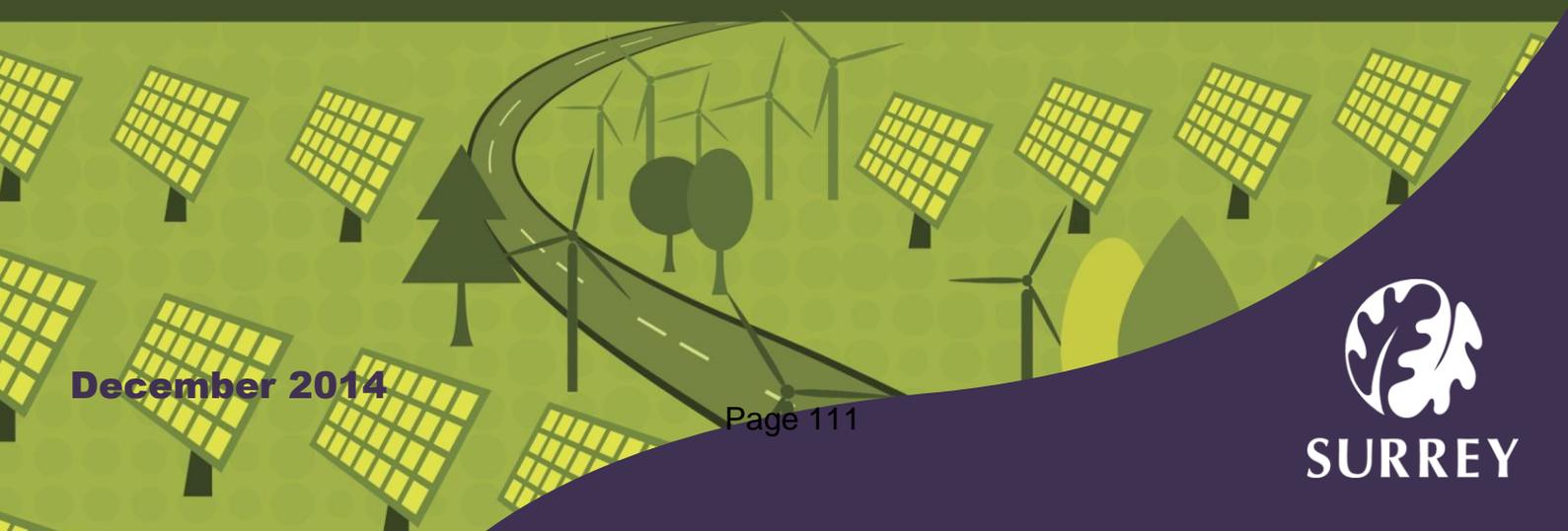


Surrey Transport Plan

Surrey Heath Local Transport Strategy & Forward Programme Consultation Report



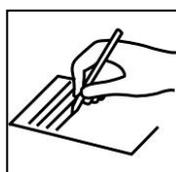
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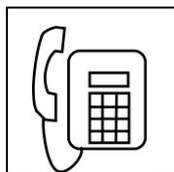
We are happy to give information in either large print or in another language. If you want this service please call us on 03456 009 009.

If you have other needs in this regard please contact Surrey County Council in one of the following ways.



In writing

Surrey County Council
Transport Policy (Room 420)
Environment & Infrastructure Directorate
County Hall
Kingston upon Thames
Surrey KT1 2DN



By phone

03456 009 009
Minicom: 020 8541 9698



Online

Email: localtransport.strategiesinfo@surreycc.gov.uk
www.surreycc.gov.uk/

Surrey Transport Plan, 2011-2026

**Local Transport Strategies and Forward Programmes Tranche 2 Consultation
Report- Surrey Heath**

December 2014

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Executive Summary

Extensive consultation and close partnership working are at the heart of the Surrey Transport Plan and our approach to transport in the county.

This report describes the consultation process for the Surrey Heath Local Transport Strategy and Forward Programme and how this has shaped the Strategy going forward. All consultation responses received were considered in the revision of the draft strategy.

The county council has produced an SEA screening report and an Equalities Impact Assessment.

Consultation and participation will continue to inform the future revisions of the strategies and the implementation programmes, as these are brought forward.

1 Approach to Consultation

Extensive consultation and close partnership working are at the heart of the Surrey Transport Plan and our approach to transport in the county.

This report describes the consultation process for the Local Transport Strategies and Forward Programmes included in the second tranche of district and borough strategies. This report summarises who responded to the consultation, the key issues which emerged from the representations received and how the strategy was revised in consequence.

The main purpose of consulting and engaging on the draft Local Transport Strategies (LTSs) was to:

- a) inform people
- b) get feedback on the Surrey Heath Local Transport Strategy
- c) seek local input on the Surrey Heath Local Transport Strategy and Forward Programme

The county council would like to thank all those who commented on the Local Transport Strategies and Forward Programmes.

1.1 Consultations undertaken

The following Local Transport strategies were consulted upon as part of Tranche 2 public consultation:

- Surrey Heath Local Transport Strategy and Forward Programme
- Reigate and Banstead Local Transport Strategy and Forward Programme
- Tandridge Local Transport Strategy and Forward Programme

1.2 Consultation process

The strategies were subject to a 6 week online public consultation from 16th September to 28th October 2014. The consultation documents were published on the Surrey county council website. The public and stakeholders were asked key questions in an online survey in relation to the programme:

1. We have tried to identify the most pressing transport issues impacting the District/Borough. Are there any other transport problems that we should consider?
2. The strategy looks to address existing transport issues, support the planned growth within the District/Borough and mitigate any negative impacts. Are the objectives of the strategy right (see Chapter 2 of the Local Transport Strategy)?
3. Are there any other schemes we should consider that we have not included in the Forward Programme (see Annex)?
4. Would you like to make any additional comments not already covered in the preceding questions

The draft local transport strategies and forward programmes were available in hard copies at the District/Borough Offices and at County Hall. Leaflets and posters were sent to all Surrey libraries in the relevant districts/boroughs and local council offices.

