

WRA AGM PRESENTATION FROM WERC “VEHICLE ACCESS CONTROL” PROPOSAL

3rd February 2019

The presentation is broken into FIVE Headings

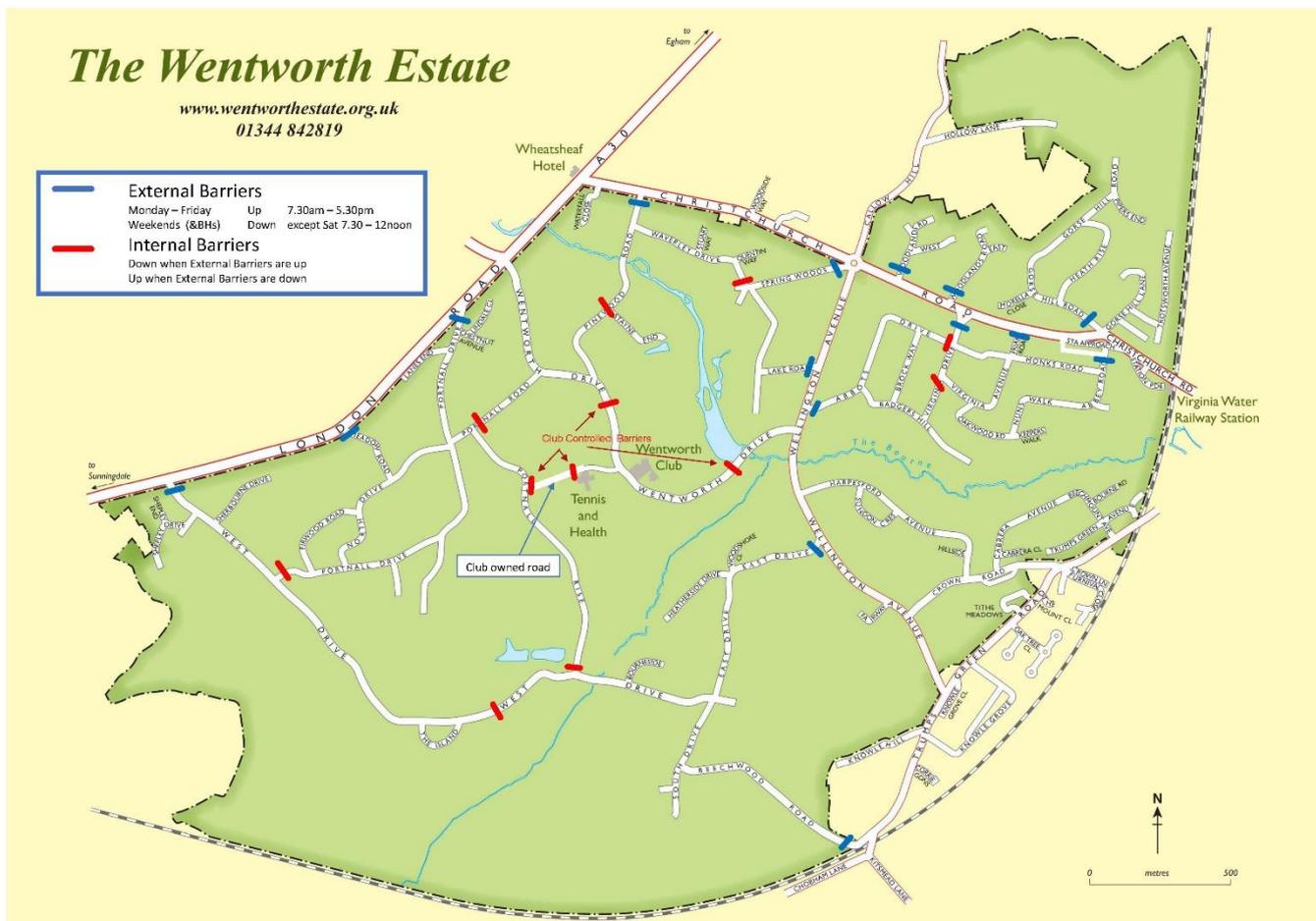
1. The Consultation
2. General Observations from the Consultation
3. The Results and How you Responded
4. Amendments to the Original Scheme
5. The Way Forward

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1. THE CONSULTATION

The proposal was launched as a response to the increasing number of residents wishing the Estate to be more secure coupled with the likely impact of significant residential development around us using the Estate.

Original Masterplan Map



In the 10 years I have been the Estate Manager I have seen a noticeable swing from 'Estate apathy' to 'something needs to be done'. Also over the years I have heard many suggestions but these were just unimplementable whereas this proposal is feasible and affordable.

The Proposal was launched on our website with a Consultation Period so we could gather the comments and opinions of residents.

