



Email: info@ottershawforum.com Website: www.ottershawforum.com

29th December 2021

Surrey County Council

via e-mail

FAO : SCC Highways/A320 Development Team

SCC 2021/0185 - A320 Ottershaw Roundabout (Jct 10 of SCC HIF Scheme) – ONF Representations

GENERAL POINTS FOR CONSIDERATION.

Whilst the proposed scheme does not achieve the stated objectives for motorised traffic, it also falls far short of many key provisions for cyclists and pedestrians which could easily be addressed at minimal cost. Given the focus on green transport and Surrey's ambition to become a net zero carbon council by 2030 and a net zero carbon county by 2050, these provisions in our opinion should now be **mandatory** requirements for approval of any major infrastructure project.

There is a clear opportunity to use this scheme as an exemplar for the above.

The Application should be REFUSED on the following Grounds:

KEY REQUIREMENT FAILURES

The HIF scheme has two stated key requirements, free flow of traffic and increased capacity on the A320 which must be met at an acceptable level of performance in order to declare success. It is our considered opinion that neither of these requirements are met through the solution offered.

As such the scheme fails in the Public Duty to Plan for the foreseeable and medium term future and does not demonstrate an efficient and appropriate use of Public Funds.

ONF – Refuse – Key Requirements Not Met.

A320 Capacity Increase Key Requirement Failure. One of the two key requirements for the scheme for this section is specifically to increase the capacity of the A320. This requirement is not met primarily through the scheme retaining 3 lanes North of the Otter roundabout to the St Peter's Way roundabout.

In addition, the retention of 2 lanes incoming on St Peters Way also impacts this requirement being met.

ONF – Refuse – Key Requirement Not Met

A320 Free Flow Key Requirement Failure. The second key requirement of the HIF Scheme is to ensure the free flow of traffic on the A320. This requirement is not met primarily due to the unchanged south exit from the Otter roundabout which remains 1 lane.

This is in fact worsened compared to present due to the National Cycle Network (NCN) improvement also ending at this point, thus placing additional cycle traffic on the road from here.

In addition, there is minimal extra queuing capacity on the A320 itself and traffic controls on the roundabout itself all impacting the free flow of traffic.

ONF – Refuse – Key Requirement Not Met

Key Requirements Failure – Predicted Capacity. The scheme only addresses planned growth through housing as shown in the current RBC 2030 Local plan and in our opinion it does not even fully address this. Whilst this is a significant factor, it also completely fails to address any planned developments in the surrounding areas and in particular Woking. The two key requirements of A320 capacity increase and free flow are therefore further impacted by this failure.

ONF – Refuse – Key Requirements Not Met

Scale/Size of the Roundabout Scheme. The roundabout proposal will have a significant and irreversible negative impact on the village significantly increasing the separation and severance between the north and south parts and fostering a “two village” paradigm, completely the reverse of the wishes of our villagers. Other smaller scale options which would significantly improve this have been proposed, considered possible but not adopted.

It is our considered opinion that the impact of this proposal on our village must be carefully weighed before any decision is made.

ONF – Refuse until all possible options are fully considered and evidence publicised.

Impacts on Ottershaw outside of the scheme. In its current form the roundabout will clearly remain a bottleneck and traffic from Woking and Addlestone will increasingly seek to cut through Brox and Slade Roads to access the A320 Woking or A319 to Addlestone/New Haw. A part mitigation would be some form of speed control/traffic calming along these roads together with addressing on street parking in the village. This is critical to ensure safety and better manage congestion. The scheme should not progress until a solution is in place because the impacts will be felt in the near term immediately the works commence.

ONF - Refuse Until a Solution to Addressing Wider Impacts is Determined and agreed.

