

**SURREY HEATH LOCAL COMMITTEE**

**DATE: 27 FEBRUARY 2020**  
**SUBJECT: WRITTEN PUBLIC QUESTIONS**  
**DIVISION: SURREY HEATH**

**Question 1 – Jeffery Llewellyn, West End Village Society**

It has been brought to my attention that in order to get to the new SANG in Windlehsam Rd on the site of the former Windlemere Golf Course, it is necessary for dog walkers and other pedestrians to walk in the road along Windlesham Road and if coming from West End, to cross the very busy Bagshot Road (A319).

There is an existing grass verge along the relevant part of Windlesham Rd and it has been suggested that a footpath to the SANG could be made along the verge.

It has also been suggested that a pedestrian crossing or refuge near the junction of Windlesham Rd and the A319 would improve the safety of pedestrians wishing to cross the A319 at this point.

**I would be most grateful if you could raise this matter with the Surrey County Council Highways Department, who I believe have responsibility for crossings and footpaths, on behalf of the Village Society.**

**Answer**

This question from Dr Llewellyn was also received as a standard service request that was submitted to the local highway team. This was answered on 5<sup>th</sup> February 2020, as follows;

“Thank you for your recent enquiry regarding access to the new SANGS off Windlesham Road, West End.

Having looked at Surrey Heath Borough Council Planning Applications website and at the documents relating to the SANGS and the associated development that lead to its establishment, we cannot see any reference to either the construction of a footway or for crossing facilities on the A319 and it would seem that neither was considered necessary to be included as a planning condition.

## ITEM 2

The Transport Statement that was submitted as part of the planning application states, “Blackstroud Lane East/Windlesham Road has no footways, but traffic flows and speeds are both low and pedestrians can walk within the carriageway with little difficulty. Bagshot Road has a footway on the northern side to the east and west of Blackstroud Lane East/Windlesham Road. Windlesham Road leading into West End village has no footways for a distance of about 210m.”

Indeed, looking at Windlesham Road, it does not look as if there is enough room in which to construct a footway from the A319 to the SANGS because of narrow verges and, in many places, the presence of a ditch immediately adjacent to the verge. Even if there was the room, it would clearly be an expensive undertaking to construct such a length of footway and it is likely that such an item would be a relatively low priority within our work programme. For similar reasons, it does not appear to be feasible to continue a footway south of the A319 where, as the Transport Statement says, there is also no footway.

The provision of a pedestrian refuge island on the A319 might be achievable, although some design work would be required to determine if this is actually the case. The items on our work programme are all point scored using the same criteria to allow us to prioritise them as best we can. As you may appreciate, this process is weighted towards those schemes that have the potential to reduce the number and severity of an existing personal injury collision history. Whilst there have been two personal injury collisions at this junction in the last 5 year period (none since 2017), these have involved vehicle turning manoeuvres rather than pedestrians.

Consequently, whilst we could add an item to our work programme for possible junction improvements at the Windlesham Road junction, it would be a relatively low priority scheme.”

### **Question 2 – Nick Mitchell**

A322 / M3 Highways England Traffic Survey:

Scope of Work and When/Duration

**Has Highways England stated when the survey will be conducted and for how long?**

**What is the scope of the survey?**

Traffic flows, traffic volume, flows and volume, traffic signal phasing, traffic signal positions, traffic signals linked (pedestrian crossing signals are not currently part of the phased sequence), air quality monitoring and noise monitoring.

Impact on the Traffic Model

**Will the results of this survey be added to the extensive traffic model to which Highways England referred to in 2013 to give planners better data regarding the actual traffic conditions?**

Data Collection and Public Access To Data

**Will Highways England use Manual Count Point sites 56934 and 46941 and update the data publicly available via DfT in a timely manner following the survey?**

**Will additional manual count points be used for the purpose of this survey itself to monitor how traffic builds up on the roundabout itself causing blockages to traffic flows entering the roundabout and will that data become publicly available?**

**Answer**

This question has been directed to Highways England as some of these questions are for them. Surrey County Council Highways would only be able to give a very general reply about the scope of the present study but that is a small part of the detail being asked for.

