

Item 23

**RESPONSE TO A PETITION
BAROSSA ROAD, CAMBERLEY**

SURREY COUNTY COUNCIL'S LOCAL COMMITTEE IN
SURREY HEATH

16th October 2003

KEY ISSUE:

To advise members of the receipt of a petition and to receive the officers response.

SUMMARY:

The Local Transportation Service has received a petition from Mrs Calver of Barossa Road, Camberley containing 14 signatures from residents of the road. The signatories seek the closure of Barossa Road to through traffic.

OFFICER RECOMMENDATIONS:

That the Surrey Heath Local Committee note this report and direct the Local Transportation Service to notify Mrs Calver that no further action is proposed.

INTRODUCTION AND BACKGROUND

1. The Local Transportation Service has received a petition from Mrs Calver of Barossa Road, Camberley containing 14 signatures from residents of the road. The signatories seek the closure of Barossa Road to through traffic.
2. Barossa Road (in part) was laid out in the late 19th century and it is believed extended to link with Old Dean Road in 1919. The road became maintainable at public expense in 1920.
3. More recently the redevelopment of Old Dean Road has taken place, which resulted in the demolition of a number of existing properties and replaced by new at a higher density. The proposal also sought the closure of Barossa Road at its junction with Old Dean Road. A number of the existing private properties in Old Dean Road that were retained had access from both Old Dean Road and Barossa Road and when the proposals to close the road were advertised under the statutory procedures a number of objections were received from residents. As a result it was recommended that the road should remain open.

ANALYSIS AND COMMENTARY

4. There are no current proposals to implement traffic calming in Barossa Road or to pursue again the closure of the road. A review of the accident history has been undertaken and there has been one recorded injury accident between January 2000 and May 2003 in the road. This involved a cyclist pulling onto the carriageway in front of a car and speed was not detailed as a contributory factor in the report.
5. Observations conclude that in general speeds are within acceptable limits for the type and use of the road although it is acknowledge that during the earlier hours of the day speeds are typically higher.
6. Additionally, the Surrey Design Guide suggests that for estates over 100 units these should ideally have two points of access. Currently Old Dean Road, Upland Road and Lawrence Lodge contain 130 units although in this case, with one access, it may be possible to provide an emergency access point from Barossa Road to satisfy requirements.

CONSULTATIONS

7. The situation has been discussed with the Surrey Police.

FINANCIAL IMPLICATIONS

8. There are no foreseeable financial Implications with the recommendation proposed.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

9. Surrey has embraced the concept of sustainable development, which is the foundation of Surrey's Local Transport Plan and is committed to the vision of making Surrey a better place. Funding from the integrated

transport budget will be expended on projects and schemes in line with this vision whilst fulfilling its key commitments.

CRIME & DISORDER IMPLICATIONS

10. The Police highlight the potential influence by some individuals through anti social driving and that the best approach to these may be more specific targeting.

EQUALITIES IMPLICATIONS

11. There are no foreseeable Equalities Implications.

CONCLUSION AND REASONS FOR RECOMMENDATIONS

12. There does not appear to have been any material changes to the location since the proposal to close Barossa Road was previously considered. Experience has shown that in similar situations, such as this, there are likely to be opposing views with regard to residents' rights of accessibility.

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BACKGROUND PAPERS: None

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