Should the Committee determine to approve the application, then the following CONDITIONS AND REQUIREMENTS SHOULD BE APPLIED to the consent;

MAJOR ISSUES FOR RESOLUTION

Impacts on Ottershaw outside of the scheme. In its current form the roundabout will clearly remain a bottleneck and traffic from Woking and Addlestone will increasingly seek to cut through Brox and Slade Roads to access the A320 Woking or A319 to Addlestone/New Haw. A part mitigation would be some form of speed control/traffic calming along these

roads together with addressing on street parking in the village. This is critical to ensure safety and better manage congestion. The scheme should not progress until a solution is in place because the impacts will be felt in the near term immediately the works commence.

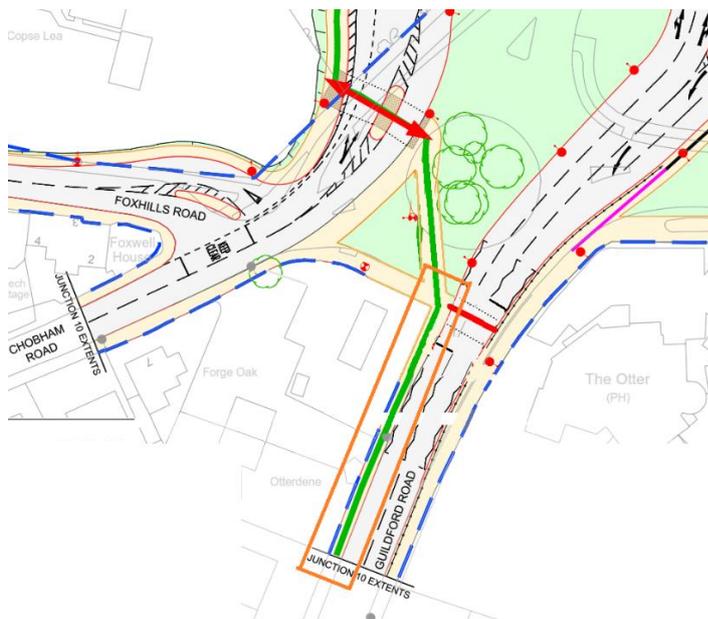
CONDITION – A scheme for addressing, mitigating and resolving the wider impacts on speed control, traffic calming, and on street parking on Brox and Slade Roads be Determined and agreed before proceeding with works.

Guildford Rd South NCR223 Bottleneck. The southern end of the HIF scheme on Guildford Rd is currently a major bottleneck on the National Cycle Route 223 (orange box on diagram). It consists of a shared foot & cycle path so narrow that it does not even meet the standards for a footpath. The proposed scheme fails to address this key issue and therefore neither meets Cycle Infrastructure Design core principles (safe & comfortable) nor National Cycle Network design principles (to be wide enough to accommodate all users).

Should this remain, southbound NCN cyclists will be compelled to cross at this point and use the roadway thus further impacting traffic flow and compromising cyclist safety.

CONDITION- Redesign and incorporate a standards compliant, widened combined foot & cycle path on Guildford Road between the Trident Garage and the southern boundary of the scheme, before commencement of the scheme.

Note: The southwards continuation of the NCR past the Shell Petrol station and Christ church also requires attention, but is outside the scope of this planning application.



Second Car Park. Although the proposal includes an enlarged main car park, there is now no long stay car park in the solution. If electric bays and enlarged vehicle bays are taken into consideration, the new main car park has only a marginally improved capacity over the current one (max 5 more bays). Given that the existing car park operates close to capacity, it is clear that a second car park is required and should be included in the solution north of Murray Road (precise location and size TBD). This would likely necessitate the movement or removal of the SuDS (see SuDS comment below).

CONDITION– A second car park shall be incorporated into the scheme north of Murray Road.

Telephone Exchange/Sub-Station Access. An access road entry is shown on the plan to the North on Guildford Road with an access road added to the rear of the ambulance station across Mandry land. This is unacceptable as the solution will significantly impact the green belt (approx. 0.8ha lost), householders and forestry in the local area. This also affects a TPO forested area which provides important screening for residents. In our opinion this is unacceptable and totally unnecessary.

