



**OFFICER REPORT TO LOCAL COMMITTEE  
(WOKING)**

**A322 BROOKWOOD CROSSROADS CORRIDOR  
CONGESTION ISSUES**

**6 MARCH 2013**

**KEY ISSUE**

Tackling increasing congestion on the A322 in the vicinity of Brookwood Crossroads.

**SUMMARY**

Congestion on the A322, in particular at Brookwood Crossroads has resulted in the need to review what measures could be implemented in the medium term to improve journey time reliability. Major work at this junction was last carried out around ten years ago. To assess what is possible, a feasibility study, including surveys and modelling, is required to identify suitable solutions, the scale of funding required and associated delivery timescales.

**OFFICER RECOMMENDATIONS**

**The Local Committee (Woking) is asked to recommend that:**

- (i) The congestion on the A322 be considered as part of the review of major schemes in 2015 for the post 2019 programme.

## **1 INTRODUCTION AND BACKGROUND**

- 1.1 The crossroads at Brookwood, which is a signal controlled junction of the A322 with A324, has long been a challenging junction. A decade ago Surrey carried out improvements to link the junction of Cemetery Pales with the main crossroads. This produced some degree of improvement to the flow of traffic through the area. Since then, traffic has generally grown, (although it has levelled off during recent years in part due to the economic recession).
- 1.2 Surrey County Council has many pressures to improve the network that have to be balanced within a larger picture of what is happening in other areas across Surrey. The recently approved developments at Brookwood Farm will marginally add to traffic on the network. These provide their own package of benefits to assist in the linkages between the Redding Way and Brookwood signals. However these improvements will only serve to mitigate the adverse impact of the development. They cannot be expected to resolve the wider demands of existing traffic on the network.

## **2 ANALYSIS**

- 2.1 Given the constraints at Brookwood Crossroads, the opportunity to improve journey time reliability by providing additional capacity is limited. The scheme that was built around ten years ago made use of the available land to implement a four arm signal controlled junction. The problem is therefore unlikely to be solved without a wider strategy to manage demand and widen travel choice, including enabling short journeys within a 5 mile radius to be made by either walking or cycling.
- 2.2 Minor junction improvements may be possible within the small area of vacant land available adjacent to the junction. Whilst changes to the physical layout of the junction may be considered as part of a detailed study, at this point it is difficult to identify any major project that would offer benefits that were not considered when the junction was re-modelled a decade ago.
- 2.3 The scale of any potential new scheme identified would also have funding implications. If a potential solution was valued at over £2 million then this would need to be considered as a Major Scheme by the Enterprise M3 Local Transport Body that is in the process of being established. The current Major Schemes programme was agreed by Cabinet and Council in December 2012. It includes a prioritised programme of Major Schemes for the period 2015-19. The programme is subject to Cabinet review every two years, with any new schemes that come forward being considered for inclusion in the post 2019 programme.
- 2.4 Cabinet has also agreed that funding for feasibility work is only available for schemes that are already accepted into the programme (i.e. have already been planned and budgeted for). This is to ensure that the

County Council gets best value from the development costs being invested which are at risk until the Local Transport Body provides full approval for the scheme.

- 2.5 Any solution below the £2 million threshold would need to be funded by the County Council, primarily from funds already delegated to the Local Committee.

### **3 OPTIONS**

- 3.1 A relatively tight site means that the opportunity for major interventions is limited. However part of the solution could be to investigate managing demand and widening travel choice by encouraging short trips of less than 5 miles to be made by alternatives other than the car, particularly in the peak.

- 3.2 Limited capacity improvements may also be considered by the use of the vacant land at one corner of the junction. It is unlikely that a major project to significantly change the junction would either be technically or physically feasible. However this could be looked at in more detail when the post 2019 programme of Major Schemes is developed from 2015 onwards.

- 3.3 To develop these options, three elements would need to be investigated:

- Walking and cycling improvements to widen travel choice;
- A partial increase in the capacity of the junction using surplus land that was acquired for the previous scheme;
- An assessment of more significant options that would need to be considered, both individually and as part of a series of corridor improvements.

- 3.4 The implementation strategy would have a medium to long term focus given the funding requirements of the possible measures outlined. It is expected that the walking and cycling improvements together with any increase in junction capacity could be funded from local committee resources, supported by any available developer funding, if it is seen as a priority. A precedent for local delivery of a scheme of this scale is being pioneered by the Surrey Heath Local Committee in commissioning improvements to Toshiba Roundabout in Camberley.

- 3.5 If the envisaged option were to cost more than £2 million then it would need to be included in the County Council's Major Schemes programme and funding approved by the Enterprise M3 Local Transport Body. This programme was agreed by the Cabinet and Council in December 2012 with the first tranche of prioritised schemes identified for 2015-19. The programme is subject to review every two years.

- 3.6 Funding levels for Local Transport Bodies have not yet been finalised by the Department for Transport. However the anticipated funding

available to Surrey on a per capita basis via the Local Transport Body is likely to be around £5 million p.a. (i.e. £20 million over four years). The County Council's Major Schemes programme has been designed pragmatically to fit within this indicative budget.

- 3.7 In the medium term, it seems unlikely that a traditional major scheme (of c.£20 million) could be funded unless only one scheme were to be delivered in the next four year spending period. Within these limitations, it is also difficult to see how any scheme over £20 million could be funded by the Local Transport Body without the availability of significant private or third party funding. Typically, schemes that involved providing significant new road capacity (e.g. a by-pass) would exceed the anticipated £20 million funding over a four year period.

#### **4 CONSULTATIONS**

- 4.1 This report forms part of the initial consultation and engagement with the Local Committee.

#### **5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

- 5.1 A case for the smaller interventions outlined above would need to be considered by the Local Committee against other priorities. If a major scheme were envisaged then a detailed business case for the scheme to be promoted would need to be developed and submitted to the Enterprise M3 Local Transport Body for funding approval. A key part of establishing the economic case for any new scheme is to identify the anticipated value for money by calculating a benefit/cost ratio. A minimum benefit/cost ratio of 2 is required by the Department for Transport for funding to be considered.

#### **6 EQUALITIES AND DIVERSITY IMPLICATIONS**

- 6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. An Equalities Impact Assessment is undertaken for each Integrated Transport Scheme as part of the design process.

#### **7 CRIME AND DISORDER IMPLICATIONS**

- 7.1 A well ordered highway network can contribute to reducing crime and disorder.

#### **8 CONCLUSION AND RECOMMENDATIONS**

- 8.1 The Local Committee is asked to recommend that the congestion on the A322 should be considered as part of the review of major schemes in 2015 for the post 2019 programme.

## **9 REASONS FOR RECOMMENDATIONS**

- 9.1 The Major Schemes for the 2015-19 programme were agreed by Cabinet and Council in December 2015. Any new scheme can be considered for the post 2019 programme provided it is agreed as part of the next two year review of the major schemes programme in 2015.

## **10 WHAT HAPPENS NEXT**

- 10.1 The A322 congestion issues will be reviewed by officers through a desk top analysis exercise commissioned by Surrey County Council, to consider whether a new major scheme should be promoted in the post 2019 programme. As part of that process members will be consulted on how the problems at the crossroads could be addressed. Detailed study work would only be carried out if the scheme is accepted into the Major Schemes programme i.e. post 2015.

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