- We endeavoured to contact all Estate residents via numerous email announcements and a post on the Virginia Water Residents Facebook page.
- In addition, all Road Rate payers, who are primarily the ones directly effected, also received notification in the Annual Chairman's Report.
- And of the few without email we attempted to contact them by phone.

We had a Consultation Period of over six weeks along with four, well attended, Consultation Sessions.

We sought Legal Advice who confirmed we would be acting within our remit as defined by the Act and that the use of the Road Rate Fund was legitimate.

Individual Road Rate payments would not be adjusted to fund the installation or the annual maintenance.

We acknowledge there are Road Rate payers along Wellington Avenue, Christchurch Road along with the shops and flats who all pay Road Rates but would not benefit from this and therefore the installation should be funded without any adjustment to the Road Rates.

The cost of installation would be funded by our 'other income' that contributes to the Road Rate fund.

Also, it is our 'other income' that has contributed to the reserve fund and not any surplus from Road Rate payments. Of note, the monies received over the last few years from the PGA Tournament have bolstered the Reserves to circa £350,000.

This Proposal is not based on increasing Security it is to control unauthorised access, not just short-cutters but people who just shouldn't be on the Estate, only last week we escorted off leaflet droppers and a couple of opportunist door-to-door salesmen offering to 'clean your drive'.

Security is not directly within our definition of duties as defined in the Act but having the barriers will make the Estate more secure especially when the external barriers are down acting visual deterrent.

As a reminder in the evening, night time and weekends the external barriers will be down.

2. GENERAL OBSERVATIONS FROM THE CONSULTATION PERIOD or which weren't covered by the Proposal Document

1. The Blue External Barriers in their proposed positions could not be operational during the working day - it would be too dangerous and too impractical.
Also, reversing out or queuing on to the A30 during peak times would be dangerous and could lead to Surrey County Council taking action.
2. The Blue Barriers could not be set in a safe distance from the main roads as this would 'exclude' a number of properties.
The legal advice we obtained was they would be 'significantly disadvantaged'.
3. The road off Portnall Rise that runs along fairway of the 1st of the East Course is NOT an Estate road it is the CLUB'S.
By joining the scheme they wish to limit the use of this road.
4. The proposal is NOT being led by the Club, this is OUR initiative of which they wish to be a part of.
5. Wentworth Drive remains an Estate road of which you ALL have a right of way over.
WE have allowed them to have barriers either side of the Club so they can control access to it as part of their 'welcome experience'.
The intercoms from these barriers will lead to the Clubhouse.
6. The exclusion of a barrier on Gorse Hill LANE was not to differentiate it AND Trotsworth Avenue from the scheme it was purely down to the complications of where and how to install the barrier based on the fact Trotsworth Avenue is an adopted road by the Council and Trotsworth Court flats have a right of access also.
At the time it was more important to get an overall resident's consensus prior to addressing this issue.
7. The existing Beechwood Gate would be incorporated into the Scheme and use the same zipper, this may mean replacing your existing zappers, at no extra cost.

- The existing gate would remain in-situ.
8. ALL Emergency Vehicles WOULD HAVE access. We would ensure on this. And besides the intercom with be 24/7
 9. The 2nd yr and onwards running costs of £25,000 was questioned. The annual maintenance cost is less than £5,000 for ALL barriers and this include FOUR inspections a year. This of course excludes parts but we have budgeted for as well.
We already have electricity close by to all locations via our lampposts and we intend taking a spur off those.
 10. Finally, the intercoms would be on each side of the barrier and be on the RIGHT to allow for drivers to access without having to get out of the vehicle.

3. THE RESULTS

We reached out to the Estate as a whole totalling over 1,000 houses, of which only about half would be directly affected as those living on the private roads.

Of the 550 houses - 30% responded in writing and many more verbally.

The maps shows the spread of the written responses. We were very encouraged by this as it shows there is geographically a good spread and not a division or pockets of responses. From the west to the east is was a surprisingly even spread.