Our proposal based upon the extremely occasional use of the Exchange site (c once per year) and assuming only small vehicle access to the sub-station would be recessed gated access to the front accessed from the new one-way A320 slip road. This will require minimal or no additional land and will have no impact on trees, vegetation or residents.

CONDITION. Revised access to the telephone exchange, directly from the A320 to be incorporated into the scheme.

CCTV Provision around Car Park(s). We already have many instances of ASB in our area and most of these occur in the immediate vicinity of the village. The car park is a focal point for this and inevitably will continue to be so. In order to provide a level of mitigation for this, CCTV should be included in the solution around the car park(s).

CONDITION. CCTV to be designed and incorporated into the scheme for surveillance around car parks.

Traffic Management During Scheme Development. The traffic management plan (TMP) is currently vague and completely non-specific, however the impact of long term, major road works at this location require complex and potentially unpalatable solutions. It should not be permissible to seek approval of this kind without at least some strategic proposals regarding works access, alternative car parking, diversions, lane closures, road closures etc.

It is essential that there is very close and regular engagement ongoing with the local community throughout in order to ensure impacts and solutions are properly and equitably set.

CONDITION. A detailed traffic and construction management plan for the works shall be prepared and consulted upon with RBC and the local Community (ONF), and implemented.

SuDS Provision. Whilst it is appreciated that SuDS provision is important to the scheme its location and capacity must be carefully considered, noting that there has been no evidence of flooding/inundation here for more than 40 years.

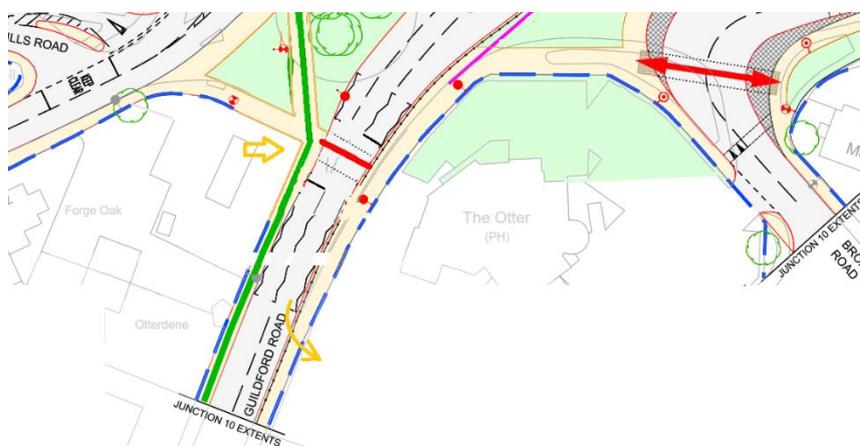
- Are 2 areas required or can this be reduced to one. Would the promontory be a better place given its limited role in the scheme?
- Does the inclusion of SuDS on the roundabout result in the removal of the mature trees. Is it required? If a second SuDS is required, could this be relocated, possibly onto the peninsula?
- Can the proposed area of SuDS to the NE of the roundabout be reduced or excluded to allow for improved landscaping/provision of second car park?
- Details of the surface water collection and discharge to the new proposed carriageways and landscape areas to be prepared and consulted upon.

CONDITION. A detailed scheme for the disposal and temporary retention of surface water drainage (SUDS) shall be prepared minimising the land area utilisation on the NE of the roundabout, in consultation with RBC and the Local Community (ONF).

ADDITIONAL ISSUES TO ADDRESS

Directly impacted local businesses. Ottershaw has only a few major employers, two of these are directly impacted by the proposal, namely Trident Motors and Miller & Carter.

Trident Motors. Trident lease the premises around the Forge south of the roundabout between the Guildford and Chobham Roads. The current proposal removes some of their frontage and as such negatively impacts it. A small adjustment to the footpath alignment northwards on the promontory and position of the proposed Toucan crossing, together with a minimal planting scheme would significantly enhance the site with no negative impact to the scheme (see diagram below). The above should be discussed with the Trident owner.



