of the further measures to be introduced.

Contact Officer:

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Consulted:

Surrey Police

Annexes:

Sources/background papers:
