



FRIMLEY BY-PASS SLIP ROAD JUNCTION WITH FRIMLEY HIGH STREET

12 JUNE 2002

KEY ISSUE:

To consider the permanent closure of the Frimley Bypass Slip Road following recent consultation.

SUMMARY:

The Frimley Bypass slip road was closed, as an accident remedial measure, in December 2000 under an experimental Order. The Order expires on the 30 June 2002 and the Committee needs to decide an appropriate course of action.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree that:

- (i) **the experimental order for the closure of the Frimley Bypass Slip Road is made permanent on the basis of continued road safety at the junction.**
- (ii) **that the Local Transport Manager requests the Transport Studies and Project Development Group to consider the impact of the permanent closure as part of the feasibility study for the A325 Frimley including Toshiba Roundabout.**

1. INTRODUCTION and BACKGROUND

Surrey Heath Borough Council's Environment Committee received a report on the 9 November 2000 giving details of this site. It had an accident record that was the worst in Surrey, although remedial measures undertaken in 1998 had significantly reduced accidents to vehicles existing from Frimley High Street, accidents were still occurring to vehicles entering the High Street. There had been 58 personal injury accidents with 90 casualties since 1997. This did not include 'damage only' accidents, which were often occurring on a weekly basis.

The unconventional layout of the junction, where drivers had to give way to the left, had been identified as the cause of the accidents. Research by a specialist unit at Sussex University had confirmed that drivers were looking right and not left when approaching the Give Way and that the information drivers assimilated on the approach to the junction was giving them the wrong message.

The Committee resolved that the Frimley By-pass slip road between the A325 Frimley By-pass and the junction with the Frimley High Street be closed under an Experimental Order utilising the provisions of the Road Traffic Regulations Act 1984.

The road was closed and during this period the effects on the surrounding road network have been monitored. The Experimental Road Closure period ends on the 30 June 2002.

A report was presented to the Surrey Heath Area Transportation Committee on the 8 March outlining the consultation process with residents and Businesses to determine the long future of the junction.

2. ANALYSIS AND COMMENTARY

Two main options were put forward for the consultation. Either to continue with the closure of the Frimley Bypass Slip Road or to install permanent signals at the junction to separate vehicles movements and remove vehicle conflict.

A feasibility study is currently being undertaken by the Transport Studies and Project Development Group to investigate future highway improvement along the A325, Frimley including Toshiba Roundabout. Obviously any decision made by the Committee regarding the junction will influence the project groups' work.

CONSULTATIONS

Consultation was undertaken between the 11 March and 28 March 2002 with residents and businesses in the Frimley Area. Some 1300 consultation leaflets were distributed giving information on the junction's history and asking two questions. These are listed below with the breakdown of the responses. In total 389 responses were received (30%), including one posted from Australia!

- (1) Do you think the current closure of the Frimley Bypass Slip Road should be made permanent?

Yes	249	(64%)
No	116	(30%)
No preference	22	(5%)
No response	2	(1%)

- (2) Do you think the current temporary closure of the Frimley By pass slip road should be removed and traffic signals erected at the junction of Frimley High Street?

Yes	124	(32%)
No	208	(53%)
No preference	54	(14%)
No response	3	(1%)

From the responses received it would appear that there is support to retain the closure of the Frimley Bypass Slip Road.

Due to the current A325 study it would normally be considered premature to make a decision on the future of the junction, particularly a permanent closure. However, it

would also be unacceptable to open the slip road in the short term until the A325 study and consultation had been undertaken as further accidents would be likely.

It is suggested that the experimental Order is made permanent but that the junction is further considered amongst any options proposed by the A325 feasibility study. This is likely to be completed in ** 2002 with public consultation to follow. Obviously making the Order permanent at this stage could give the impression that the road would remain closed for ever but it must be emphasised that as part of A325 study and with improvement it may be beneficial for the slip road to be re-opened.

In agreeing to make the Order permanent the Committee must consider objections and representations. Two were received during the first six months each one seeking alternative options to the road closure and highlighting traffic delays and increased traffic in the Frimley High Street. Whilst additional traffic has been experienced in the High Street these do not appear to have had too much of a detrimental effect upon the village centre. Some people have highlighted pedestrian accessibility and HGV movements thorough the High Street during consultation and these comments will be passed to the A325 study team for further consideration as part of their brief is to also consider improvement to the Frimley village centre.

FINANCIAL IMPLICATIONS

The Committee has made provision within its LTP budget for work at Frimley Bypass Slip Road. The cost of implementing the closure on a permanent basis would be approximately £15,000. This provides for stick on kerbing in place of the temporary traffic management at present. Stick on kerbing will serve the same purpose as ordinary kerbing but requires no excavation and can be removed easily if required to do so at a later date.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

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.

CONCLUSION AND REASONS FOR RECOMMENDATIONS

In the interests of road safety it is advisable to keep the slip road closed. There is support locally for this. The slip road should continue to remain closed unless the A325 study justifies and recommends otherwise and can demonstrate that a safe alternative layout can be achieved for the junction.

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