



## Traffic and Infrastructure

## VOLUME 3



Traffic calming in School Road is not installed to standard and repeatedly damaged by having been placed on a blind bend

We are witnessing the incremental decline of Windlesham's public realm - those areas that we all love and share.

It must be a frustration for our local, now disbanded and presumably very much ignored, village committee councilors.

The Parish Council led Traffic and infrastructure grouping which has, under one guise or another, been plodding along producing its own conflicting conclusions since 2014, has not managed to deliver any obvious or measurable advantage to this Village. It was born out of the Neighborhood plan concept but was never a functional or binding part of the process at referendum. It was just a "Vision" that was not fully consulted.

To be clear, it appears to me the sole purpose of the Windlesham Neighbourhood Plan ( WNP) was put in place as a mechanism to attract ever more development into the village, without limit. It is a development plan (W NDP). It was engineered, principally in my view, to facilitate an increased financial (CIL monies) income stream to benefit others rather than us ( just follow the money). It was for those who could make claim against it for providing infrastructure that has proved, in my own opinion, to be ineffective, poorly designed, poorly maintained and overly priced. It has brought about the start of the decline I discuss above. For the sake of transparency, I voted against the plan even though I am not anti development ( we needed to allocate suitable sites in the plan ) and I made many representations to Council as I felt it was weakly written and misleading.

It is equally possible that since introduction of the CIL Charging policy by SHBC in 2013/2014 the wider Parish Council have supported the handing over of those CIL monies without an obvious sense of engagement with us, without challenge as to efficacy, effectiveness or value for money. There is simply no evidence that satisfies me of an expertise within those bodies. When it comes to local projects and consultations, it is a matter of public record, that I have always been clear that they should be open, transparent and resident led. Consultation is about discussion at the earliest stage with the very people affected most by any given proposals. This is not just a whim on my part but a mandatory requirement legislated upon and more so when associated with traffic calming.

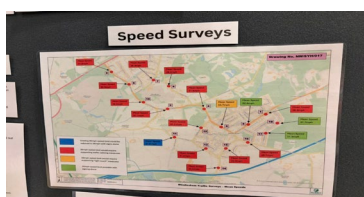
A current example is the most recent condition 31 application for Heathpark Wood. A misdirection in my opinion which has put SCC under scrutiny for not at the very least having brought the matter into the open for early public debate and consultation with us or the T& I group. The consultation arrangements are legislated within The Highways (traffic calming) Regulations 1999. And Highways (Road Humps) Regulations 1999 as amended – UK Statutory instruments. No 1025 Regulation 3 and others.

<https://www.legislation.gov.uk/uksi/1999/1025/regulation/3/made>

It is not in my mind possible for the developer to suggest that the matter has been agreed between themselves, SHBC and SCC without the authority firstly having complied with the consultation mandated within those statutory instruments and that compliance being evidenced within this application. A calming **zone** with its string of road humps positioned on the main HGV route through Windlesham on a residential road with on street parking is nothing less than perhaps a madness and not least for those who will have to live right next to the consequent noise and disruption.

I am not going to suggest that I have all of the answers within the realm of traffic & Infrastructure because I do not, but I do have a desire to see that any process is properly consulted and to put forward some thoughts of my own that might be considered within a more transparent engagement across the wider village.

As I have said, we currently have a Traffic & Infrastructure grouping/committee which has terms of reference ( many times revised ). It is understood that over the last three years it has not formally met but has, as a minority, been acting and making decisions more unilaterally. I see this as showing signs of exclusion and secrecy and would hope that the group can open up and engage with all of us sooner rather than later. The latest terms of reference appear to focus entirely upon reducing existing speed limits by 10mph and that there has been a now second speed survey undertaken and mapped to indicate where traffic calming measures are purportedly mandated.



Well that is all well and good then. But I say no it is just not good enough because the facts are likely to fall very differently.

## 1. 20mph limit versus 20mph zone

**20mph Zones.** It seems from this second speed survey and notation on the Condition 31 application that SCC are approaching this from a 20mph **zone** format. **Zones** are mandated to include extensive traffic calming and are intended for locations where traffic, Cyclists and pedestrians closely and continuously share the same space. More typically in towns and cities. They are effectively an assault course, are very expensive to install and give rise to greater claims on local CIL monies by the local highways authorities which in our case is currently SCC.