Information was sent by email to:

- All Surrey Transport Plan consultees who have previously expressed interest in being consulted.
- All County councillors
- All Borough/District councillors
- All Parish councillors/clerks where applicable

1.3 Wider engagement activities

Various engagement activities and were used to inform the development of the Local Transport Strategies. This included officer workshops, informal Local Committee, task groups and partnership working with borough officers.

Consultation and participation will continue to inform the revision of the strategies.

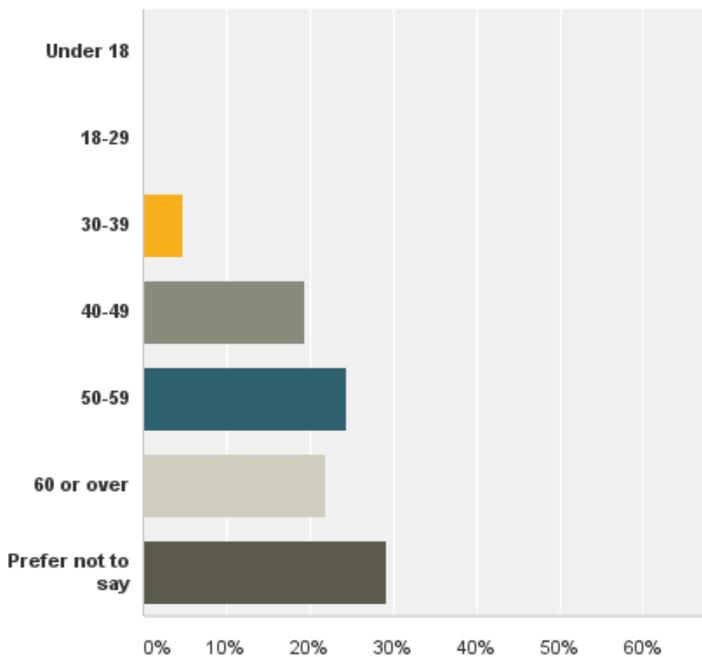
1.4 Who responded to the consultation

The second tranche of LTS received 53 responses to the online survey as well as a number of responses by email, split between the three boroughs and districts.

The majority of respondents to the online survey identified themselves as male (57.14%) and the most common age range of respondents was 50- 59 (24.39%).

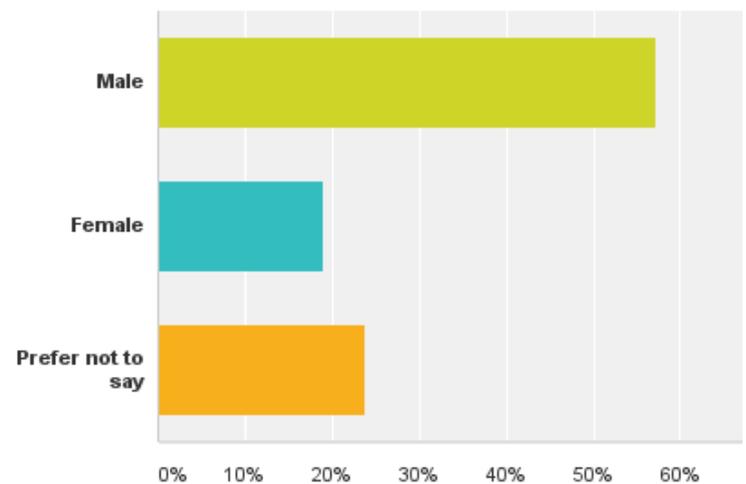
Q6 What is your age?

Answered: 41 Skipped: 12



Q7 Gender

Answered: 42 Skipped: 11



73.17% of respondents to the survey did not consider themselves to have a disability. The most common disability identified by respondents to the survey was mobility issues.

There were 12 responses to the Surrey Heath Local Transport Strategy consultation via the online survey;

other responses were received by email. Responses were received from a wide range of individuals and organisations, including:

Public sector

- Surrey Heath Borough Council Officers
- Surrey Heath Local Area Committee
- Surrey County Council Officers
- Windlesham Parish Council

Private sector companies or representing bodies

- Gatwick Airport
- Highways Agency
- Natural England
- Waitrose

1.5 Key themes of representations and resulting changes

The key themes which came out of the public consultation were buses, congestion, rail and road safety. In response to these themes relevant County Council officers were asked to assist in the modification of the transport strategy to reflect these concerns. Working with specialist officers in each area and with the collaboration of other Surrey County Council officers, each concern expressed in the consultation has been responded to in the annex. Many of the issues raised have been looked into before as part of previous or ongoing work streams, particularly within the other strategies which form part of the LTP3 or as part of the **ongoing SCC Local Transport Review, all comments received as part of the Local Transport Strategy consultation which are relevant to this review have been passed on to the appropriate officers.**

Amendments have been made to the draft Surrey Heath Local Transport Strategy and Forward Programme in response to several of the comments received. These amendments include:

- Chapter 2 – Surrey Heath Local Transport Strategy Objectives
- Chapter 3 – Motorways and the Principle Route Network
- Chapter 3 – Bus Provision
- Chapter 3 – Walking Provision
- Chapter 3 – Cycling Provision
- Chapter 4 – Air Quality Management Area (AQMA)
- Chapter 4 - Safety
- Chapter 6 – Surrey Passenger Transport Strategy
- Chapter 6 – Rights of Way Improvement Plan
- Chapter 7 – Camberley, Frimley Green, Mytchett, Bisley, Bagshot, Lightwater, West End, Windlesham, Chobham, Rural.
- Other minor changes to the Local Transport Strategy to correct minor details and improve readability and structure.
- The Forward Programme (Annex) – reflecting the addition of aspirational schemes.

