

**SURREY HEATH LOCAL COMMITTEE**

**DATE:** 14 JUNE 2018  
**SUBJECT:** WRITTEN PUBLIC QUESTIONS x 1  
**DIVISION:** SURREY HEATH

**Question 1: West End Parish Council:**

Rat running through West End feeder and residential roads will likely worsen as the A322 and A319 take much more traffic from developments in West End, which could easily mean another 600 cars on the road. The avoidance of the already congested main roads is expected to increase short cuts through Fellow Green/Benner Lane and Beldam Bridge Road.

The parish council would like to understand what traffic calming measures are feasible on these roads, including a pedestrian crossing point at Holy Trinity School?

**Answer from the Chairman on behalf of the committee:**

The County Council's Transport Development Planning team have confirmed that the provision of either a new pedestrian crossing near the Holy Trinity School or traffic calming measures on residential roads in West End is not a condition of any of the existing consents granted for developments in West End. However, the 30mph speed limit on Beldam Bridge Road is to be extended to beyond the site currently being developed as a condition of the planning consent for this development. The developer is required to implement this change before properties on the development are occupied. A school crossing patrol operates outside the Holy Trinity School to help children and parents cross Benner Lane at the start and end of the school day. However, the school has raised concerns about road safety with the county council. As a result our Safer Travel team has agreed that a Road Safety Outside School assessment will be undertaken once the current developments in the area have been completed. The assessment will identify any particular safety concerns as well as measures that could be considered for addressing them. However, if measures are recommended a source of funding would have to be identified to allow these to be introduced. In response to the specific suggestion of introducing a new crossing, it should be noted that the cost of installing either a signalised pedestrian crossing or a zebra crossing is likely to significantly exceed the total annual capital budget currently received by the Surrey Heath Local Committee.

Surrey County Council and Surrey Police have a partnership called Drive SMART which aims to tackle concerns over speeding and anti-social driving. As part of this initiative

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local speed management plans have been developed for each District and Borough to identify the sites with speeding problems.

In response to concerns previously raised about vehicle speeds, Benner Lane and Fellow Green are included on the Surrey Heath Speed Management Plan and a number of measures have been implemented to encourage improved compliance with the speed limit. These include the introduction of a number of vehicle activated signs. In addition, the county council and Surrey Police work in partnership with the school to operate a school speed watch whilst there is also a resident Community Speed Watch group.

Whilst some residents may favour the introduction of traffic calming measures such as speed tables or speed cushions, these type of measures are not universally popular and are very costly to install. Introducing traffic calming measures along Benner Lane, Fellow Green and the 30mph section of Beldam Bridge Road would cost several times the total annual capital budget currently received by the Local Committee.

Given that traffic calming measures are costly to install and often divide opinion, only a very small number of new schemes are introduced and these are generally at locations that have a poor safety record. It would therefore be difficult to justify the introduction of traffic calming in roads such as Benner Lane, Fellow Green or Beldam Bridge Road which have a relatively good safety record compared to many other sites on the Surrey Heath Speed Management Plan. For example, Benner Lane ranks 72 out of 100 sites on the Surrey Heath Speed Management Plan based on the number of personal injury collisions per kilometre (with the site ranked 1 having the poorest safety record).