**Question 3 – John Kerrigan, Lightwater resident**

**Can the Local Committee liaise with the Highways Department to urgently resurface the unsightly & unsafe road conditions at the entrance of Springfield Lightwater (GU18 5XP) with Guildford Road.**

**AND Question 4 – Heidi Laing, Lightwater resident**

My question relates to Springfield in Lightwater, particularly but not entirely, the junction coming from Guildford Road.

In this section of road the surface has broken up, leaving potholes & debris. My husband rides a motorbike & this section of road is dangerous on two wheels, especially as it's at the junction where he is turning in.

The road is breaking up in several areas further down the road too. This damage was probably exasperated when the new small housing estate was built at the end of this road. The original part of the road had to withstand above average wear & tear due to the heavy lorries / diggers that were required to deliver to the new estate. It was never made good after the new estate was completed and over the time the original road surface has broken up, now with freeze / thaw the damage has increased.

Following our last complaint the road was swept by a road sweeper, which merely tidied up all the loose chippings but has done nothing to alleviate the actual problem & needless to say the loose chippings are back.

**Can someone make a physical visit to Springfield in Lightwater to see the necessity of urgent repair to the road surface as it is felt to be dangerous, particularly for motorbikes users.**

## ITEM 2

### **AND Question 5 – Mark Russell, Lightwater resident**

I am writing to you about the terrible state of the road in Springfield which is in a dangerous condition with pot holes and no road safety markings. It is in urgent need of resurfacing before an accident happens – of which I have seen a few near misses of late.

### **Answer to Questions 3, 4 and 5**

Surrey County Council Highways department has a reporting system on their website.

<https://www9.surreycc.gov.uk/HighwayIssue/whatistheissue.aspx?&code=potcw>

This issue has been reported and will be inspected by Highways Officers.

### **At the meeting**

The local County Councillor is aware of this issue and will endeavour to get remedial work undertaken from the budget for 2020/21.

### **Question 6 – Ann Kerrigan, Lightwater resident**

“PM 2.5 or black carbon particles (less than 2.5 microns in diameter) are a recognised major cause of lung disease and are primarily emitted by engine exhausts. Surrey Heath 2019 Air Quality Status Report mentioned several initiatives they were undertaking to monitor such emissions.

**Can the appropriate Committee environmental representative member(s) explain what has been done in this regard”.**

### **Answer**

A detailed study of the levels of PM 2.5 was completed in 2019. This determined that local levels are half the national objective of 25ug/m<sup>3</sup>. Of this 12ug/m<sup>3</sup> only 3ug/m<sup>3</sup> is attributable to local sources which are primarily traffic related. The remaining 9ug/m<sup>3</sup> is made up from sources outside the County (background sources) which are mainly dusts blown across from abroad.

The national objective is met throughout the County and with such low local concentrations in the Borough there is no immediate need to implement any local measures.

### **Question 7 – Mr and Mrs Bennett, West End residents**

**I would like to request a new street light in West End village.** My daughter (13) walks to and from school every day and there is a very dark area on Meadow Way where there is a lack of street lighting, despite being a residential

area. This makes her very nervous when she is walking home because it is so dark. We are trying to do the right thing by encouraging her to walk or cycle to school rather than being driven.

I am aware that this is the responsibility of Surrey County Council, but they have no budget, which doesn't help us much. **Is this something Surrey Heath Councillors could fund?** I am sure it would benefit many residents in our area.

### **Answer**

Regrettably there is no budget to install additional lighting anywhere in the County. The current budget is allocated to maintain and upgrade the lighting that is currently installed. If a customer, third party or County / Borough Council member wish to do so they can fund additional lighting.

The cost is approximately £2600 per column, assuming there is a mains energy supply close by. This would cover installation and maintenance to the end of the PFI in 2035. If someone wishes to fund additional lighting they can do so by contacting Skanska at [surreylightingservices@skanska.co.uk](mailto:surreylightingservices@skanska.co.uk).

### **At the meeting**

The local County Councillor confirmed that he had walked the area. Although supportive, he felt there was not a great call for this in the community and also highlighted the issue of light pollution in villages. Solar and PIR technology was discussed but would involve additional costs but may be a solution in the future.

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