Online Survey Public Consultation Responses

Survey Response #	LTS	Question	Public Comment on Surrey Heath LTS and Forward Programme	Surrey County Council Response
2	SH	Q5	I think there should be a reference to the Rights of Way Improvement Plan in the 'Related Workstreams and Projects' section (as an SCC workstream).	The rights of Way Improvement Plan was not publicly available at the time of publishing the consultation draft of the Surrey Heath Local Transport Strategy (LTS). When this plan is available it will be included in the transport strategy.
8	SH	Q3	The train service across Surrey Heath needs to be given a much higher profile.	Train services are not under the control of Surrey County Council (SCC). Whilst this document identifies issues with the transport network within Surrey Heath it does not focus on seek to address rail issues. SCC works with train operators and Network Rail to try to supply Surrey residents with the best rail accessibility possible. Rail issues within Surrey County will be dealt with through the Surrey Rail Strategy - http://new.surreycc.gov.uk/environment-housing-and-planning/development-in-surrey/surrey-future/the-surrey-rail-strategy
9	SH	Q5	<p>As part of the A30.A331/Meadows Gyratory Improvements, bus access to Blackwater Railway Station should be considered.</p> <p>A new bus-only road could run alongside the A321 between the traffic lights at The Meadows superstores and the access road to Blackwater Valley Railway Station. To minimise the number of trees that would be lost, the bus-only road could be single track with strategic passing points.</p> <p>If most buses entering and exiting the gyratory are confined to the Blackwater Railway Station access road, there could be ways of improving the main traffic flows for all users rather than introducing selective vehicle detection on all approaches. Segregating buses from the A321 will provide consistent journey times and increase awareness of public transport options. The bus-only road could also be used by cyclists.</p>	The A321 does not fall within Surrey Council Councils transport network. Surrey CC will continue to work with Bracknell Forest District Council, who are the transport authority for the A321, to maximise benefits for the A30/A331/Meadows Gyratory Corridor Improvements. This comment will be passed onto the delivery team for this scheme; however funding constraints may limit the scope of improvements.
10	SH	Q3	They put no urgency of any actions	The Local Transport Strategy is an aspirational document, transport actions to mitigate identified issues are subject to further feasibility work and available funding.
11	SH	Q2	The poor connections and long waiting times at Ascot and Ash Vale when travelling from Camberley, Bagshot or Frimley on to London.	Poor rail access to London from the Surrey Heath railway stations has been reflected in the LTS, however the long waiting times as Ascot and Ash Vale will be noted. Rail issues within Surrey County will be dealt with through the Surrey Rail Strategy - http://new.surreycc.gov.uk/environment-housing-and-planning/development-in-surrey/surrey-future/the-surrey-rail-strategy
11	SH	Q5	There are errors in section 3.21 i.e. Guildford is not accessible from Camberley on the North Downs Line; section 3.25 Blackwater station does not provide direct access to London; 3.32 There is no travel from London via the fast service at Blackwater - there is no direct service from Blackwater to London	The relevant corrections were made within the LTS.
13	SH	Q2	<p>The path between Frimley Green & Farnborough North needs improvement. Ideally it should be changed to a shared pedestrian/cycle path. I have a blog & petition already running to raise awareness of this with SHBC:</p> <p>Blog: http://thehatchespath.blogspot.co.uk/ Petition: http://petitions.surreycc.gov.uk/TheHatches/</p>	Land ownership has been raised as an issue for improvements to the path between Frimley Green and Farnborough North. SCC will continue to work with stakeholders to improve the transport network. The aspiration for this scheme has been reflected in the LTS.

17	SH	Q2	You have excluded the DERA site in your traffic assessment for Surrey Heath yet it is has been acknowledged that it will impact massively on traffic in Chobham. Although DERA is not in Surrey Heath, the traffic will be! Surely this creates a case for a much better bus service in Chobham, particularly at peak times.	<p>The DERA Site development has only been excluded from the % of additional trips to zones. It has been accounted for in the full assessment of the housing developments as Scenario D. This Scenario will be reflected in greater detail in the LTS.</p> <p>This document focuses on capital infrastructure interventions. Surrey County Council are currently undertaking a local transport review which aims to make savings while maintaining the services that residents rely on most, services that get people to work, hospitals, schools and supermarkets. The review is open to comments from the public until 14 January 2015 and can be found at this link https://www.surreysays.co.uk/e-i-directorate-programme-group/local-transport-review</p> <p>The strategy aims to improve the current transport network and mitigate the effects of future growth. The strategy is a live document and as and when new interventions which can achieve these aims are developed they will be added to the Forward Programme.</p>
17	SH	Q4	Improved public transport in Chobham	<p>This document focuses on capital infrastructure interventions. Surrey County Council are currently undertaking a local transport review which aims to make savings while maintaining the services that residents rely on most, services that get people to work, hospitals, schools and supermarkets. The review is open to comments from the public until 14 January 2015 and can be found at this link https://www.surreysays.co.uk/e-i-directorate-programme-group/local-transport-review</p> <p>The strategy aims to improve the current transport network and mitigate the effects of future growth. The strategy is a live document and as and when new interventions which can achieve these aims are developed they will be added to the Forward Programme.</p>
19	SH	Q2	Cross Surrey Heath Transport from Bagshot to Woking. At the moment, is served by buses 34 and 35. However, the total time of getting from Bagshot/Lightwater is more than 50 minutes. Since, these buses pass through all areas of Woking. Woking is already served by other bus routes, so these services should be concentrating on serving Bagshot/Lightwater and then direct to Woking.	<p>This document focuses on capital infrastructure interventions. Surrey County Council are currently undertaking a local transport review which aims to make savings while maintaining the services that residents rely on most, services that get people to work, hospitals, schools and supermarkets. The review is open to comments from the public until 14 January 2015 and can be found at this link https://www.surreysays.co.uk/e-i-directorate-programme-group/local-transport-review</p> <p>The strategy aims to improve the current transport network and mitigate the effects of future growth. The strategy is a live document and as and when new interventions which can achieve these aims are developed they will be added to the Forward Programme.</p>
19	SH	Q4	<p>To support the planned growing within the Borough: With the increase in housing/people, there will be an increase in power requirement. To cut carbon emissions, there is no mention of using Solar panels. These can be put on existing council/public buildings and can also act as an earning for the councils themselves. This point hasn't been considered.</p> <p>Also, There is no mention of putting in additional charge point in existing car parks. I can only see mention of putting in charge points in new developments. However, the document mentions that it is part aspiration, which makes this point (Putting in charge points for Electric Vehicles) an aspiration, rather than an immediate purpose.</p>	<p>Whilst renewable energies are a priority for SCC, the document only seeks to address transport related issues. Installing solar panels on existing council and public buildings does not fall within the scope of this strategy.</p> <p>SCC will continue to promote the use of more environmentally friendly alternatives for travel. The LTS does not set guidance or legislation for new or existing developments and only seeks to centralise current policies and guidance. SCC are currently developing an Electric Vehicle Strategy, upon adoption, the findings of this strategy will be reflected in the LTS.</p>