It is accepted by Government that **Zones** cause congestion and are detrimental to the environment. There is a high level of street signage and clutter. It is recognised that they have a damaging effect on the local retail economy, in our case the village shops, as they generally reduce the availability of on street parking. In my opinion entirely unsuitable for a more rural Windlesham.

**20mph limits.** Are designed for use across wider more rural areas and are not legally required to have mandated traffic calming measures, they encourage speed limit compliance, do not clutter the streets with signage, road humps, deviations and the like. They do not impact the local economy or infringe on parking. They are extremely economic to install. They are fully supported by the 20 is plenty campaign as well as SCC who on 12<sup>th</sup> July 2022 Adopted their fourth local transport plan and this is what they said...

### **To quote Surrey County Council “Why are we introducing 20mph (signed only) limits on residential and shopping streets**

*Surrey’s fourth Local Transport Plan (LTP4), adopted on 12 July 2022, sets out our plans for transforming our transport network from 2022 up to 2032 and beyond.*

*The LTP sets out a proposal for ‘lower 20 mph road speeds to make our roads safer and our air cleaner’. This proposal will play a key role in our approach to rapidly reducing carbon emissions, ensuring that Surrey is on track for net zero emissions by 2050 (LTP4 objective).*

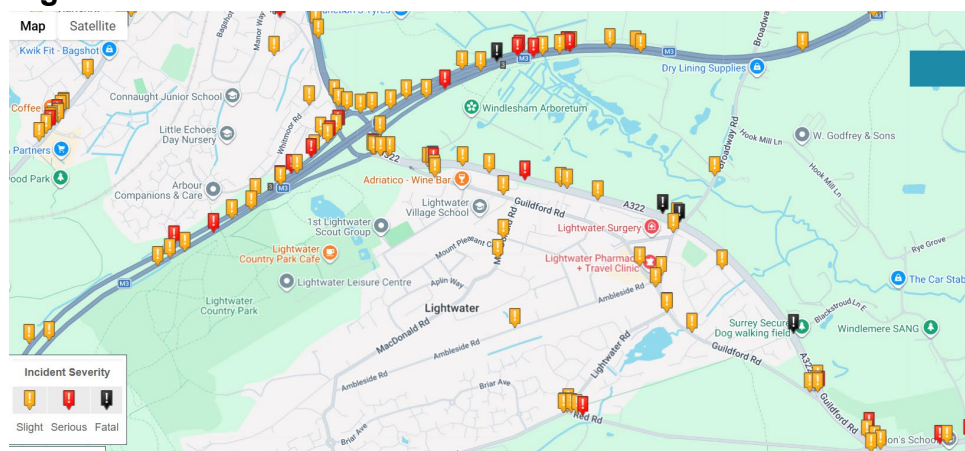
*The proposal refers to the introduction of 20mph limits indicated by speed limit (and repeater) signs only (signed only limits); rather than 20mph zones which are designed to be ‘self-enforcing’ through the introduction of physical traffic calming measures (e.g. speed humps, chicanes).”.....  
.....“Compliance It is acknowledged that the signed only 20 mph scheme is unlikely to result in all drivers complying with the new 20mph limits. However, as highlighted above, the evidence suggests that such schemes result in an overall reduction in mean average speeds, with reductions of 3 to 5 mph where before mean average speeds are approximately 30 mph. Reducing speeds will have a positive benefit on road safety, climate change and air quality; and will create better environments for walking and cycling, with associated health, well-being, and accessibility benefits. Noncompliance is likely to be higher at night when there are fewer pedestrians and cyclists making trips.”*

So where does this evidence help Windlesham ? Well adopting the 20mph limit solution reduces mean speed without damaging our public realm which is the rural setting and our sense of place. In Windlesham it is easily observed that the dominance of traffic occurs in its most acute form at morning rush hour within the working week with the afternoon rush hour being slightly less intrusive as it is spread over a longer period.

