

Item 19

A319 BAGSHOT ROAD JUNCTION WITH BENNER LANE & CHURCH ROAD, WEST END

SURREY COUNTY COUNCIL'S LOCAL COMMITTEE IN SURREY
HEATH

29th April 2004

KEY ISSUE:

To seek approval to make a permanent Traffic Regulation Order for the closure of Church Road, West End at its junction with A319 Bagshot Road and Benner Lane, together with the implementation of the safety scheme. This follows a six-month trial of a physical layout under an Experimental Traffic Order, which has allowed traffic data to be collected and evaluated.

SUMMARY:

The Local Committee in July 2003 received a report relating to the improvement scheme at A319 Bagshot Road junction with Benner Lane and Church Road. The report set out the work being undertaken with regard to land acquisition and that of the proposal to implement an experimental road closure. An Experimental Order has since been in place allowing consideration of the effects of displaced traffic in the area, together with an appreciation of the impact on the junction such a proposal would have.

The traffic survey data, the personal injury accident information, and responses regarding the trial scheme are included in the report.

OFFICER RECOMMENDATIONS:

That the Local Committee in Surrey Heath:

- i) give approval to make a Traffic Regulation Order in accordance with the Traffic Regulation Act 1984 to permanently close Church Road as trialled and defined in the proposed scheme for the junction with Benner Lane and the A319; and
- ii) agree that the scheme be implemented at the earliest practicable time subject to land acquisition.

INTRODUCTION AND BACKGROUND

1. The Local Committee on 16th October 2003 gave consent to implement an experimental closure of Church Road at its junction with A319 Bagshot Road and Benner Lane. The experimental order was proposed to consider the effects of displaced traffic in the area following discussions with the Police. The experimental closure was implemented on 27 October 2003

(date of Order) for a period of 18 months, and within the first 6 months of the closure, objections and representations were invited.

ANALYSIS AND COMMENTARY

2. Representations and objections to the proposal have been received and the following list is a précis of the formal objection points raised, and the associated comments from the LTS.

Mr J E Smith Petition & letter:-

Comment. A319 traffic for Church Road will use Benner Lane increasing congestion and danger.

Response. Limited traffic impact and no indication of increased danger.

Comment. A319 traffic for Church Road will divert into Windlesham Road increasing danger to schoolchildren and residents.

Response. The survey data shows increased usage of Windlesham Road. Some works are currently being applied to assist pedestrians and the school is currently reviewing its access/egress arrangements for vehicles. Windlesham Road and its junction with the A319 may need to be studied for any potential improvement.

Comment. Church Road traffic will divert onto the A322 increasing congestion.

Response. Traffic is actively encouraged to use the major route network.

Comment. Trade at two shops will be adversely affected.

Response. There has been no indication that trade has been reduced.

Comment. The closure will result in more rat runs through the Village.

Response. The impact of increased traffic beyond the immediate roads will be minimal, if any.

Comment. The residents of West End will not benefit from the closure.

Response. The scheme is safety generated, and the reduction of injury accidents will benefit the community at large.

Mr R B Riley letter:-

Comment. Concern about the sharp increase of traffic in Benner Lane.

Response. Not a significant increase in traffic indicated from the data.

Mr R L Wilson letter:-

Comment. Never had a problem driving from Chobham through Church Road in 70 years.

Response. The A319/Benner Lane/Church Road junction has suffered from a personal injury accident problem, which even the temporary scheme appears to have removed.

Comment. The problem is caused by speeding traffic with a national speed limit in force (particularly in front of the school).

Response. There is no indication that excessive speed was a major causation factor in the injury accidents at the junction. The A319 speed limit is being reduced to 40 mph.

Comment. The proposed scheme will not solve the problem of right turning traffic from Benner Lane into the A319.

Response. The scheme will make all movement at the junction much safer, together with the reduced speed limit.

Comment. Difficult for pedestrians to cross the A319 Bagshot Road.

Response. The scheme will include a pedestrian island, which together with the reduced speed limit will enable safer crossings to be progressed.

Comment. The effect will be that more vehicles will use Windlesham Road.

Response. The survey data shows increased usage of Windlesham Road. Some works are currently being applied to assist pedestrians and the school is currently reviewing its access/egress arrangements for vehicles. Windlesham Road and its junction with the A319 may need to be studied for any potential improvement.

Comment. A roundabout would be the local's preferred solution, with a 30 mph speed limit on the A319.

Response. Various options were proposed at exhibitions, and the safest solution is the current scheme. The A319 does not qualify for a 30 mph speed limit.

Ms. J Bune email letter: -

Comment. Windlesham Road now used as a 'rat run' for speeding non-residential/village traffic.

Response. The survey data shows increased usage of Windlesham Road. Some works are currently being applied to assist pedestrians and the school is currently reviewing its access/egress arrangements for vehicles. Windlesham Road and its junction with the A319 may need to be studied for any potential improvement.

Comment. Heavy Goods Vehicles continue to use Windlesham Road despite its weight limit restriction. The signs are also poorly sited perhaps contributing to violations.