20	SH	Q2	Lack of consideration of the future DERA development impacts on traffic in Cobham.	<p>Surrey County Councils Transport Development Planning team sets out its core objective 'To seek to influence the local planning authorities (the borough and district councils) in making decisions to ensure that the adverse traffic and transportation impacts of new developments are minimised, and to contribute to the delivery of county and national transport policies.'. As the DERA development is assessed by our Transport Development Planning team, transport improvements will be worked up to mitigate the impacts.</p> <p>SCC will look to carry out feasibility studies on the local highway network. The studies will focus on the rural areas of Windlesham, Bagshot, Lightwater, Chobham, West End and Bisley. The purpose of the studies will be to identify existing transport issues and develop a range of different solutions to mitigate the identified transport issues. The feasibility studies will be subject to available funding via the Local Area Committees Integrated Transport Scheme allocation, prioritisation and funding mechanism.</p> <p>Surrey County Council acknowledges that in the more rural areas of Surrey Heath, not all current and future problems and issues on the transport network have been addressed. If planned development takes place current issues such as congestion and rat-running would worsen and new issues may develop. To understand what and where these transport issues are, SCC, working in partnership with Surrey Heath Borough Council, will look to assess the transport network to identify potential issues.</p>
20	SH	Q3	The plan talks about improving accessibility but how? Provide more and cheaper parking at stations may help but at the end of the day parking is the cheaper part of an overall expensive train journey. Chobham needs more buses and major improvements to traffic flow; certainly before the DERA site is completed.	<p>Whilst the LTS looks to identify transport issues, the strategy does not assess the issue and offer potential mitigation measures. Where these mitigation measures have already been identified the LTS looks to reflect this. The majority of schemes within the Forward Programme are still aspirational and have has potential mitigation measures identified.</p> <p>On some transport schemes SCC have only identified a need for an improvement and not mitigation measures to provide these improvements. Upon funding becoming available these schemes SCC be looked at in more detail to identify measures of improvements.</p> <p>Surrey County Councils Transport Development Planning team sets out its core objective 'To seek to influence the local planning authorities (the borough and district councils) in making decisions to ensure that the adverse traffic and transportation impacts of new developments are minimised, and to contribute to the delivery of county and national transport policies.'. As the DERA development is assessed by our Transport Development Planning team, transport improvements will be worked up to mitigate the impacts.</p> <p>This document focuses on capital infrastructure interventions. Surrey County Council are currently undertaking a local transport review which aims to make savings while maintaining the services that residents rely on most, services that get people to work, hospitals, schools and supermarkets. The review is open to comments from the public until 14 January 2015 and can be found at this link https://www.surreysays.co.uk/e-i-directorate-programme-group/local-transport-review</p> <p>The strategy aims to improve the current transport network and mitigate the effects of future growth. The strategy is a live document and as and when new interventions which can achieve these aims are developed they will be added to the Forward Programme.</p>
20	SH	Q4	More work on identifying solutions for Chobham: currently the plan offers no solutions.	<p>SCC will look to carry out feasibility studies on the local highway network. The studies will focus on the rural areas of Windlesham, Bagshot, Lightwater, Chobham, West End and Bisley. The purpose of the studies will be to identify existing transport issues and develop a range of different solutions to mitigate the identified transport issues. The feasibility studies will be subject to available funding via the Local Area Committees Integrated Transport Scheme allocation, prioritisation and funding mechanism.</p> <p>Surrey County Council acknowledges that in the more rural areas of Surrey Heath, not all current and future problems and issues on the transport network have been addressed. If planned development takes place current issues such as congestion and rat-running would worsen and new issues may develop. To understand what and where these transport issues are, SCC, working in partnership with Surrey Heath Borough Council, will look to assess the transport network to identify potential issues.</p>