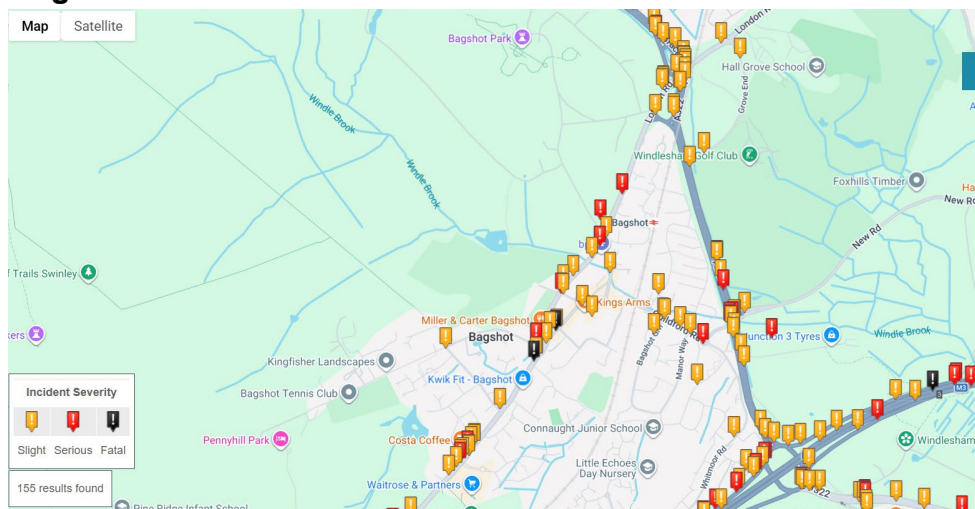
During the day, evenings and weekends the village enjoys a very quiet time and traffic is markedly lower and far less intrusive. It gives us the opportunity to enjoy the rural setting without the imposition and damaging impact of relentless physical calming measures. There is a perception of speeding in the village that is perhaps caused more by the poor state of the road and pavement surfaces rather than it being a reality. We actually enjoy very good compliance across the existing speed limits in the village which include 30mph and 40mph with mean speed results across two different surveys of around 28mph.

Crash map data shows a very low accident rate in Windlesham over the last 10 years whereas Lightwater and Bagshot by comparison seem to show much higher rates mile for mile and ironically recorded accidents in those villages are apparently at their highest along physically traffic calmed roads.