Response. Infringements of the HGV restriction will be raised with the Surrey Police and the sign locations checked.

Comment. Speed Limit and HGV signing when accessing Sheets Heath from A322 is poor perhaps contributing to violations.

Response. Signing and sign locations will be checked.

3. Prior to the introduction of the experimental scheme, on Wednesday 7 May 2003 (Before), traffic counts were undertaken in Church Road, Windlesham Road and Benner Lane, to determine the existing traffic levels against which future counts could be compared. Further traffic counts were carried out on Wednesday 3 December 2003 (After 1), and Tuesday 9 March 2004 (After 2). The data comparisons are as below and not surprisingly, the Church Road results reflect the impact of the closure.

Church Road

12 Hour Flow	Before	After 1	After 2	Diff	%
Northbound	359	0	0	-359	n/a
Southbound	500	29	21	-471	n/a
TOTAL	859	29	21	-830	n/a

AM Peak Flow	Before	After 1	After 2	Diff	%
Northbound	59	0	0	-59	n/a
Southbound	41	4	0	-37	n/a
TOTAL	100	4	0	-96	n/a

PM Peak Flow	Before	After 1	After 2	Diff	%
Northbound	24	0	0	-24	n/a
Southbound	72	3	9	-69	n/a
TOTAL	96	3	9	-93	n/a

Windlesham Road (between Church Road & Bagshot Road)

12 Hour Flow	Before	After 1	After 2	Diff	%
Northbound	535	751	729	+216	+40%
Southbound	200	468	450	+268	+134%
TOTAL	735	1219	1179	+484	+65%

AM Peak Flow	Before	After 1	After 2	Diff	%
Northbound	141	193		+52	+37%
			166	+25	+18%
Southbound	14	36		+22	+157%
			29	+15	+107%
TOTAL	155	229		+74	+48%
			195	+40	+26%

PM Peak Flow	Before	After 1	After 2	Diff	%
Northbound	89	90		+1	+1%
			117	+28	+31%
Southbound	35	74		+39	+114%
			68	+33	+94%
TOTAL	124	164		+40	+32%
			185	+61	+49%

Benner Lane

12 Hour Flow	Before	After 1	After 2	Diff	%
Northbound	835	870		+35	+4%
			912	+77	+9%
Southbound	651	797		+146	+22%
			805	+154	+24%
TOTAL	1486	1667		+181	+12%
			1717	+231	+16%

AM Peak Flow	Before	After 1	After 2	Diff	%
Northbound	166	201		+35	+21%
			194	+28	+17%
Southbound	105	103		-2	-2%
			108	+3	+3%
TOTAL	271	304		+33	+12%
			302	+31	+11%

PM Peak Flow	Before	After 1	After 2	Diff	%
Northbound	78	85		+7	+9%
			81	+3	+4%
Southbound	97	112		+15	+15%
			102	+5	+2%
TOTAL	175	197		+22	+13%
			183	+8	+5%

- The use of Windlesham Road indicates an overall increase of use between 60% and 65%, which represents 461 vehicle movements extra. This would indicate that it might be necessary to review the junction with the A319, although there has been no increase in injury accidents either at the

junction or in Windlesham Road since the trial scheme commenced. There is already an improvement scheme being implemented within Windlesham Road, consisting of footway construction, and street lighting installations.

5. Benner Lane does not appear to have suffered a significant increase in traffic with between 12% and 16% overall, which at around 200 extra vehicles over 1486 throughout a 12 hour period is not significant. Again there is no evidence of personal injury accidents occurring in this period.
6. Speed measurements were also undertaken, and the 85th percentile speeds were as follows:

A319 between Benner Lane and Windlesham Road	-	42 mph
A322 between A319 and High Street	-	42 mph
Benner Lane	-	42 mph
Church Road	-	32 mph

These results confirm the proposals for lower speed limits already approved by the Local Committee, on the A319 and part of the A322.

CONSULTATIONS

7. Consultations have taken place previously with local Borough Council Members and West End Parish Council, who have given their support to both the experimental and permanent schemes. Some local residents have raised concern about displaced traffic and the implementation of the experimental closure has allowed these to be evaluated. The Experimental Order has also given the opportunity for residents to make representations and objections. All such contacts have had written responses, and have been subject to careful consideration.

FINANCIAL IMPLICATIONS

8. The funding allocated in 2003/04 is to be carried forward to 2004/05 for the permanent scheme development and construction.

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. There are no Crime & Disorder Implications.

EQUALITIES IMPLICATIONS

11. Throughout the scheme development process the Local Transportation Service will assess the opportunities and constraints of pedestrian mobility impairment with the aim of achieving the best possible outcomes whilst having regard for budget and practicality. A trained officer also assesses relevant schemes and consults with the local disabled access group (DASH) regarding any potential difficulties.

**Report by: Ian Haller, Principal Engineer - Surrey Heath Local
Transportation Service.**

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BACKGROUND PAPERS: Local Committee report 16 October 2003.

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