

SURREY HEATH LOCAL COMMITTEE

DATE: 21 OCTOBER 2021
SUBJECT: WRITTEN PUBLIC QUESTIONS
DIVISION: SURREY HEATH

Question 1 - Andrew Willgoss, Local resident

It has come to my attention that heavy haulage lorries and other large lorries are frequently turning off The signed route to /from the Camberley direction the A322/A30 Bagshot bypass route and using the Guildford Road and Bridge Road route as a short cut. I have personally followed two in convoy at speeds exceeding the speed limit that then travelled on towards Chapel Lane. During the M3 smart motorway works repeated requests were made to get the heavy haulage lorries to avoid this route.

I would like to draw the attention to the committee a number of factors.

1. The Guildford Road is largely a residential area, a road safety zone , and route to school.
2. Both roads are in parts inside the village conservation area which in the last conservation appraisal it was noted as a negative attribute that the area was "dominated by cars and other vehicles".
3. Many of these older properties have little or no foundations and in the words of one resident "my house bounces up and down when a heavy lorry passes".
4. Bridge Road crossing is used by senior residents from Hartdene Court retirement apartments to access the village.
5. There is little opportunity for these lorries to park in the village. See attached photo.
6. It is possible that these lorries are using this route due to satellite navigation systems despite the signed route(A322 /A30) surely being more suitable for these vehicles.

My question is.

I would like this committee to consider extending the 7.5 tonne limit in Bagshot village to include the Guildford Road from Bridge Road to the mini roundabout near the New Road junction and to the length of Bridge Road

ITEM 5

to ensure that the heavy lorries are directed via the signed bypass route the A322/A30.

I have included a recent photograph of the problems these vehicles can cause residents in Bagshot village.



Answer

As a general starting point, public roads are available for the use of all vehicles. Whilst restrictions can be introduced to prohibit certain types of vehicles from using particular roads, this would only be done where there is a strong justification for doing so. Clearly, most residents would prefer that large vehicles were prohibited from using the roads in which they live. As such, unless restrictions are limited to only a very small number of locations where they are really needed, you would end up with vast parts of the highway network being off limits to large vehicles. Similarly, the Police would only support the introduction of restrictions where there is compelling justification for their need.

Bridge Road is similar in character to many other roads where there are no restrictions prohibiting their use by large vehicles. In addition, the county council's collision database includes information going back to January 2012, and there is no record of any personal injury collisions involving large vehicles occurring over this period in either Guildford Road or Bridge Road. On this basis, it would be difficult to justify the introduction of a weight limit along Guildford Road and Bridge Road and the county council currently has no proposals to introduce one.

Whilst drivers of large vehicles are not prevented from using the route via Guildford Road and Bridge Road, direction signs encourage drivers to use the most appropriate route, with existing signing along the A322 Bagshot By-pass directing drivers to proceed straight ahead (in a northbound direction) at the junction with New Road and use slip road A (next to the fitness centre) to access the A30 in the Camberley bound direction.

Question 2 – Cllr Andrew Willgoss, Chairman, Windlesham Parish Council

I write to you in my capacity as Chairman of the Windlesham Parish Council Bagshot Village Committee and I have been tasked to raise the following concerns.

At our committee meeting held on the 7th of September concerns were raised regarding the state of street furniture within the village centre which we believe is the responsibility of SCC Highways.

I would like to ask does SCC /Surrey Highways have a maintenance schedule for the road side bollards in Bagshot High street and along the A30 near the traffic lights by the Waitrose supermarket?

What is this maintenance schedule for roadside bollards, if there is one, and can these bollards be painted in a timely manner?

ITEM 5

I would like to bring to the attention of this committee that Bagshot High street is a conservation area and the condition of the bollards is detracting from the village appearance.

Also could you please advise me as to whether the heritage bins in the village are the responsibility of SCC/ Surrey Highways?

Answer

There is no formal maintenance schedule for bollards. Bollards are repainted as and when required and subject to the availability of funding.

Whilst the A30 and Bagshot High Street are subject to regular safety inspections, these only identify safety defects. We are therefore reliant on officers identifying a need for bollards to be repainted when going about their duties or when reactively reviewing the condition of bollards in response to reports from the public.

Concerns do not appear to have been raised previously about the condition of the bollards. However, an inspection has confirmed that some of the bollards would benefit from being repainted.

Funding is not available to enable this to be done at present, but the works could be scheduled after the start of April 2022 when new budget allocations are received.

However, the matter has been discussed with the Divisional Member who has offered to fund the work using his member allocation to enable it to be completed more immediately. The Surrey Heath Maintenance Engineer will therefore organise a cost estimate and raise an order to ensure delivery of the works.

The heritage bins in Bagshot village centre are maintained by Surrey Heath Borough Council.

Question 3 – Ruth Hitchinson, Bagshot resident

Could Highways Officers please explain why we have been told, since 2015, that the Traffic signals both at Waitrose and Yaverland Drive London Rd Bagshot had been on various occasions adjusted and after these works undertaken we would experience less congestion possibly?

We now learn that as Lidl have put in an application to take the units next to Waitrose we suddenly read through the Planning process and conditions attached that Nottingham County Council will be giving Surrey County Council £50,000 towards works to be carried out on these junctions and then we hear that the signals are in fact obsolete.

