



Surrey Heath Local Area Committee
1 October 2015

Annex B

Written Public Questions, Responses and Supplementary questions

Q. Written question from Mr L. G Davison, Lightwater Resident

I have a question about the SHBC owned public car park accessed from the Roundabout on the A322 at Gordons School, West End. This a query concerning both the safety of access (especially exiting onto a busy A322) & the condition for parking vehicles on a poor surface.

For some time it was difficult to negotiate the pot-holed steep ramp up from the roundabout and the actual parking area was often 100mm+ deep in mud, with large areas of ponding too. SHBC agreed to make '*incremental improvements*' as budget became available during 2015 FY.

The work over the next few weeks included resurfacing the track from the top of the ramp (but not the actual ramp itself leading down to the A322) thru to the Bridlepath leading to a dwelling called Sunnymede, erecting a new top-quality post & rail fence around the perimeter installing '*No Vehicular Access*' signs for the Bridleway entrance and painting the Height Restriction gate at the top of the ramp ... nothing to improve the actual parking surface for cars ...

It seems to me that everything but the actual parking capability was given attention - even a new sign promoting the Car Park was installed next to the ramp a few weeks ago, but the car park itself remains in a sorry state with ponding, tree roots and thick mud - and just up the road at Turf Hill is a good example of how an SHBC owned '*Country side*' Car park can be maintained.

Can I ask that the LC help users of this Car Park get the promised improvements before the wet weather season please?

A. Response from a spokesperson at SHBC on behalf of the Committee:

"There are a number of issues around access at Brentmoor Heath that SHBC have been tackling and of which the questioner is aware. The visitor car park has had some improvements carried out as part of the work to tackle the wider issues on site. Further works may be undertaken subject to resource and other demands."

Q. Written question from Graham O'Connell, Frimley Green Resident

The proposal to replace the roundabouts in Frimley Green with 4-way traffic lights is not supported by *any* evidence in the Traffic Impact Report and it is clear that important factors - such as safety, rat runs and projections on how much queues will increase - that might have influenced the decision were simply not presented to councillors. In the light of this, would it not be wise for the council to pause the plans for implementation and seek further, more robust advice before proceeding rather than ploughing on with what might turn out to be a costly and controversial mistake?

A. Response from Chairman on behalf of the Committee:

The applicant's Transport Assessment provides full data of the likely impact arising from the proposal to install traffic lights at Frimley Green. That information remains in the public domain at:

<http://isharemaps.surreyheath.gov.uk/ishare54/custom/planning/?requesttype=parseTemplate&template=DevelopmentControlApplication.tmplt&Filter=^SYSTEMKEY^=%2730731%27&backurl=custom/planning?>

Surrey County Council as Highway Authority were consulted on the planning application and through the process of considering the impact of the junction works, it carried out a Road Safety Audit to consider the safety aspects. This gave rise to some minor changes to the proposed layout which is now included within the Section 106 Legal Agreement. This ties the applicant to performing a number of obligations, including the construction of these traffic signals. The signals will have the added benefit of bringing controlled pedestrian crossing facilities across Frimley Green Road, Guildford Road, Sturt Road and Wharf Road.

The applicants Transport Assessment considers the impacts on the existing roundabout junctions at Frimley Green. The combination of background traffic growth and additional development traffic creates a situation where the existing roundabouts are predicted to be operating above capacity by 2026, thus requiring the proposed traffic signals.

The Assessment predicts that the installation of traffic signals will have small increases on some approaches, with reductions on others.

The table below summarises the predicted queues. If the development did not include the proposed traffic signals, the predicted impact of the development in 2026 is shown in the grey text.

