

SURREY HEATH LOCAL COMMITTEE

DATE: 25 FEBRUARY 2021
SUBJECT: WRITTEN PUBLIC QUESTIONS
DIVISION: SURREY HEATH

Question 1

My husband and I live in Marshwood Road Lightwater, which backs onto the A322. Over the last 12 years the road has become increasingly busy and not just in rush hour times. The road is now very busy and unbearably noisy to even have the windows open in our home.

Recently the road layout was changed coming from Gordon's roundabout which used to be two lanes all the way long but now until the junction with the Guildford Road it's been changed into one lane and then opens up into two at which point it seems it bikes and cars accelerate and the road becomes even more of a race track and increase in noise than it was previously.

Motor Bikes are speeding both ways along the bypass and doing a loop round again. The speed limit is definitely not adhered to by either cars or bikes and the noise is unbearable.

Obviously, there are houses the whole way along the A322 so it's not only our road that is suffering with the noise, but all the way from Gordon's roundabout to the M3 roundabout and a noise barrier should be put to reduce the noise as it not only affect us during the day but also has a great impact on our sleep or lack of it due to the noise.

I would appreciate any attention you are able to give to improve this road noise and impose a speed limit.

Answer

The A322 Lightwater Bypass is a strategically important dual carriageway and is a main feeder route to and from the M3. It therefore carries very substantial volumes of traffic, and properties located to such a route will experience commensurate levels of noise.

ITEM 4

Whilst there is an existing proposal to introduce noise reducing fencing along the A322 Lightwater Bypass on the overall Surrey Heath scheme list, it is currently ranked 24 out of 55 schemes. The scheme could also potentially cost well over £1million to deliver (due the length of fencing involved, and the additional costs of temporary traffic management and tree/vegetation clearance), which is far in excess of the total annual budget currently received by the Surrey Heath Local Committee for introducing highway improvement measures. As such, there is no immediate prospect of the scheme being progressed.

In response to concerns previously raised about vehicle speeds and road safety, an assessment of safety along Lightwater Bypass was undertaken in 2019 by specialist road safety officers from the county council and Surrey Police.

An examination of collision data identified a particular problem with safety at the junction of Lightwater Bypass with Guildford Road, with a significant pattern of collisions involving vehicles turn right out of Guildford Road. Unfortunately, these collisions involved both serious and fatal injuries being sustained.

Whilst the possible introduction of a reduced speed limit or speed cameras were discussed, there are no proposals to progress either at this stage. Due to the severity of the problem at the junction with Guildford Road, the introduction of measures that would be most effective in trying to improve safety at this location were considered the priority. As a result, the lane reduction scheme between Gordon School's roundabout and Guildford Road, mentioned in the question, was introduced.

Following the introduction of the lane reduction scheme, its impact on safety is initially being monitored before assessing whether any further measures should be considered for Lightwater Bypass.