

SURREY HEATH LOCAL COMMITTEE**SURREY****DATE: 12 April 2018****SUBJECT: WRITTEN PUBLIC QUESTIONS x 3****DIVISION: SURREY HEATH****Question 1: Anonymous**

Is it not time that measures, such as introducing road safety (speed) cameras, were taken to reduce excessive speeds on the A325 between the Bradfords Roundabout (Farnborough, Hampshire) and the Frimley Park Hospital roundabout?

The Frimley bypass is particularly bad in both directions with vehicles often travelling upwards of an estimated 50mph (certainly well above the 40mph limit). This is made even worse northbound from the point where the A331 slip road joins the bypass with the resulting three narrow lanes and traffic attempting to move to the correct lane before the Waitrose roundabout, often resulting in speeding vehicles swerving across from the right hand lane to the left; also the strange road curvature from this point often causes incursions of the right hand lane traffic into the middle lane.

Northbound from the Waitrose roundabout, some traffic moves at well over the 30mph limit, often continuing at a similar speed past the queue of hospital traffic and the Frimley Park Hospital roundabout and on towards Bagshot, which makes crossing to/from The Grove School like crossing a race track.

There are four sets of pedestrian controlled traffic lights on this stretch and the only safe way to cross at the three Surrey sets is to ignore the light colours and wait until all traffic has stopped (this is also necessary at the lights adjacent to the Waitrose entrance).

Answer from the Chairman on behalf of the committee:

There are currently no proposals to install new fixed site speed cameras in Surrey because the available funding is being used to undertake a programme of upgrading existing cameras. Many of these cameras still use film and are relatively old |(with many parts now obsolete). As such, they are gradually being replaced by modern digital cameras.

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Even when funding is available to install new cameras, we would only consider installing new fixed speed cameras in consultation with Surrey Police at the very worst collision hotspots where the location meets the necessary criteria. This is because new digital fixed speed cameras are costly to install and then require ongoing maintenance and processing of offences. (All fines from cameras go to central government via the courts).

Whilst there is a history of personal injury collisions on the section of road identified, only one of the accidents between December 2015 and November 2017 had excessive speed as a contributory factor and there were other non-highway factors noted against the accident.

We currently don't have any speed data for either section of road to determine the level of compliance with their relevant speed limits. We will raise these concerns with Surrey Police and ask that they undertake a traffic survey on both roads. With the data we will be able to determine the level of compliance with the current speed limits and look at whether any action is required. Should the results identify an issue then we will review the situation along with Surrey Police and look at what would be most appropriate for the area, whether that be engineering features, enforcement or education

Question 2: West End Parish Council

The A322 Lightwater by-pass junction approaching the M3 from West End has become increasingly congested over the past few years, with queues building up well before rush hour. Even without the Deepcut development, and the 350-400 houses which are now being built in West End, this junction is unable to take the capacity of cars currently on the road.

We recognise that the planning conditions on the Deepcut development have indicated improvements in the future with additional lanes being created at local junctions including M3 J3. It is our belief that these junction improvements are required as soon as possible.

The parish council would like to know what the confirmed timescales are for the improvements to the junctions and if the work is proposed to start at the end of the Deepcut Development, or as prevailing traffic conditions indicate, whether the improvements can be brought forward to address the problem now?

Answer from the Chairman on behalf of the committee:

The extent and timing of the highway works agreed as mitigation for the Deepcut Development was devised as a result of the extensive analysis of two separate Transport Assessments and several years of negotiation at the time of the lead in to the planning application. The proposed improvements at the A322/M3 (Junction 3) are required to be "substantially complete" prior to the occupation of the 600th dwelling on site, or within 54 months of commencement of the development, whichever is the sooner. They will deliver a real benefit to the both the local and wider travelling community, in that they will introduce three lanes on the A322 northbound through both sides of the junction, leading into it from Guildford and away from it towards Bracknell.

Given that in terms defined by the Section 106 Agreement, the development commenced several months ago, preliminary design works for the junction will have to commence in a year or so to have the construction of those works substantially

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completed within four and a half years of commencement. It should also be understood that the implementation of the works need to be timed to deliver the benefit for the development, rather than to resolve the existing problems, which is why they are not being installed until later in the build out.

Therefore, in response to the concerns, the works will start well before the end of the Deepcut Development, and will be in place by the occupation of the 600th unit.

Question 3: Norman Holden, Bisley Residents' Association

Back in November 2017 we note that the Surrey Heath Local Committee agreed that funds from the 2018/19 Highways Capital Budget should go towards the design and construction of extending the current 30mph speed limit along Church Lane, Bisley to include all residential properties. Whilst we are pleased with this progress we ask the committee to please consider the following:

1. The installation of automatic repeater 30mph signs/speed monitors in at least two locations on Church Lane (like the signs that are appearing in other parts of our area)
2. The erection of signs, warning of the absence of pedestrian footways on the middle section of Church Lane as detailed.

We are of course aware of Surrey County Council's severe budget constraints – but we consider these measures would contribute significantly to safety on Church Lane.

Answer from the Chairman on behalf of the committee:

Vehicle Activated Signs and highway warning signs are road safety features and primarily used in locations where there is a history of personal injury collisions. Over use of such signs not only urbanises rural areas, such as Church Lane, but can dilute their overall effectiveness. Use of such signs should be restricted to those locations where there is an identifiable need.

When reviewing Church Lane we found no personal injury collisions between the junction with Guildford Road and 70m east of the current 30/40mph terminals, the new location for the terminals, since 2000. Although there are accidents beyond this point, the section of road was only recently reduced from national speed limit (60mph) to 40mph and the effects of the reduction would not yet be visible in the accident data.

Surrey Police recently undertook a traffic survey on Church Lane following concerns raised.

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