20	SH	Q5	Only to emphasise the failure of the plan to take consideration of the up and coming major impacts of the DERA development: perhaps because it is just across the border it is being ignored, which is very short sighted.	<p>Surrey County Councils Transport Development Planning team sets out its core objective 'To seek to influence the local planning authorities (the borough and district councils) in making decisions to ensure that the adverse traffic and transportation impacts of new developments are minimised, and to contribute to the delivery of county and national transport policies.'. As the DERA development is assessed by our Transport Development Planning team, transport improvements will be worked up to mitigate the impacts.</p> <p>SCC will look to carry out feasibility studies on the local highway network. The studies will focus on the rural areas of Windlesham, Bagshot, Lightwater, Chobham, West End and Bisley. The purpose of the studies will be to identify existing transport issues and develop a range of different solutions to mitigate the identified transport issues. The feasibility studies will be subject to available funding via the Local Area Committees Integrated Transport Scheme allocation, prioritisation and funding mechanism.</p> <p>Surrey County Council acknowledges that in the more rural areas of Surrey Heath, not all current and future problems and issues on the transport network have been addressed. If planned development takes place current issues such as congestion and rat-running would worsen and new issues may develop. To understand what and where these transport issues are, SCC, working in partnership with Surrey Heath Borough Council, will look to assess the transport network to identify potential issues.</p>
21	SH	Q2	Not everybody has a car so buses need to be very accessible, but if you do, the roads need to be kept in good condition.	SCC will continue to maintain the road network within Surrey. Project Horizon is a project currently being delivered that is seeking to improve 500km of Surrey's road network. Project Horizon is reflected in the LTS within the Related Work Streams and Projects chapter.
21	SH	Q3	What it says and how it works are very different.	This comment does not provide any evidence to support it's claim. Therefore nothing has been done to address this comment.
21	SH	Q4	More dial a ride or similar.	<p>This document focuses on capital infrastructure interventions. Surrey County Council are currently undertaking a local transport review which aims to make savings while maintaining the services that residents rely on most, services that get people to work, hospitals, schools and supermarkets. The review is open to comments from the public until 14 January 2015 and can be found at this link https://www.surreysays.co.uk/e-i-directorate-programme-group/local-transport-review</p> <p>The strategy aims to improve the current transport network and mitigate the effects of future growth. The strategy is a live document and as and when new interventions which can achieve these aims are developed they will be added to the Forward Programme.</p>
53	SH	Q2	The A322 between the M3 and A3 needs to be considered as a whole, not just small stretches being individually considered for minor works in isolation within each of the various parishes.	<p>SCC will look to carry out feasibility studies on the local highway network. The studies will focus on the rural areas of Windlesham, Bagshot, Lightwater, Chobham, West End and Bisley. The purpose of the studies will be to identify existing transport issues and develop a range of different solutions to mitigate the identified transport issues. The feasibility studies will be subject to available funding via the Local Area Committees Integrated Transport Scheme allocation, prioritisation and funding mechanism.</p> <p>Surrey County Council acknowledges that in the more rural areas of Surrey Heath, not all current and future problems and issues on the transport network have been addressed. If planned development takes place current issues such as congestion and rat-running would worsen and new issues may develop. To understand what and where these transport issues are, SCC, working in partnership with Surrey Heath Borough Council, will look to assess the transport network to identify potential issues.</p>
53	SH	Q3	More attention should be paid to streamlining of major roads and providing better public transport links to and from town centres, and less on "improving" the smaller, narrow and winding, rural roads, which give the countryside its traditional, rural feel and look.	<p>The LTS seeks to address all transport issues within the borough. The LTS intends to focus on the more strategic roads within the borough, however also looks to improve the more rural roads where appropriate.</p> <p>This document focuses on capital infrastructure interventions. Surrey County Council are currently undertaking a local transport review which aims to make savings while maintaining the services that residents rely on most, services that get people to work, hospitals, schools and supermarkets. The review is open to comments from the public until 14 January 2015 and can be found at this link https://www.surreysays.co.uk/e-i-directorate-programme-group/local-transport-review</p> <p>The strategy aims to improve the current transport network and mitigate the effects of future growth. The strategy is a live document and as and when new interventions which can achieve these aims are developed they will be added to the Forward Programme.</p>

53	SH	Q4	A full review of the throughput of the major (M & A) roads in the area, with due consideration being given to the increases resulting from the proposed major and large developments in the Local Plans for Surrey Heath and other neighbouring boroughs. A full review of the current public transport services should also be conducted, to target and streamline the areas in greatest need (the towns and their peripheral employment sites).	<p>SCC will look to carry out feasibility studies on the local highway network. The studies will focus on the rural areas of Windlesham, Bagshot, Lightwater, Chobham, West End and Bisley. The purpose of the studies will be to identify existing transport issues and develop a range of different solutions to mitigate the identified transport issues. The feasibility studies will be subject to available funding via the Local Area Committees Integrated Transport Scheme allocation, prioritisation and funding mechanism.</p> <p>Surrey County Council acknowledges that in the more rural areas of Surrey Heath, not all current and future problems and issues on the transport network have been addressed. If planned development takes place current issues such as congestion and rat-running would worsen and new issues may develop. To understand what and where these transport issues are, SCC, working in partnership with Surrey Heath Borough Council, will look to assess the transport network to identify potential issues.</p>
52	SH	Q5	I view the direct rail link between Camberley and Woking as being an absolute essential infrastructure improvement.	<p>SCC will continue to work with rail operations and Network Rail to improve rail access to and from Surrey Heath. Improved rail links between Surrey Heath and other stations including Woking have been reflected within the LTS. Rail issues within Surrey County will be dealt with through the Surrey Rail Strategy - http://new.surreycc.gov.uk/environment-housing-and-planning/development-in-surrey/surrey-future/the-surrey-rail-strategy</p>

Windlesham Parish Council LTS Petition (Surrey Heath borough ONLY)

Ref: #	Location	Public Comment on Surrey Heath LTS and Forward Programme	Surrey County Council Response
1a	Lightwater	The creation of a safe exit and entry junction into Lightwater from the B311 (Red Rd) at either Macdonald Rd or Lightwater Road. (The strategy recognises that the B311 is a key road in the borough. We KNOW it is one of the 3 most dangerous roads in Surrey Heath and mitigation is necessary to deal with existing access issues and to deal with the future impact of the PRB site. However, the Local Area Committee has already agreed that there should be no mitigation for Red Road (B311) as the number of personal injuries is not sufficient to justify the expenditure. This must be reconsidered.	<p>SCC is aware of the issues on the Red Road, especially the right hand turns from Lightwater Road and Macdonald Road. SCC's Road Safety team have identified a scheme for Red Road j/w Lightwater Road which will be delivered when funding is available.</p> <p>There is currently no scheme identified for Macdonald Road, though it is expected that improvements to the Red Road j/w Lightwater Road will have a positive effect on the Macdonald Road junction.</p> <p>This comment will be reflected within the LTS.</p>
2a	Lightwater	M3 direction signs on the Red Rd (directing traffic travelling East to the Gordon's roundabout and onto the A322 Lightwater bypass) and away from Lightwater village.	This scheme does not meet the criteria of a scheme over £100,000 or that will have significant strategic importance to the transport network. However this scheme will be incorporated within the M3 Approach scheme.
3a	Lightwater	Safe pedestrian access across the Red Road (B311) to allow access to the paths that run around West End Common in line with the Surrey Cycling Strategy.	<p>SCC will look to carry out feasibility studies on the local highway network. The studies will focus on the rural areas of Windlesham, Bagshot, Lightwater, Chobham, West End and Bisley. The purpose of the studies will be to identify existing transport issues and develop a range of different solutions to mitigate the identified transport issues. The feasibility studies will be subject to available funding via the Local Area Committees Integrated Transport Scheme allocation, prioritisation and funding mechanism.</p> <p>Surrey County Council acknowledges that in the more rural areas of Surrey Heath, not all current and future problems and issues on the transport network have been addressed. If planned development takes place current issues such as congestion and rat-running would worsen and new issues may develop. To understand what and where these transport issues are, SCC, working in partnership with Surrey Heath Borough Council, will look to assess the transport network to identify potential issues.</p>
4a	Lightwater	Reduction of speed limit on Lightwater Bypass (A322) to reduce the risk of further deaths and serious injuries.	It is expected that other improvements that the road safety team are delivering will improve safety and reduce serious and fatal accidents on the A322 Lightwater By-Pass