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Road Name	AM			Increase in queues 2011 Rbts v 2026 T.Signals	PM			Increase in queues 2011 Rbts v 2026 T.Signals
	2011 Existing R'bouts	2026 Existing R'bouts inc D'pment	2026 Traffic Lights inc D'pment		2011 Existing R'bouts	2026 Existing R'bouts inc D'pment	2026 Traffic Lights inc D'pment	
Frimley Green Road N	20	83	8	-12	11	109	10	-1
Wharf Rd	8	96	9	1	5	50	8	3
Frimley Green Road S	2	2	4+5	2+3	2	3	7+6	5+4
Frimley Green Road N	5	10	8	3	5	7	10	5
Guildford Rd	1	1	4	3	1	3	8	7
Sturt Rd	16	88	8	-8	7	93	10	3

With a very limited increase in queuing, any consequential impacts on other surrounding roads is expected to be negligible. As part of the detailed design and construction of the junction, the use and operation of the junction will be considered by SCC's Road Safety Team and Surrey Police. If it is found that additional works are required to negate any undesirable effects, the applicant will be tied through the terms of a further legal agreement to be secured with the County Council to carry out additional necessary works.

The Highway Authority is a Statutory Consultee and presented a detailed response to Surrey Heath Borough Council which is available to view on the Surrey Heath Planning web-site. It was also attached to the Planning Officer's Report when presented to Members at the Borough Council meeting. An Officer from Surrey County Council Transport Development Planning Team was present at that meeting to field questions from Members of the Council. The Council voted 22 in favour of the proposed development, with 10 against and 1 abstention.

Q. Written question from Klaudia Gibson, Lightwater resident

I would like to forward my concern to the council about safety for pedestrians crossing Broadway Road, from the Roundabout at Guildford Road. I would like to make you aware that the current layout of this road presents a danger to all pedestrians trying to cross the road, especially during rush hour traffic, due to the heavy volume of cars and inconsiderate parking behaviour.

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Cars are parked closed to the corner of Guildford Road (slip road) on a regular basis, which is blocking the view on this side for safe crossing and is forcing pedestrians to step in the middle of the road to obtain clear view, which is very dangerous. In addition to this, cars have been found on numerous occasions parked on the lowered curb stone of the crossing which obstructs the safe passage for wheelchairs and people with walking aids etc. as well as parking half way on the pavement with no or little room for pedestrians and pushchairs etc.

One side of this road (the side of the retirement home) is marked by double yellow lines, the opposite side is not, which invites cars on a daily basis to be parked in such a way that the view is blocked for pedestrians (especially a large pick up van, which takes up most of the lane).

Crossing the road is very difficult as you have to be aware of traffic coming from various directions (triangle situation – both sides Guildford Road with cars coming from around the corner and Broadway Road, which gives you limited view) with high speed. It can take a few minutes in the morning to cross the road safely.

The crossing requires urgent safety improvements as it is frankly only a matter of time until an accident is going to happen. The volume of people crossing this road should not be underestimated as the crossing is used by

- Parents and children going to the local Village School and Hammond School. The latter has children, which are walking to the school without the help from adults.
- Elderly people living in retirements flats directly at the corner with the house entrances close to the crossing, who also depend on safe crossing without obstructions.
- Pedestrians visiting the GP surgery
- Pedestrians visiting the local church
- Visitors to Terry Jayne Dance Studio
- School Children walking to the local bus stop near Blackstroud Lane, mainly catching the bus to go to Collingwood College

In view of this, I would appreciate if improvements of this area could be considered such as extending the double yellow lines on the side of Broadway Road opposite the Retirement Flat Complex and introducing a zebra crossing perhaps a bit further along that road towards the church.

A. Response from Chairman on behalf of the Committee:

Re: the proposed pedestrian crossing

This matter has been logged with Surrey Highways as an enquiry, as these issues have not previously been raised with them. A response will be issued by Surrey Highways when these matters have been assessed.

Re: the parking issue

This matter isn't one that has been raised before but it has now been added to the next parking review assessment list.

This is obviously too late for committee on 1 October as the cut off date for requests was a few months ago now, but restrictions can be assessed as part of the next review.

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