

**Annex A**

**Surrey Heath Local Area Committee**  
**Open Public Question Time**

Public questions were audio recorded by Paul Deach

**1. Graham Tupper, Heatherside residents forum**

The bridge at Deepcut has only just reopened today – what pressure is being put on Network Rail to replace the inadequate bridge, especially with the new development pending.

**Reply from the Chair**

The July meeting of SHBC that agreed the planning application for the new development at Deepcut did not include a replacement bridge as part of the S106 agreement. The bridge reopened today at 2pm with a 3 ton / width limit imposed.

**Reply from Zena Curry, Environment and Infrastructure Team**

There are national agreements with Network Rail – who own the bridge at Deepcut. They have put this bridge onto their list of programmed works, but it does not appear on their 7 year plan – we have limited powers to apply pressure to get this undertaken quickly. The works to the bridge would be expensive, with no great commercial benefit to Network Rail.

**Reply from Paul Ilnicki, SHBC**

On the 10<sup>th</sup> of this month, I will be attending a meeting of the Blackwater Valley Transport Group. Network Rail are invited to this meeting. They own this bridge and so need to take responsibility. I will see if the group can bring pressure to bear on this issue.

**2. Mr P Deach, SHBC**

As a result of the bridge closure, there has been heavy congestion on lake road. This has been made worse by the delivery trucks to Morrisons (they do not have a rear entrance). Could pressure be put on Morrisons to avoid deliveries at peak times such as school pick up?

**Reply from the Chair**

We could visit them and talk to them on this. I might also try to get our MP, Michael Gove to write to Network Rail and apply pressure.

**Reply from Rodney Bates, SHBC**

There have been a lot of residents complaints about the closure – the issue is that the bridge closure has been very much linked to the pending development and residents are asking why this was not included in the developers brief. Do we know when Network Rail became aware of the problems?

**Reply from Zena Curry, Environment and Infrastructure Team**

The bridge is subject to a general inspection every year, with a detailed inspection every 7 years. The bridge was coming up for its 7 year inspection, but Network Rail were alerted by members of the public that the crack had increased. They undertook an abseil inspection and were very concerned over the critical crack on the pier so put in for an emergency order for closure. Further inspections have led to a reopening with a weight limit and they are putting in measures to get this back to 7.5 tons in the next 6 months.

**3. Nick Donnington, Bagshot resident**

I would like to know what future plans, if any, there are for the A30 as the main arterial road through Bagshot. We have the Deepcut development pending and 2 supermarkets planning large stores along this stretch as well as a complex junction.

**Reply from the Chair**

I am familiar with the problems and issues along the A30, particularly at Bagshot. I attended the recent Waitrose exhibition and I now understand that Tescos are interested in the “Jacks” fish and chip shop site. Unfortunately, many of Surrey's roads are no longer adequate for the traffic that we have and both Bagshot and Camberley are suffering.

**Reply from Andrew Milne, Highways Area Manager (NW)**

The major works team have proposed some improvements to traffic flow on the A30 at Camberley and a study on town centre traffic flow in Camberley has been undertaken.

**Reply from Valerie White**

The Borough Council has a planning application for the “Bird in Hand” coming up on 16 Dec - the recommendation is for this to be refused on highways grounds and I have requested a site visit to re-enforce the recommendation. The proposal at Jacks Fish and Chip shop is now for a drive through with a Costa Coffee shop. Tescos, Jacks and Waitrose have not yet submitted planning applications.

**Reply from Mike Goodman**

Infinity are going to be undertaking work on the watermain on the A30 at Bagshot. This has got to be done, but we do need to look at the timings and the work needed to reduce the impact and mitigate issues and I am working with Highways and Infinity to ensure this runs smoothly. The work is due from 6 Jan to End of May, from the premier Inn to Nottcutts garden centre.

**4. Terry Beaumont, local resident**

I raise the issue of the Kingston Road chicane, which we have been trying to get rid of for 18 years – what is happening with this?

**Reply from Andrew Milne, Highways Area Manager (NW)**

I don't know the details so will provide you with an answer outside the meeting.

**Reply from Rodney Bates, SHBC**

I am the ward Councillor. There are mixed views on this issue but I agree that the majority view is that it is not wanted. There were speeding issues when it was installed, but the Police have now addressed some of these. The majority want removal, so I think this needs a review and a report on the situation.

**5. Paul Chapman, Frimley Green resident**

I refer to the railway bridge in Sturt Road, which always floods. What can be done about this? This has got bad recently with water run-off from Sturt Road and muddy water from Mytchett direction.

**Reply from the Chair**

Chris Pitt is your local Councillor and is familiar with this problem. He has looked at a number of solutions for this – to no avail. I know that it only needs a slight shower to cause problems in the area, however, if it has got worse recently it may be worth another look.

**Reply from Andrew Milne, Highways Area Manager (NW)**

I will ask the maintenance engineer to give Chris Pitt an update on what has been done

**6. Mr Hutchinson, Bagshot resident**

I refer to the problems in Bagshot High Street – where a lorry mounted the pavement and hit an overhanging building. We have tried unsuccessfully to get a chiquane installed and it took us 18 months to get a warning sign erected. It seems that the Officer put in the sign request, but was not able to chase May Gurney (the contractor) on this. The sign was erected the other week – but it is in the wrong place and on the wrong side of the road!

**Reply from the Chair**

I thought that there was also going to be a parking restriction put in place on the opposite side.

**Reply from Mike Goodman**

I accept that this took a long time - there was a problem with the system and we are looking at this. Andrew and I will look again at this issue and see if the sign needs to be changed. We are still looking at a chiquane (which will need funding) – I have not given up on this, but it is one issue on a long list .

**Reply from Andrew Milne, Highways Area Manager (NW)**

We did also consider bollards, but they were not possible due to the width of the footway. The signage placement was down to the professional judgement of the highways engineer, but we will monitor this.

**6. Cyril Pavey, Camberley Resident**

When will the Committee be discussing the M3 widening proposal and will the works proposed include safety improvements at Junction 2

where traffic from London is reduced to 50mph and has to try to get back into the slower lane?

**Reply from the Chair**

The Councillors all met with the project manager of Balfour Beatty (the Highways agency contractor who is managing this project) and I am happy to give you more details. The roadway is being widened from Junction 2 to Junction 4a and we have written to the Highways Agency to request that quiet running surfaces are used on all lanes. The proposal should enhance safety as currently this 13 and a half mile stretch has no cameras to monitor traffic and incidents and this will be rectified with monitoring 24/7, linked to the NMIC (traffic monitoring station) at Leatherhead.

The traffic reduction to 50mph is to allow lorries to get back into the left hand lane safely – the improvements will allow variable speed limits, so that speed can be reduced even more at peak times on this stretch.

**7. Graham Tupper, Camberley**

The Officers I met with stated that the M25 traffic had priority over M3 traffic.

**Reply from the Chair**

I would take issue with this as this would cause massive back up onto the M25. The monitoring of the M3 will allow controls to be put in place to reduce speeds and alert drivers to accidents.

**8. Fran Benny, Parkside resident**

Surely the widening of the road by using the hard shoulder will have an impact. I am concerned about noise levels and want quiet surfacing along the entire stretch. I have written to my MP and he backs us for a quiet surface on the whole stretch.

**Reply from the Chair**

This is exactly what I have asked for, but I encourage all residents to lobby for this – there should be some local consultation events shortly.