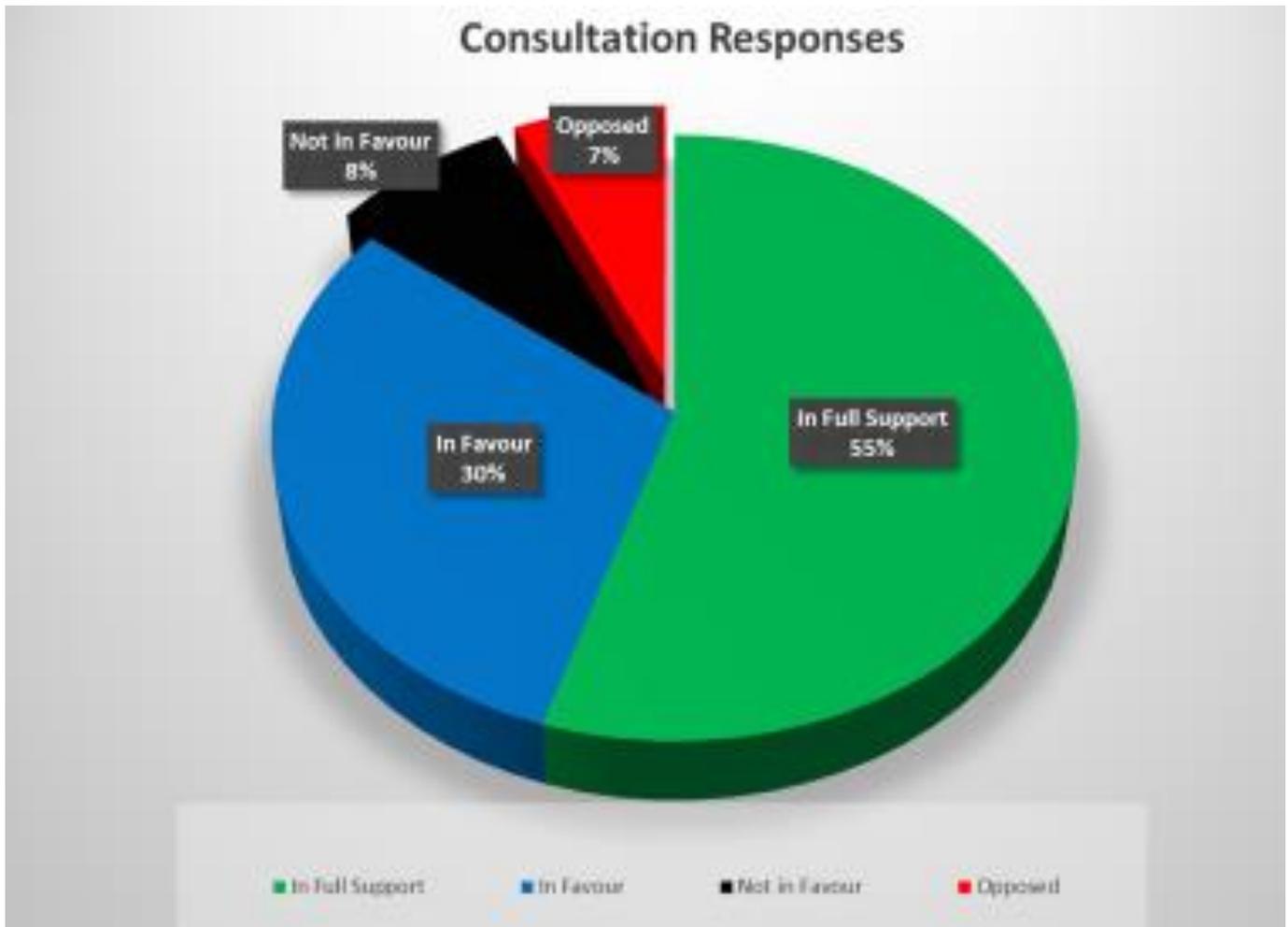


All the responses were read and considered.

Some we have replied to already and the majority of the others we will reply to in due course.

We split the responses into FOUR Categories

- Green being in FULL SUPPORT
- Blue being IN FAVOUR but with comments and/or suggestions
- Black being those NOT IN FAVOUR but not strongly, i.e. didn't see the need.
- Red being those who OPPOSED



Of those who responded over **55% were in FULL SUPPORT** of the proposal, with an additional **30% IN FAVOUR but with comments and/or suggestions**.

This amounts to over **85% OF THOSE WHO RESPONDED AS BEING IN FAVOUR OF THE PROPOSAL.**

Only 11 residents **OPPOSED** the scheme,
And 8% were not in favour but were not strongly opposed.