5a	Lightwater	The introduction of a 20mph speed limit in the village centre and outside the schools.	<p>SCC will look to carry out feasibility studies on the local highway network. The studies will focus on the rural areas of Windlesham, Bagshot, Lightwater, Chobham, West End and Bisley. The purpose of the studies will be to identify existing transport issues and develop a range of different solutions to mitigate the identified transport issues. The feasibility studies will be subject to available funding via the Local Area Committees Integrated Transport Scheme allocation, prioritisation and funding mechanism.</p> <p>Surrey County Council acknowledges that in the more rural areas of Surrey Heath, not all current and future problems and issues on the transport network have been addressed. If planned development takes place current issues such as congestion and rat-running would worsen and new issues may develop. To understand what and where these transport issues are, SCC, working in partnership with Surrey Heath Borough Council, will look to assess the transport network to identify potential issues.</p>
6a	Bagshot	Traffic flow mitigation for the A30 in Bagshot, the programme states that Bagshot is one of the area's most likely to be affected by additional trips generated by new developments (with 11.7% additional trips) and yet proposes virtually NO mitigation. Whereas Camberley has virtually all the mitigation but is only forecast to have 3.4% new trips.	<p>SCC will look to carry out feasibility studies on the local highway network. The studies will focus on the rural areas of Windlesham, Bagshot, Lightwater, Chobham, West End and Bisley. The purpose of the studies will be to identify existing transport issues and develop a range of different solutions to mitigate the identified transport issues. The feasibility studies will be subject to available funding via the Local Area Committees Integrated Transport Scheme allocation, prioritisation and funding mechanism.</p> <p>Surrey County Council acknowledges that in the more rural areas of Surrey Heath, not all current and future problems and issues on the transport network have been addressed. If planned development takes place current issues such as congestion and rat-running would worsen and new issues may develop. To understand what and where these transport issues are, SCC, working in partnership with Surrey Heath Borough Council, will look to assess the transport network to identify potential issues.</p>
7a	Bagshot	A30 direction signs on the A322 at Bagshot before New Rd junction (directing traffic travelling North to the A30 junction further on, and reducing traffic flow into the village).	<p>SCC will look to carry out feasibility studies on the local highway network. The studies will focus on the rural areas of Windlesham, Bagshot, Lightwater, Chobham, West End and Bisley. The purpose of the studies will be to identify existing transport issues and develop a range of different solutions to mitigate the identified transport issues. The feasibility studies will be subject to available funding via the Local Area Committees Integrated Transport Scheme allocation, prioritisation and funding mechanism.</p> <p>Surrey County Council acknowledges that in the more rural areas of Surrey Heath, not all current and future problems and issues on the transport network have been addressed. If planned development takes place current issues such as congestion and rat-running would worsen and new issues may develop. To understand what and where these transport issues are, SCC, working in partnership with Surrey Heath Borough Council, will look to assess the transport network to identify potential issues.</p>
8a	Bagshot	The introduction of a 20mph speed limit in the village centre and outside the schools	<p>SCC will look to carry out feasibility studies on the local highway network. The studies will focus on the rural areas of Windlesham, Bagshot, Lightwater, Chobham, West End and Bisley. The purpose of the studies will be to identify existing transport issues and develop a range of different solutions to mitigate the identified transport issues. The feasibility studies will be subject to available funding via the Local Area Committees Integrated Transport Scheme allocation, prioritisation and funding mechanism.</p> <p>Surrey County Council acknowledges that in the more rural areas of Surrey Heath, not all current and future problems and issues on the transport network have been addressed. If planned development takes place current issues such as congestion and rat-running would worsen and new issues may develop. To understand what and where these transport issues are, SCC, working in partnership with Surrey Heath Borough Council, will look to assess the transport network to identify potential issues.</p>
9a	Windlesham	Weight restrictions and rerouting of HGV satellite navigation away from Windlesham to minimise the impact on the environment and residents including Chertsey Rd, Updown Hill, Woodlands Lane and Heath Park Drive	This scheme does not meet the criteria of a scheme over £100,000 or that will have significant strategic importance to the transport network. However this is of some strategic importance to the road network relieving Windlesham of HGV movements causing congestion. This comment will be reflected within the LTS.

