

## PROTECT OXSHOTT FROM THE A244.

We the undersigned request Surrey Highways to support six measures to limit the impact on residents of heavy traffic travelling through Oxshott on the A244 and to improve road safety.

The six measures are attached and include the installation of ANPR cameras at suitable locations in both directions to enforce the overnight HGV restriction; installing speed control cameras in both directions at suitable locations to enforce speed limits; improving road and pedestrian safety to the south of the village by the creation of continuous pavement(s) into the village centre to minimise pedestrian road crossing; and various engineering and signage improvements to road surfaces.

This petition has been discussed in detail with and has the full support of our Surrey Cllr Andy Burton. It is also supported by Cllr David Lewis from the Cobham Division.

We believe measures such as those requested are required to best enable Surrey CC to discharge its responsibilities for road safety under s122 of the Road Traffic Regulation Act.

## PROBLEMS THE PETITION SEEKS TO ADDRESS AND MEASURES REQUESTED.

The A244 was once a B road but over many years with no physical improvements it has become a major A road carrying 17,000-20,000 vehicles per day of which over 500 are HGVs. This is partly a result of increased local housing density, but more particularly Oxshott has become a regular traffic route between the A3 and the A243/M25 to the serious detriment of the safety, health and well-being of Oxshott residents.

Improvements were made three years ago to introduce a night time HGV restriction and a 20mph speed limit in the centre of the village, but the efficacy has been severely constrained by a lack of enforcement:

- HGV night time volumes average 50-100 in weekdays and can be over 300 when they should be nil. The disturbance this creates at night is exacerbated by the speed of travel and the poor quality road surface, leading to much greater noise levels
- Recent speed measurement shows that after entry to the village almost two thirds of vehicles are travelling in excess of the speed limit with this number increasing to c80% of vehicles exceeding the 20mph limit in the village centre.
- Oxshott is frequently used as a diversion route when the M25 is blocked despite not being a designated diversion route.

Oxshott has a school population across 3 schools of over 1000 children. There is no continuous pavement through the village on either side of the road so children walking to school must cross a road carrying more than 18,000 vehicles per day, often travelling in excess of speed limits, up to 30 times per week. There are currently no controlled crossings, and the island refuges are unsafe for many users and frequently damaged by traffic.

The measures requested are:

- 1 Installing ANPR cameras at suitable locations in both directions to enforce the overnight HGV restriction.
- 2 Extending the resurfacing of the A244 from the village border up to Wrens Hill, currently scheduled for Summer 2026, further up to Danes Hill so that the section from Wrens Hill to Danes Hill, recently plagued by large potholes, is also included.
- 3 Improving road and pedestrian safety to the south of the village by the creation of continuous pavement(s) into the village centre to minimise pedestrian road crossing; and as necessary the provision of a controlled pedestrian crossing at a suitable location.
- 4 Installing spot speed control cameras in both directions at suitable locations AND liaising with the Police to ensure enforcement
- 5 Putting in place engineered speed reduction measures on entrance to the village and improved road signage to support measures taken.
- 6 Provision of a raised table pedestrian crossing in the centre of the village to reinforce that it is a space that should be for pedestrian activity and to discourage inappropriate driver behaviour

**Selected summary survey data at the gateways to and centre of the village.  
Full data is available on request.**

**1. Traffic volumes, average and 85<sup>th</sup> percentile all vehicle speeds and the percentage of vehicles exceeding speed limits;**

	Weekday traffic	Avg. speed	85 <sup>th</sup> percentile speed	% > limit
Warren Lane N <i>30mph limit</i>	23167	23.2mph	29.6mph	13.5%
Leatherhead Road by High Drive <i>20mph limit</i>	18867	23.1mph	29.5mph	78.2%
Leatherhead Road South <i>30mph limit</i>	18208	30.9mph	36.0mph	58.7%

**2. The absolute volume of night time HGV traffic (which is prohibited during this time period)**

	M	T	W	Th	Fri	Sat	Sun
Warren Lane North							
Northbound	10	9	9	21	81	8	7
Southbound	92	468	388	17	29	11	5
Warren Lane South							
Northbound	6	8	8	20	77	62	10
Southbound	87	465	395	15	27	24	2

Notes:

1. ATC surveys were undertaken along the A244 during the 7-day period of Monday 20<sup>th</sup> October 2025 and Sunday 26<sup>th</sup> October 2025 inclusive
2. Survey contractor was Advanced Transport Research Limited (ATR). ATR is an industry wide recognised competent traffic survey contractor that undertakes traffic survey work for the private and public sector including for Transport for London and National Highways.
3. The night time HGV counts are for the time of the ban, 22.00-06.00. On two days they were exceptionally high which may have been a result of M25 restrictions. This is not the norm, but neither is it a rare occurrence.