

SURREY HEATH LOCAL COMMITTEE

DATE: 13 JUNE 2019
SUBJECT: WRITTEN PUBLIC QUESTIONS
DIVISION: SURREY HEATH

Questions 1 – 5 : Cllr Jarmila Halovsky-Yu (Windlesham Parish Councillor)

1)M3 J3 Roundabout - what are the specific plans and timeline for solutions (and which solutions) to ease traffic congestion from Lightwater to Bagshot, not just on the A322 but from the Guildford Road onto the A322 also.

The issue of congestion at this location is well recognised, and the Surrey Heath Local Committee have allocated funding this financial year to undertake a study in partnership with Highways England to identify potential improvements. Until the study has been completed, and viable options identified and costed, it is not possible to confirm what the solution/s may be, or a timescale for implementing an improvement scheme. Due to the proximity to the M3, any scheme would also need approval and support from Highways England.

Separate to this, there is a minor improvement scheme to improve traffic flows arising from the Deepcut Development. This can only reasonably be expected to address the impact of additional traffic arising from the development, and we are unable to require the developer to address existing concerns. The proposed works at this location entail the widening of the northbound A322 approach to the roundabout and its A322 exit, to provide increased vehicle throughput to cater for the dominant south to north vehicle flows. These works are required to be constructed prior to the occupation of the 600th dwelling or within 54 months from commencement. This equates to a deadline of construction by the end 2021.

It is important to note that implementation of the modifications planned in association with the Deepcut Development are likely to be influenced by the results of the planned study of this junction.

2) Gordons Roundabout - what are the specific plans and timeline for solutions (and which solutions) to ease traffic congestion in all directions onto that roundabout.

There are planned improvements for this roundabout in association with the Deepcut development, which will follow the same timescale for implementation as for the M3 J3 junction. The works entail the reconfiguration of the existing roundabout by increasing

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the capacity for vehicles to circulate the roundabout, in addition to the number and length of approach lanes.

There are no other traffic congestion measures planned for this location at the present time.

3) Suggested modification to the Guildford Road coming off A322 from Gordons Roundabout entering Lightwater - what are the specific plans and timeline for solutions (and which solutions) to ease speeding and increase safety.

Following an on site safety review by the Area Highways team in partnership with Surrey Police and Road Safety colleagues, a scheme has been developed to improve safety at this location. The scheme involves reducing the Northbound A322 to a single lane between the Gordon Boy's roundabout and the junction with Guildford Road, and will be implemented later this financial year. This scheme has been jointly funded by the Surrey Heath Local Committee and the Road Safety team. Although this work is not specifically designed to reduce vehicle speeds, it is anticipated that there will be some reduction in average speeds over this section of the A322.

4) Red Road - what are the specific plans and timeline for solutions (and which solutions) to ease the ever increasing traffic onto this road and surrounding areas and the preparations for the expected further increase when the Deepcut development is completed and all the houses with cars are in-situ and using our roads. Also what is the expected increase in numbers of cars that is being used for planning purposes?

The Developer for Deepcut is required to pay a financial contribution of £100,000 to the County Council before the occupation of the 230th dwelling or within 24 months from the commencement of development. This sum will provide road safety improvements in two roads and is due to be paid this summer. The two locations are the B311 Red Road and the B3012 Guildford Road/Gapemouth Road/Gole Road. The funding is to be split between the two roads as deemed appropriate by Surrey County Council. The traffic modelling undertaken to support the planning application estimated that traffic on Red Road is expected to increase from an average of 1061 to 1334 vehicles in the morning peak hour once the development is complete. In the evening peak it is expected to increase from an average of 763 to 1089 vehicles. The financial contribution will aim to improve road safety conditions along the road, whilst the junction improvements at either end (at the recently constructed Red Road roundabout, and the yet to be delivered improvements at the Gordons roundabout) will accommodate the additional capacity demands placed upon them.

There are presently no other planned modifications to Red Road or surrounding roads to address existing traffic volumes. However, it is expected that improvements to the M3 A322 junction are likely to reduce the number of vehicles using the surrounding road network, as many vehicles presently use minor roads to avoid congestion on the A322 Northbound.

5) What are the plans for increased services to be made available for electric vehicle charging in the borough?

Surrey County Council is optimistic about the potential benefits offered by Electric Vehicles (EV). In November 2018 the council published its first [Electric Vehicle Strategy](#).

This available on the council's web site at the following address:

www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/transport-plan/surrey-transport-plan-strategies/electric-vehicle-strategy

The strategy outlines a number of activities that SCC plan to undertake to better understand demand and plan appropriately for charging infrastructure. This is so they can help support residents to make the transition to EV. This includes:

- *“develop[ing] an updated spatial plan to help inform the rollout of EV chargepoints across the county.”*
- *“develop[ing] a business model suitable to the council and other interested local authority partners for deploying and managing a charging network.”*
- *“produc[ing] guidelines for determining what constitutes a suitable position for an on-street chargepoint.”*

The county council owns relatively few public car parks or similar land assets and therefore the main area where we might have an opportunity to directly provide charging infrastructure is on-street. However, before undertaking an extensive rollout of on-street equipment, we feel it is important to have a better understanding of critical factors that ensure investment can be targeted in locations that are appropriate, would serve a public need and would represent value for money to our residents.

To help understand these critical factors, we have submitted a bid to the EM3 Local Enterprise Partnership for funding to undertake a study to pilot different types and locations of public chargepoints over the next 18-24 months involving a handful of local authorities and private sector operators. If the bid is successful, the results of the pilot would inform how we might best implement a rollout at county level and, as such, would be expected to benefit the Surrey Heath area as part of the next phase of any rollout.

It has also been recognised that the council can assist EV usage beyond the direct provision of public chargepoints, given that most charging is expected to take place either at home or at destinations. We are working with local planning authorities, including Surrey Heath Borough Council, to ensure that land owners provide new chargepoints as part of the development planning process through our [Vehicle Parking Guidance](#). This guidance is also available on the council's web site at the following address:

www.surreycc.gov.uk/_data/assets/pdf_file/0005/155660/January-2018-Parking-Guidance-for-Development.pdf

In respect of the Deepcut Development Surrey County Council are working with Surrey Heath Borough Council and with the Developer to ensure that this provision is met, together with additional publicly accessible charge points.

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