10a	Windlesham	A regular bus service from Windlesham to the Doctor's Surgery and Frimley Park. The strategy recognises that bus services are poor in the village but suggests NO improvements yet the village has an ageing population and very limited public transport	<p>The LTS seeks to address all transport issues within the borough. The LTS intends to focus on the more strategic roads within the borough, however also looks to improve the more rural roads where appropriate.</p> <p>This document focuses on capital infrastructure interventions. Surrey County Council are currently undertaking a local transport review which aims to make savings while maintaining the services that residents rely on most, services that get people to work, hospitals, schools and supermarkets. The review is open to comments from the public until 14 January 2015 and can be found at this link https://www.surreysays.co.uk/e-i-directorate-programme-group/local-transport-review</p> <p>The strategy aims to improve the current transport network and mitigate the effects of future growth. The strategy is a live document and as and when new interventions which can achieve these aims are developed they will be added to the Forward Programme.</p>
11a	Windlesham	The introduction of a 20mph speed limit in the village centre and outside the school	<p>SCC will look to carry out feasibility studies on the local highway network. The studies will focus on the rural areas of Windlesham, Bagshot, Lightwater, Chobham, West End and Bisley. The purpose of the studies will be to identify existing transport issues and develop a range of different solutions to mitigate the identified transport issues. The feasibility studies will be subject to available funding via the Local Area Committees Integrated Transport Scheme allocation, prioritisation and funding mechanism.</p> <p>Surrey County Council acknowledges that in the more rural areas of Surrey Heath, not all current and future problems and issues on the transport network have been addressed. If planned development takes place current issues such as congestion and rat-running would worsen and new issues may develop. To understand what and where these transport issues are, SCC, working in partnership with Surrey Heath Borough Council, will look to assess the transport network to identify potential issues.</p>
12a	Windlesham	Safe cycling routes through the village to join up with the shops, middle schools and facilities in Lightwater and Bagshot (possibly utilising the Rights of Way network).	SCC recognises that the comment made is applicable to the Local Transport Strategy and Forward Programme. This comment will be reflected within the appropriate document.
13a	Windlesham	Pedestrian crossing in village centre to allow safe crossing and to allow safe access to cycle park (outside Sun P.H.) in line with Cycling Strategy	SCC recognises that the comment made is applicable to the Local Transport Strategy and Forward Programme. This comment will be reflected within the appropriate document.
14a	Windlesham	Traffic mitigation on the A30 in Windlesham to reduce congestion bottlenecks and increase traffic flow caused by the Sunningdale level crossing	SCC recognises that the comment made is applicable to the Local Transport Strategy and Forward Programme. This comment will be reflected within the appropriate document.

Additional Responses

Ref: #	Organisation	Public Comment on Surrey Heath LTS and Forward Programme	Surrey County Council Response
1b	Natural England	Natural England has no substantive comments to make in respect of these documents; issues affecting the relevant areas have been identified. Although Natural England has no substantive comments to make, we do offer some general comments below;	No response necessary
2b	Natural England	Under paragraphs 4.23 to 4.28 Natural England acknowledges the reference to Suitable Natural Green Space (SANG) and the Thames Basin Special Protection Area.	No response necessary
3b	Natural England	Similarly this strategy makes reference to the need to conduct/carry out EIA and HRA assessments where appropriate; this is to be encouraged (Paragraphs 8.18 and 8.19 of this document refers).	No response necessary
4b	Highways Agency	The Highways Agency is pleased to see that the relevant strategies broadly align with the relevant local plans. It is recognised that each of the forward programmes are subject to change to accommodate the emerging needs of each area as the local plans develop. Detailed feasibility studies will be required as those schemes are brought forward.	No response necessary
5b	Highways Agency	Overall the strategies accord with the Highways Agency's protocol for dealing with development related transport impacts in that local demand management and local transport improvements, including public transport measures and promotion of more sustainable modes, are implemented prior to larger scale improvements. However, it should be accepted that there may be a need to consider and develop larger scale highways improvements to deal with those areas which will support significant housing, employment and retail development. Dependent upon proximity and development type and size there could be traffic implications for the operation of the SRN.	No response necessary
6b	Highways Agency	It is noted that the schemes listed with the strategies are aligned to policies in the respective local plans, but the strategies fall short of fully stating what the schemes are designed to deliver. It would therefore be useful to understand whether or not they mitigate existing issues or deal with matters that will result from future planned growth or potentially both? This would assist the Highways Agency in understanding how the transport networks will operate after implementation.	Schemes will aim to address both existing transport issues and future transport issues brought about by planned growth. As new developments are developed, a transport assessment will be produced and appropriate schemes will be identified and brought forward to mitigate the impacts. Upon the identification of the schemes, they will be reflected in the yearly update of the Forward Programme.
7b	Highways Agency	In summary the Highways Agency is generally supportive of the strategies and looks forward to the outcomes of further feasibility work, particularly where there are implications for the strategic road network.	No response necessary
8b	Highways Agency	In terms of Surrey Heath, the strategy does contain a couple of schemes to improve capacity and public transport facilities (bus operation) on the approaches to the M3 at both Junctions 2 and 3 where there is severe congestion on the local road network, therefore, any improvements to capacity on approach to the M3 could have implications on the operation of the M3.	No response necessary