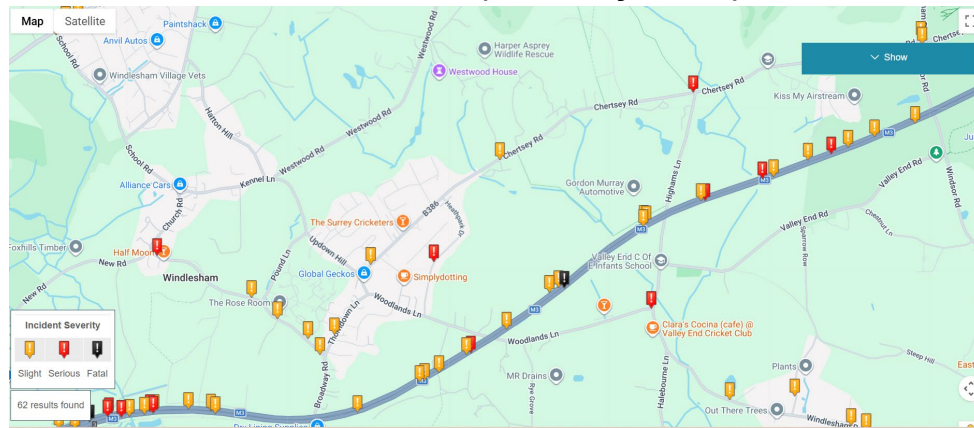
## Lightwater



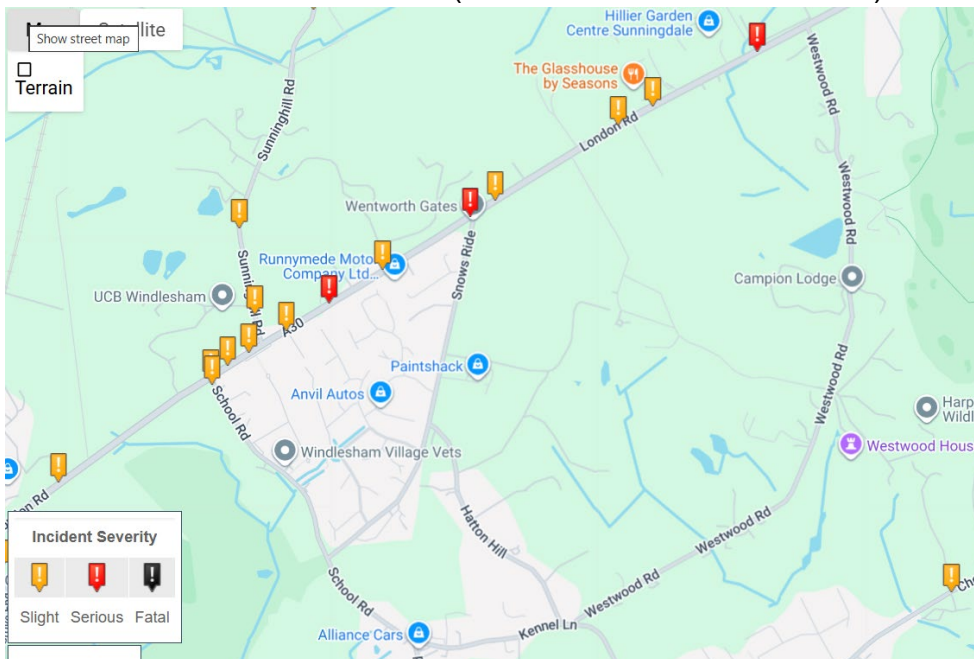
## Bagshot



## Windlesham settlement area 1 ( Chertsey Road )



## Windlesham settlement area 2 ( School Road & Snows Ride )



In Windlesham, the data does highlight a problem around the Broadway Road/Church Road Junction with this area exhibiting the highest village speed but the severity of collision being only slight but in greater number. The data also identifies only two serious accidents within the village, one on Heathpark Drive ( 30mph limit ) at the junction with Birch Road and another on Church Road with the junction of New Road ( 40 mph limit ). There were two serious accidents just outside the village in Valley End both on junctions with Highams Lane.

There are clearly “ Right Turn ” issues out of Heathpark Drive onto Chertsey Road and there are going to be issues around Woodlands Lane not least with regard lack of SANG parking and what will now be the multitude of new housing developments spilling in close proximity of each other onto the lane which needs to be discussed in the greatest of detail with existing occupiers at an early stage. Surely as a community we can do that.

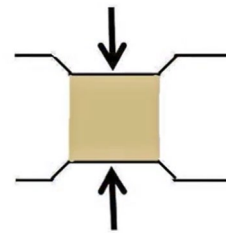
## Pedestrian crossings

There has long been discussion regarding crossings in the village centre and a compromise is needed. As a 20mph limit there is no need for the standard highly engineered solution which restricts parking and clutters the street scene with numerous signs and painted road lines. We have within a 20mph limit the option of installing “obvious” crossing points in suitable locations.

Two possible locations that could be discussed are the existing build outs on Updown Hill and Chertsey Road with textured road surface passing across the carriageway. Perhaps such a crossing to give pedestrian access to the SANG across Woodlands Lane rather than the proposed “blind crossing” might be an option ?



An obvious crossing point with no need for signage  
( 20 is plenty campaign)



Existing build outs Updown Hill and  
Chertsey Rd. with coloured road surface  
(20 is plenty campaign)

## HGV Limit



There is scope to review the HGV limit so that it increases the buffer around the village center. Certainly a subject for discussion. The original limit area was never fully implemented by SCC.

## 20mph limit area



As a village we firstly need to agree if we want a 20mph limit and if so the area to be covered when it is implemented. For example and long overdue is the village center and its approaches and Heathpark Drive which has been agreed by SCC many times but never implemented. Lets discuss what we want rather than being told what we can't have.

In conclusion it is my view that we need to get on with it and formulate a plan that has been properly consulted at the very start across the community. The roll out can be phased and implemented as CIL funds are received.

Personally I would be very keen to see Cllr Pat Lewis who is Chair of the Traffic and Infrastructure group organise public meetings and invite all of us along for a proper discussion so that we can finally move forward, perhaps Cllr Tear from SCC would join us ?

If you have your own thoughts let us know at Windlesham.life and we can publish them on this website.

Jed

Windlesham.life

Some useful Links:-

<https://www.legislation.gov.uk/ukxi/1999/1025/regulation/3/made>

<https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/consultations/our-responsibilities>



20 is plenty campaign graphic