

Item 26

**A322 TASK GROUP
SCHEMES AT GOSDEN ROAD & FELLOW GREEN,
WEST END**

SURREY COUNTY COUNCILS LOCAL COMMITTEE IN
SURREY HEATH

10 JUNE 2004

KEY ISSUE:

To inform the Committee, following a meeting of the A322 Task Group, the current situation regarding the approved improvements at A322 near Gosden Road and junction with Fellow Green, West End.

SUMMARY:

Two schemes to provide signalised crossings near the junctions of the A322 with Gosden Road and Fellow Green, West End were approved by the Transportation Sub-Committee on 24 November 1999. Since that time the schemes have been slightly modified.

A recent meeting of the A322 Joint Member Task Group has recommended that the schemes should be reviewed.

OFFICER RECOMMENDATIONS:

The Committee is asked to note this report.

INTRODUCTION AND BACKGROUND

1. Following the abandonment of the West End Bisley Bypass the Transportation Sub-Committee on 1 April 1998 approved the setting up of a Joint Member Task Group in order to progress improvements along the A322 and A319. The Task Group included County, Borough and Parish councillors.
2. On 1 September 1999 the Sub-Committee approved the public consultation of a package of measures which took place in October 1999 including the introduction of signalised crossings near the junctions of the A322 with Gosden Road and Fellow Green, West End. A report was submitted to the Sub-Committee on 24 November 1999 who approved the development of the detailed design.

SCHEME DEVELOPMENT

3. Since the approval by the Transportation Sub-Committee the two proposals have been modified and developed by the Task Group. However finance for the schemes which previously was made available by the Sub-Committee was transferred to the Local Committee from April 2002 which has meant that the two schemes now have to compete with other schemes within Surrey Heath for funding.
4. Due to the cost of both schemes the Local Committee at its meeting on the 18th March recommended that the A322 Task Group be convened to consider the two schemes. The Task Group met on the 17th May and concluded that the two schemes did not offer value for money and that alternative lower cost proposals should be developed.
5. It was further agreed that these alternative proposals should be presented to a future Task Group meeting for consideration before further consultation and presentation to this Committee for approval.

FINANCIAL IMPLICATIONS

6. The Committee has approved funding in 2004/05 for both schemes although currently both estimates exceed that of the available budget.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

7. 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 AND DISORDER IMPLICATIONS

8. Implementation of the LTP programme may assist in supporting the objectives of the Crime and Disorder Strategy There are no direct implications.

EQUALITIES IMPLICATIONS

9. Throughout the scheme development process the Local Transportation Service will assess the opportunities and constraints of pedestrian mobility and 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: Blair Conacher, Principal Engineer, Transportation Management

LEAD/CONTACT OFFICER: Ian Haller, Principal Engineer, Surrey Heath
Local Transportation Service

TELEPHONE NUMBER: 01483 518276

BACKGROUND PAPERS: Transportation Sub-Committee report dated
24 November 1999

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