

# SURREY COUNTY COUNCIL



## LOCAL COMMITTEE (WAVERLEY)

**DATE:** 14 DECEMBER 2018  
**SUBJECT:** PETITION RESPONSE REPORT:  
**CRONDALL LANE / WEST STREET MINI ROUNDABOUT**  
**DIVISION:** FARNHAM CENTRAL

### **PETITION DETAILS:**

- (i) A petition has been received from Farnham Town Councillor George Hesse, which contains 76 signatures and reads:

#### **“Crondall Lane/West Street Mini Roundabout**

We, the undersigned, do petition Surrey County Council’s Waverley Local Committee, to instruct its Highways Department to urgently reconsider its position concerning a new mini roundabout at the West Street and Crondall Lane junction, in light of the 120 new houses at “Hopfields” which will soon be under construction, which will lead to greater congestion and danger at this junction. We believe it is absolutely necessary to build this as soon as possible, with associated landscaping, before the houses are completed.”

### **RESPONSE:**

The option to convert the existing Crondall Lane/West Street priority junction to a mini-roundabout was assessed by the Highway Authority when considering the traffic impact of the Hopfields Development.

A traffic model was produced which showed the performance of each type of junction. The model assumed that the Hopfields development would be fully occupied and therefore accounted for all the vehicle movements associated with this development.

Junction performance is measured by calculating the ratio of flow to capacity (RFC) on each junction approach arm. Arms exceeding a ratio of 0.85 (i.e. 85% capacity utilised) are considered to be approaching capacity and characteristically have light-to-moderate levels of queued traffic flow. Arms exceeding a ratio of 1.00 (i.e. 100% capacity utilised) are considered to be over capacity and are characterised as having heavy volumes of queued traffic. Based on this RFC value, each arm of the junction is then assigned one of the following Levels of Service ‘LOS’:

- A = Free flow**
- B = Reasonably free flow**
- C = Stable flow**
- D = Approaching unstable flow**
- E = Unstable flow**
- F = Forced or breakdown flow**

The results of the traffic model are summarised below:

Existing Priority Junction:

- Crondall Lane - The highest RFC occurs in the AM peak period (0.65) with a LOS of D.
- West Street – The highest RFC occurs in the PM peak period (0.42) with a LOS of B.

Mini-roundabout Option:

- Crondall Lane – The highest RFC occurs in the AM peak period (0.67) with a LOS of C.
- West Street – The RFC increases significantly in the both the AM (0.85) and PM (0.90) peak periods with a LOS of D & E respectively.

Summary:

Changing the existing priority junction to a mini-roundabout would significantly increase queuing and delay on West Street, and only deliver a minor improvement to traffic flow on Crondall Lane.

The traffic modelling demonstrates that a mini-roundabout would reduce overall junction performance in the peak periods, compared to the existing situation. It is therefore not recommended to install a mini-roundabout at this junction.

**RECOMMENDATION**

The Local Committee is asked to: (i) Note the officer's comments.

**Contact Officer:**

Richard Cooper – SCC Transport Development Planning

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