9b	Highways Agency	The indicative programme suggests that the main bulk of the improvements are a medium to long term aspiration 3 to 6 years plus but I note that there are other improvements that may be delivered in the shorter term within the next 3 years. The council should be consulting the HA on those schemes at the appropriate time when they are brought forward.	The Highways Agency will be consulted on all relevant schemes during scheme delivery.
10b	SHBC	Objective 1 of the Surrey Heath Local Transport Strategy and Forward Programme advises that economic development and regeneration will be encouraged in part by “targeting the economic regeneration of the A30 London Road frontage”. This phrasing does not address how this relates to transport and should be clarified.	SCC recognises that the comment made is applicable to the Local Transport Strategy and Forward Programme. This comment will be reflected within the appropriate document.
11b	SHBC	Policy CP3 of the Surrey Heath Core Strategy and Development Management Policies 2011 – 2028 has been misquoted and should be revised to better reflect the wording of the Policy. The wording of Paragraph 5.6 should be changed from “within the period of 2011 to 2025 the provision of 2,730 (net) additional dwellings will be delivered. These will be distributed as follows” to within the period of 2011 to 2025 the provision of 2,730 (net) additional dwellings will be delivered. These will generally be distributed as follows”.	SCC recognises that the comment made is applicable to the Local Transport Strategy and Forward Programme. This comment will be reflected within the appropriate document.
12b	SHBC	Para. 5.12 - This Paragraph should be revised to reflect that the Camberley Town Centre Area Action Plan (AAP) was adopted in July 2014.	SCC recognises that the comment made is applicable to the Local Transport Strategy and Forward Programme. This comment will be reflected within the appropriate document.
13b	SHBC	Paragraph 7.35 advises “the majority of new development in the Frimley area has been focused in Frimley; most of the former village of Frimley has now been redeveloped as Frimley Green”. This statement is inaccurate – There is not a former village of Frimley. Frimley Green is an historic settlement in its own right, which has developed (largely organically) around a number of small farms. The settlement has not at any point been ‘redeveloped’ as Frimley Green.	SCC recognises that the comment made is applicable to the Local Transport Strategy and Forward Programme. This comment will be reflected within the appropriate document.
14b	SHBC	Paragraph 7.36 advises that Frimley Green does not have a village centre; this is considered to be inaccurate;	SCC recognises that the comment made is applicable to the Local Transport Strategy and Forward Programme. This comment will be reflected within the appropriate document.
15b	SHBC	The closest railway stations to each settlement have been noted, however in some cases it appears that some stations have been omitted or overlooked. For example, Para 7.47 advises that the closest stations to Mytchett are Frimley, Farnborough (Main and North) and Brookwood - this disregards nearby Ash Vale and North Camp Stations. Officers may wish to review the stations identified for each settlement and ensure that these are appropriate.	SCC recognises that the comment made is applicable to the Local Transport Strategy and Forward Programme. This comment will be reflected within the appropriate document.
16b	SHBC	Paragraph 7.73 – The Deans is situated on Bridge Road and not the A30 London Road as indicated.	SCC recognises that the comment made is applicable to the Local Transport Strategy and Forward Programme. This comment will be reflected within the appropriate document.

17b	SHBC	The Bagshot element of the 'Places in Surrey Heath' section identifies a number of current issues with the local transport network, however very few potential solutions are identified to address these or are carried through to the Forward Programme. Clarification is sought in respect to whether any other programmes for Bagshot will be taken forward during this plan period (notwithstanding proposed reconfiguration works to the A322 New Road/M3 Junction 3).	<p>SCC will look to carry out feasibility studies on the local highway network. The studies will focus on the rural areas of Windlesham, Bagshot, Lightwater, Chobham, West End and Bisley. The purpose of the studies will be to identify existing transport issues and develop a range of different solutions to mitigate the identified transport issues. The feasibility studies will be subject to available funding via the Local Area Committees Integrated Transport Scheme allocation, prioritisation and funding mechanism.</p> <p>Surrey County Council acknowledges that in the more rural areas of Surrey Heath, not all current and future problems and issues on the transport network have been addressed. If planned development takes place current issues such as congestion and rat-running would worsen and new issues may develop. To understand what and where these transport issues are, SCC, working in partnership with Surrey Heath Borough Council, will look to assess the transport network to identify potential issues.</p>
18b	SHBC	Surrey Heath Borough Council would like clarification in respect to whether the 'Bourne Bridge' (referenced under the West End element of the 'Places in Surrey Heath' section but not in the Forward Programme) and the 'Bisley Bridge' (referenced at pg.9 of the Forward Programme but not in the 'Places in Surrey Heath' section) are one in the same structure. In particular, the Council speculates whether these references actually relate to the 'New Bridge', which lies on the Bisley/West End boundary and carries traffic over the Bourne. This should be clarified.	SCC recognises that the comment made is applicable to the Local Transport Strategy and Forward Programme. This comment will be reflected within the appropriate document.
19b	Waitrose	The most strongly endorsed measure was to signal the widely ignored 20 mph speed limit in Bagshot High Street by flashing 20 mph signs like those on Church Hill Camberley. These would operate at hours when drivers know enforcement is unlikely.	<p>SCC will look to carry out feasibility studies on the local highway network. The studies will focus on the rural areas of Windlesham, Bagshot, Lightwater, Chobham, West End and Bisley. The purpose of the studies will be to identify existing transport issues and develop a range of different solutions to mitigate the identified transport issues. The feasibility studies will be subject to available funding via the Local Area Committees Integrated Transport Scheme allocation, prioritisation and funding mechanism.</p> <p>Surrey County Council acknowledges that in the more rural areas of Surrey Heath, not all current and future problems and issues on the transport network have been addressed. If planned development takes place current issues such as congestion and rat-running would worsen and new issues may develop. To understand what and where these transport issues are, SCC, working in partnership with Surrey Heath Borough Council, will look to assess the transport network to identify potential issues.</p>
20b	Waitrose	The second was to mitigate the delays on the A30 caused by the lights installed on the junction with the new estate on the Notcutts site, which at afternoon peak hours regularly cause long tailbacks through the village and back on the A30 for 2 miles. Between 4.30 and 6 pm journey time to Camberley is likely to be doubled.	<p>SCC Signals Team are in the process of coordinating the signals at Yaverland Drive junction with the A30 London Road to optimise traffic flow through the junction.</p> <p>SCC will look to carry out feasibility studies on the local highway network. The studies will focus on the rural areas of Windlesham, Bagshot, Lightwater, Chobham, West End and Bisley. The purpose of the studies will be to identify existing transport issues and develop a range of different solutions to mitigate the identified transport issues. The feasibility studies will be subject to available funding via the Local Area Committees Integrated Transport Scheme allocation, prioritisation and funding mechanism.</p> <p>Surrey County Council acknowledges that in the more rural areas of Surrey Heath, not all current and future problems and issues on the transport network have been addressed. If planned development takes place current issues such as congestion and rat-running would worsen and new issues may develop. To understand what and where these transport issues are, SCC, working in partnership with Surrey Heath Borough Council, will look to assess the transport network to identify potential issues.</p>

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