Miller & Carter. Whilst not directly within the scope of the scheme, there are opportunities to improve access and siting of certain elements on the M & C site. An in/out parking scheme could be possible entering from Guildford Road and exiting onto Brox Road. Additionally, the site's garden could be moved further along Murray Road away from the roundabout.

CONDITION. The access to Trident Motors Forge premises and Miller and Carter Car Park shall be reviewed and potential improvements incorporated where possible.

Traffic Light Location. The traffic lights proposed for the south side of the roundabout on the A320 would be far better located to the north at the junction (possibly with a left filter lane) rather than on the roundabout. In their current location, whilst it can be seen that engineers may well have positioned these to maximise queuing potential on the southbound carriageway of the A320, in truth it is more likely to turn the roundabout into a car park, blocking traffic coming north on the A320, traffic entering the roundabout from Chobham Road and either trying to turn into Murray Road or travel south on the A320.

CONDITION. Proposed traffic light position shall be reviewed to ensure minimum restriction to free flow of traffic.

Landscaping Scheme & Maintenance. The scale of the proposed redevelopment will have a significant impact upon the village and its environs. It is therefore essential that a comprehensive landscape and planting scheme is designed and delivered in close consultation with the community. A careful balance must be struck to ensure strong visual,

acoustic and environmental screening is effected whilst preserving key sight lines and features.

The scheme must maximise the use and reuse of existing trees and shrubs and sufficient mature trees and shrubs should be introduced to have immediate effect on noise etc.

A detailed landscaping scheme is required to be designed and implemented for all the 'green' areas of the proposal. This must include a schedule of works to existing trees and hedges, including root and other protection during and after the construction works.

A management plan is required for the maintenance of proposed trees and other planting, including replacement of dead or dying trees and plants for 2 years. Plans are to be developed in consultation with the ONF on behalf of the local community.

CONDITION. A detailed landscaping and maintenance scheme shall be prepared to minimise the visual, noise and environmental impact upon the Village, incorporating the maximum retention of existing trees and hedgerows, in consultation with RBC and the Local Community (ONF).

Bus Stop Facilities & Street Furniture. The detailed design of all these elements of the proposed solution must be a good "fit" with legacy and reflect the emerging vision for the area.

CONDITION. A scheme for the provision of bus stops and facilities and street furniture shall be prepared in consultation with RBC and the Local community (ONF).

Junction Requirements. The Junctions of Brox and Murray Roads, and Chobham and Foxhills Roads are areas where significant congestion occurs or is exacerbated by the "turn left lane" current solution. In order to improve this it is proposed that a Box Junction to eliminate junction blocking is introduced in each instance.

CONDITION. Yellow Box Junctions shall be incorporated and marked at the junctions of Chobham/Foxhills Roads and Brox /Murray Roads.

Car Park Solution Control & Management. The solution for car parking will require careful consideration to ensure it is configured and managed optimally in order to properly serve the needs of the local community.

CONDITION. A scheme for the layout, operation and management of the car parks and its implementation, shall be prepared in consultation with RBC and the Local Community (ONF).

Proposed TOUCAN Crossing Across A320. A controlled crossing of some kind must remain at or near this location. If there is to be no NCN cyclepath link improvement to the south of the A320 and noting there are no cyclepath links onto Murray Road a Toucan crossing should **not** be included as cyclists should have to dismount to cross here. It is recommended that the crossing is regraded as a "Puffin" style. This will ensure pedestrian safety at this busy location when crossing. Cyclists will then have to remount to cycle south on Guildford Road or onto the NCN route going north

CONDITION. The proposed 'Toucan' crossing shall be restyled and operated as a 'pelican' crossing.

Village Hall Cycle Parking. There is currently no provision for cycle parking at or near the Village Hall. The proposal provides the opportunity to include some in the solution. A suggested location for this would be the grassed area immediately north of the Hall.

CONDITION. Provision for cycle parking shall be incorporated adjacent to the Village Hall

Signed electronically: *R Oliver* (R Oliver)

For and on behalf of the ONF Steering Committee