

# SURREY COUNTY COUNCIL



## LOCAL COMMITTEE (SURREY HEATH)

DATE: 25 FEBRUARY 2021  
 SUBJECT: WINDLESHAM ROAD AND BAGSHOT ROAD  
 DIVISION: BAGSHOT, WINDLESHAM AND CHOBHAM

### **PETITION DETAILS:**

A petition has been received asking the County Council to “support locals, horse riders and cyclists with traffic calming measures in and around Chobham roads.”

The petition contains 13 signatures and includes the following details:

Both Windlesham Road and the Bagshot Road leading into Chobham village have a limited amount to no pedestrian footpaths. The roads are commonly used by local residents, walkers, horse riders and cyclist. Many existing paths inadequate for push chairs or disabled access. There has been an increase in new residential properties along these stretches of road. We ask for a review to the speed limits. Review to consider Traffic calming measures in places where needed bends in the road in short aiding both drivers and pedestrians. Review of the current street lighting to allow better visibility to all road users. We believe these roads that are being utilised by all needed safer measures to help prevent accidents and deaths.

### **RESPONSE:**

#### **Windlesham Road, Chobham**

##### Footways and Street Lighting

Windlesham Road is a relatively narrow rural road. Roads of this character will often have more limited provision of footways and street lighting.

This is because it may be prohibitively expensive to provide them or because physical constraints (such as available space) prevent their introduction. Such locations also, generally, have a much lower pedestrian demand than more developed locations.

There is currently a short length of footway at the eastern end of Windlesham Road between its junctions with Windsor Road and Thompson’s Lane. There is no footway over the remainder of the road, approximately 2km. Assuming it was possible to do so, constructing a new footway over this length is likely to cost in excess of £400,000. This would be prohibitively expensive given the budgets currently available to the Local Committee. Furthermore, the footway would be used by relatively few pedestrians making it difficult to justify such a proposal as a priority even if sufficient funding were available.

Similarly, it would be very costly to introduce streetlighting over those sections of Windlesham Road that do not already have it.

In addition, the introduction of additional footways and streetlighting would significantly alter the nature of the road. Such changes would not necessarily be welcomed by all residents, some of whom may perceive it as “urbanising” the current rural environment.

I think it would be worth adding in that many residents are likely to perceive any changes like this as unwelcome urbanisation of a picturesque rural/semi-rural environment, and as such, any plans to implement changes on this scale are likely to raise significant objections.

Further to the above comments, the County Council currently has no proposals to construct new lengths of footway in Windlesham Road or to introduce additional streetlights.

#### Vehicle Speeds, Speed Limit and Traffic Calming

Windlesham Road is an existing site on the Surrey Heath speed management plan (which identifies sites where residents have raised concerns about vehicle speeds). Vehicle speeds are therefore monitored.

The last survey undertaken at the location (from 19/4/19 to 26/4/19) recorded an average vehicle speed of 41mph. This indicates a relatively good level of compliance with the 40mph speed limit compared to many other sites on the speed management plan. As such, Windlesham Road is not a site that is currently prioritised for speed enforcement or any other alternative measures.

Whilst residents often want to see speed limits reduced, 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 then, without continual Police enforcement, 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 county council’s speed limit policy therefore includes a series of thresholds (based on average vehicle speeds) for speed limits for different character of roads. If the measured existing average speeds for a road are below the threshold for a particular speed limit, then the introduction of this limit can be considered.

The recorded average speed in Windlesham Road suggests the existing 40mph speed limit is appropriate. It is also significantly above the threshold for introducing a 30mph speed limit using only signing under our current speed limit policy.

The introduction of a reduced 30mph speed limit could therefore only be considered in conjunction with the installation of traffic calming measures to help reduce speeds to an appropriate level for a 30mph limit. However, traffic calming measures are not universally popular and their introduction involves a lengthy process and substantial costs (especially in road such as Windlesham Road where additional street lighting would have to be installed). Relatively few new schemes are therefore introduced, and the installation of such measures would only generally be considered at locations with a poor safety record.

Over the 3 years from 1 October 2017 to 30 September 2020 (latest available data) there have been 2 personal injury collisions in Windlesham Road (one involved a driver losing control in snow/ice and the other involved a horse running out in front of a vehicle). There are many other sites on the speed management plan which have a much poorer safety record. It would therefore be difficult to justify introducing traffic calming measures in Windlesham Road as a priority, and there are currently no proposals to do so.

### **A319 Bagshot Road, Chobham/West End**

#### Footways and Street Lighting

At the eastern end of Bagshot Road, a continuous footway extends from Chobham village to a short distance beyond the western most junction with Clappers Lane. From the western end of Bagshot Road, there is existing footway from the A322 to a short distance east of the junction with Hookstone Lane. This leaves a section in the middle of Bagshot Road that does not have any footway.

There is an existing proposal to construct a new length of footway between the existing sections on the Surrey Heath scheme list. All schemes on this list are assessed against several criteria and ranked to help the Local Committee decide which schemes it wishes to prioritise. Other schemes have been prioritised over the proposal since it was added to the list. However, it will continue to be reassessed and considered for inclusion in future Local Committee programmes.

A significant proportion of Bagshot Road is currently unlit. Given the cost that would be involved, the county council currently has no proposals to introduce street lighting over this length of road.

#### Vehicle Speeds, Speed Limit and Traffic Calming

A short section of Bagshot Road is subject to a 30mph speed limit as it enters Chobham Village at its eastern end. There is a proposal to extend the 30mph speed limit a short distance (so it starts to the west of the access to Chobham Adventure Farm). A source of funding has yet to be identified to progress the proposal and it is therefore to be added to the Surrey Heath scheme list and considered for inclusion in future Local Committee programmes.

Bagshot Road is an existing site on the Surrey Heath speed management plan and vehicle speeds have been monitored. Speed survey data indicates a relatively good level of driver compliance with this speed limit (the last speed survey undertaken recorded an average vehicle speed of 40mph).

The desire for lower speeds has to be balanced against the need for reasonable journey times and the position of the road within the county council's Strategic Priority Network. Given Bagshot Road is a rural A-class road, there are no proposals to reduce the 40mph speed limit over the remainder of the road.

Traffic calming measures such as speed cushions, speed tables, chicanes etc would not generally be introduced on strategic A-class roads of this nature. This is because they may cause drivers to divert onto lower class residential roads where the vehicles would have a much greater adverse impact. In addition, such measures cannot be introduced on roads with a speed limit greater than 30mph.

### **RECOMMENDATION**

The Local Committee is asked to note that:

- (i) Windlesham Road and Bagshot Road are both included in the Surrey Heath speed management plan. Speed surveys previously undertaken in both roads indicate a relatively good level of compliance with the speed limit.
- (ii) There are currently no proposals to construct new lengths of footway in Windlesham Road or to introduce additional streetlights or a reduced speed limit with traffic calming measures.
- (iii) There is a proposal on the Surrey Heath scheme list to construct an additional section of footway in Bagshot Road to connect the existing lengths of footway. Together with other schemes on the list, the proposal will continue to be reassessed and considered for inclusion in future Local Committee programmes.
- (iv) There are no proposals to introduce traffic calming measures or additional streetlighting in Bagshot Road. However, a short extension to the existing 30mph speed limit at the eastern end of the road has been proposed. A source of funding has yet to be identified and the proposal is to be added to the Surrey Heath scheme list and assessed for inclusion in future Local Committee programmes.
- (v) Vehicle speeds and road safety will continue to be monitored in Windlesham Road and Bagshot Road as they are for all sites on the Surrey Heath speed management plan.

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