

LRAG News Update – 3 October 2023

Public Engagement Phase 18th September 2023 to 13th November 2023

How much confidence is being generated by Surrey CC that the outcome of this “reset” public engagement will represent the majority view of the local community?

1. Letters announcing the start of the engagement eventually arrived with local residents on 30th September, meaning that the first drop-in event had been missed. They were clearly a second attempt as the mistake about “fatalities” had been corrected.
2. A quarter of the way through the process and there is still no information being made available about the effect on traffic flow (via modelling), yet large numbers of survey submissions have been made already.
3. No mention has been made of the relative usage of the route from Burpham to Guildford (vehicles vs expected cyclist uptake).
4. No acknowledgment can be found about the effect on businesses that operate post-8pm, by the 26 weeks of planned road closures, or how access might be assured.
5. Statements from 2 separate SCC sources have been made that the FAQs are going to be updated, part way through the survey process. This means that all submissions to date will not have taken “new” information into consideration.
6. A large number of potential non-compliances and avoidances of best practice have been pointed out since 22nd February. No attempt to address these have been made, nor have there been responses to commitments made to the public at the meeting on 5th January.
One example is the total absence of a recommended 0.5 metre buffer strip between carriageway and cycle track. The implication of this is that the separation required by the Highway Code of 1.5 metres, when a vehicle passes a cyclist, can only be achieved on cycle tracks with a width of 1.5 metres, by vehicles typically narrower than a VW Polo. ([See LRAG website](#) for a picture).
7. For those who attended the first drop-in event, and viewed the animation of the Dutch-style version of Boxgrove roundabout, it should have been obvious that it did not reflect the relative usage at peak times. This is contrary to the commitment made at a stakeholder meeting on 21 June, and minuted in the Minutes of a meeting on 19 July: *“Point noted from 21 June meeting – the discussed VR simulation should show real, peak time conditions.”*
8. No cross sections are available for any of the shared pedestrian and cyclist paths.
9. The survey only offers comment opportunities to “Like” submissions. This represents the presentation of a “confirmation bias”.
10. One comment at least, noted because it self identifies, emanates from Oxfordshire. This is an affront to the local community.

The foregoing is just a sample of the apparent flaws that have shown up so far in this current engagement, without repeating the matter of the inadequacy of the survey questions that avoid seeking opinions on the detail of the design and traffic management.

It is most important that everyone gets engaged with the drop-in events, and makes comprehensive feedback in the additional comments sections, whether for or against the scheme. The next drop-in event is on Wednesday 4th October at 6.30 pm at Burpham Church Hall.