What are we to believe is the problem ---communication between parties --i.e Highways Department & Siemens, who I believe still are responsible for the technical service & maintenance or is this all down to electronics and the time from 1985 when Yaverland Dr was installed to 2010 when Waitrose was added as part of a Retail Park coexisting with the Earlswood Estate?

Answer

Adjustments have previously been made to the traffic signals at the junctions with Waterers Way (Waitrose) and Yaverland Drive to help optimise their operation and reduce delays.

Traffic signals (like most equipment) require ongoing maintenance, and parts have a life expectancy and need to be replaced. All signal installations are therefore refurbished periodically to help maintain their reliability. In addition, traffic signal technology continues to evolve and advance. It is therefore also often necessary to upgrade existing equipment to take advantage of the benefits offered by the latest technology.

The traffic signals at the junction at Waterers Way have now been in place for over 10 years and require refurbishment. Upgrading the existing equipment as part of the refurbishment will enable the signals to operate using the latest systems. This will help improve their efficiency, mitigating the impacts of the increased movements in and out of Waterers Way that would result from the proposed development. On this basis, a contribution is being sought as part of the development agreement towards the costs of upgrading the signals. The remaining general refurbishment costs, for both this site and the Yaverland Road junction mentioned below, are to be met from the county council's traffic signals maintenance budget.

The signals at the junction of Yaverland Drive also require refurbishment and the existing equipment is now obsolete because the provider no longer exists, and reliable spare parts are not available.

Both sites currently operate using low voltage electrical power supplies, and the opportunity is also being taken to convert them into extra low voltage sites when the refurbishment and upgrade works take place. This will result in several benefits including reducing electric costs (by approximately 40-60% per site), reducing the carbon footprint of the signals, and improving safety in the event of a vehicle striking any of the signals equipment.

Question 4 – Celia Kingsley, Bagshot resident

With regard to the A30 speed limit petition, originated by Sarah Kingsley, I wish to make the following points underlining why it is vital to tackle speeding traffic on the stretch of the A30 London Road between Waterers Way and the A322 junction:

ITEM 5

In the 35 years since we moved to our home in School Lane adjacent to the A30 London Road, we have witnessed countless accidents, two of which have tragically resulted in the deaths of pedestrians on the Pelican crossing next to our property. One of these fatalities occurred in February this year, as stated in Agenda Item 4, page 12. It is my belief that, combined with other factors, speed contributed to this outcome – the force of the collision was such that one of the casualty's shoes flew off, over our 8 foot high garden wall, and was found in our garden several yards from the road. If that was not upsetting enough, if you had experienced the sight of police and paramedics desperately trying to save this person's life for over an hour, and the small tent placed over the body to keep the rain off, you would do anything within your power to prevent such a dreadful thing happening again.

Since then, two more accidents have happened on the A30 near us; a speeding car hit a row of vehicles parked on the layby next to the allotments around 12.30am on 7 August and another collision occurred not long afterwards next to the Cedar Tree public house.

Every day we hear drivers and motorcyclists accelerating past our house, both up and down the hill, and we hold our breath waiting for the bang. Unless you are very familiar with this road, you might think that it is either at a standstill with traffic jams caused by the lack of co-ordination between the different sets of traffic lights, or very quiet at other times. You would be mistaken.

Speeding down Jenkins Hill continues into the High Street, where the 20 mph signs on the road are nigh invisible, as is the worn-out zebra crossing. There should be no excuse for ignoring both the speed limit and the zebra crossing, but drivers do so constantly, and nothing is done to prevent them.

Even if accidents cannot be prevented, it is the speed at which they happen which often determines the result. There is no doubt that speed kills, so please let's kill the speed. Until 1975, the A30 had a 30 mph limit, so there is no reason why this cannot be reinstated. But it **MUST BE ENFORCED**. The population of Bagshot has increased exponentially in the last few years, thanks to the huge number of new homes and old people's accommodation being built, and there is far more traffic using the A30. A combination of more pedestrians, of all ages, and more traffic needs more safety measures.

Other matters related to the safety of pedestrians, not covered by Sarah Kingsley's petition, include:

There are three signal-controlled pedestrian crossings on the dual carriageway stretch of the A30: at Waterers Way, Yaverland Drive and Church Road. The A30 divides the two halves of Bagshot village and residents **must** cross it in order to live their daily lives; the youngest and oldest are at most risk when crossing and need to feel safe when doing so. In my experience, at these crossings vehicles are given priority over pedestrians, who must wait far too long

for the lights to change in their favour. This causes people to take risks rather than waiting, and is therefore another important factor in pedestrian safety.

We are being encouraged to walk instead of driving where possible, but it is unpleasant, and sometimes frightening, to walk along the often far too narrow pavements beside the A30, with fast-moving traffic passing so closely. The carriageway is not straight; there are kinks and bends and at some points cars are actually coming straight at you. Attention needs to be paid to increasing the usable width of footpaths and the installation of barriers where needed.

My question is:

Please can Surrey Highways take a holistic approach to road safety along this stretch of the A30 and consider all the factors which contribute to this. I would be happy to meet Jason Gosden if he could spare the time to look closely at the problems which long-term residents of Bagshot can see.

Answer

The petition response on the agenda covers many of the points raised and recommends further speed surveys are undertaken.

This page is intentionally left blank