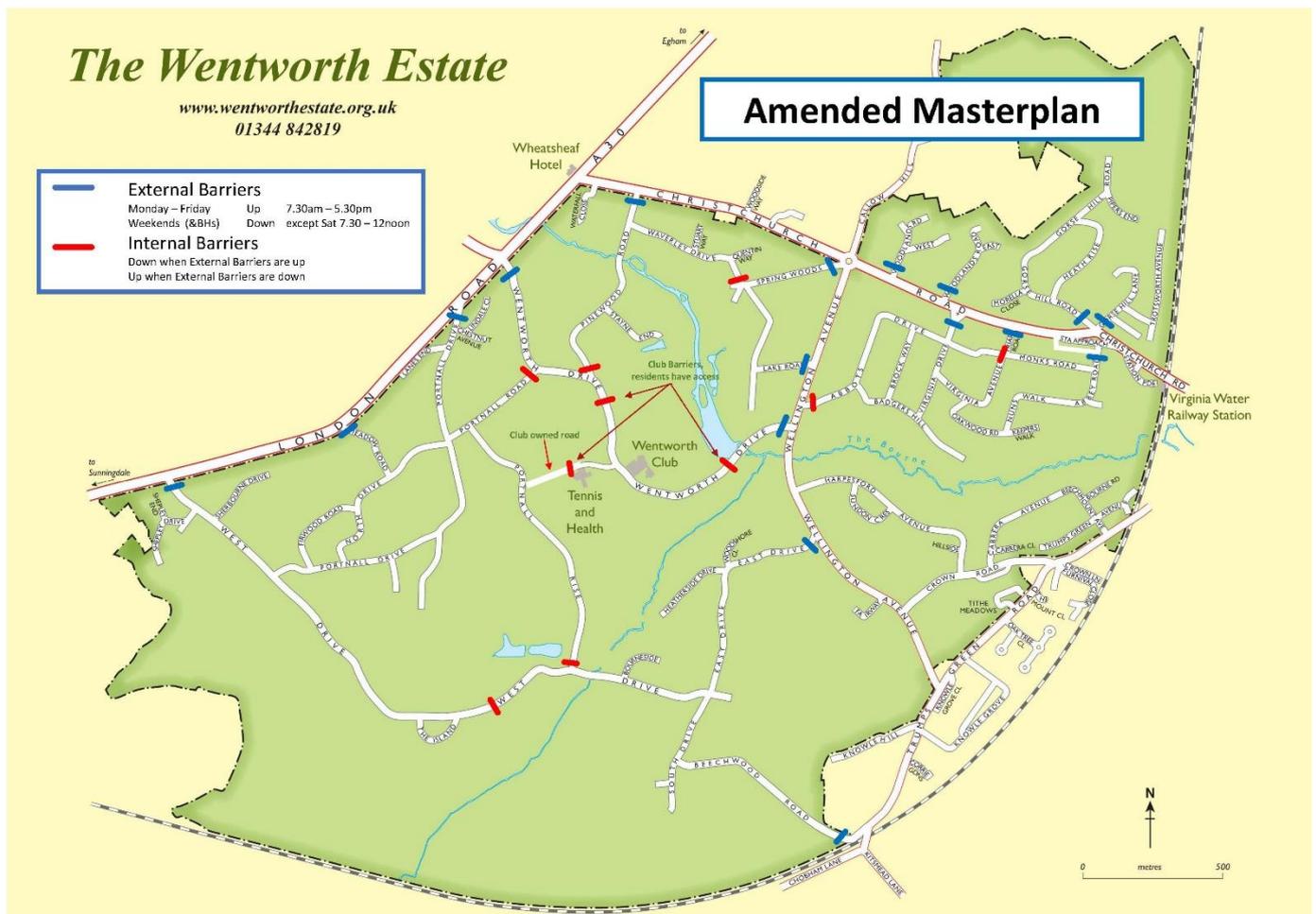
- I would like to stress I and other members spoke with many more before and during the Consultation Session who were in favour but, for whatever reason, didn't submit a comment in writing.
- Also we considered - the Estate's 'SILENT ACCEPTANCE' those who don't tend to contact us unless they are unhappy about something.
- And more recently we have continued to liaise with residents and those who didn't write-in the majority are in favour, they just didn't know they were invited to respond.

Based on this consensus COUPLED WITH the 'general opinion' from those who didn't submit a comment we believe the Proposal should be implemented.

Under the Act there is no obligation to take this to a vote and we believe this consultation provides a truer consensus than having a vote now from what is a much smaller sample of residents.

4. IMPROVEMENTS TO THE SCHEME FOLLOWING CONSULTATION

With the decision to implement taken we considered the suggestions and have made some improvements to the scheme.



1. When the outside barriers go DOWN the internal barriers go up, with the exception of Portnall Road.
2. We have removed TWO INTERNAL BARRIERS – West Drive/Portnall Drive junction AND Pinewood Road nr Stayne End.– this is on the basis The Club fulfil their commitment to barrier the Service Road. Since the slides were prepared we now understand the Club will now have just ONE barrier of which residents, who are members of the Club will have access.
3. We will install ONE EXTRA barrier at EACH END of Wentworth Drive. BUT these will be up 24/7. Due to the volume traffic including Club staff, members, deliveries, and PGA staff it would too dangerous to have these as operational and there is insufficient space to handle the traffic. Having the barriers signifies you are entering the Private Estate, - And the properties on Wentworth Drive deemed as inside.
4. We will install a barrier on Gorse Hill Lane as well as Gorse Hill Road, these will be 'entry on approach' and NOT controlled. Due to both Morella Close and Trotsworth Avenue being public roads uncontrolled or restricted access must be maintained.
5. The barrier on Portnall Road will be moved from near Portnall Rise to Wentworth Drive.

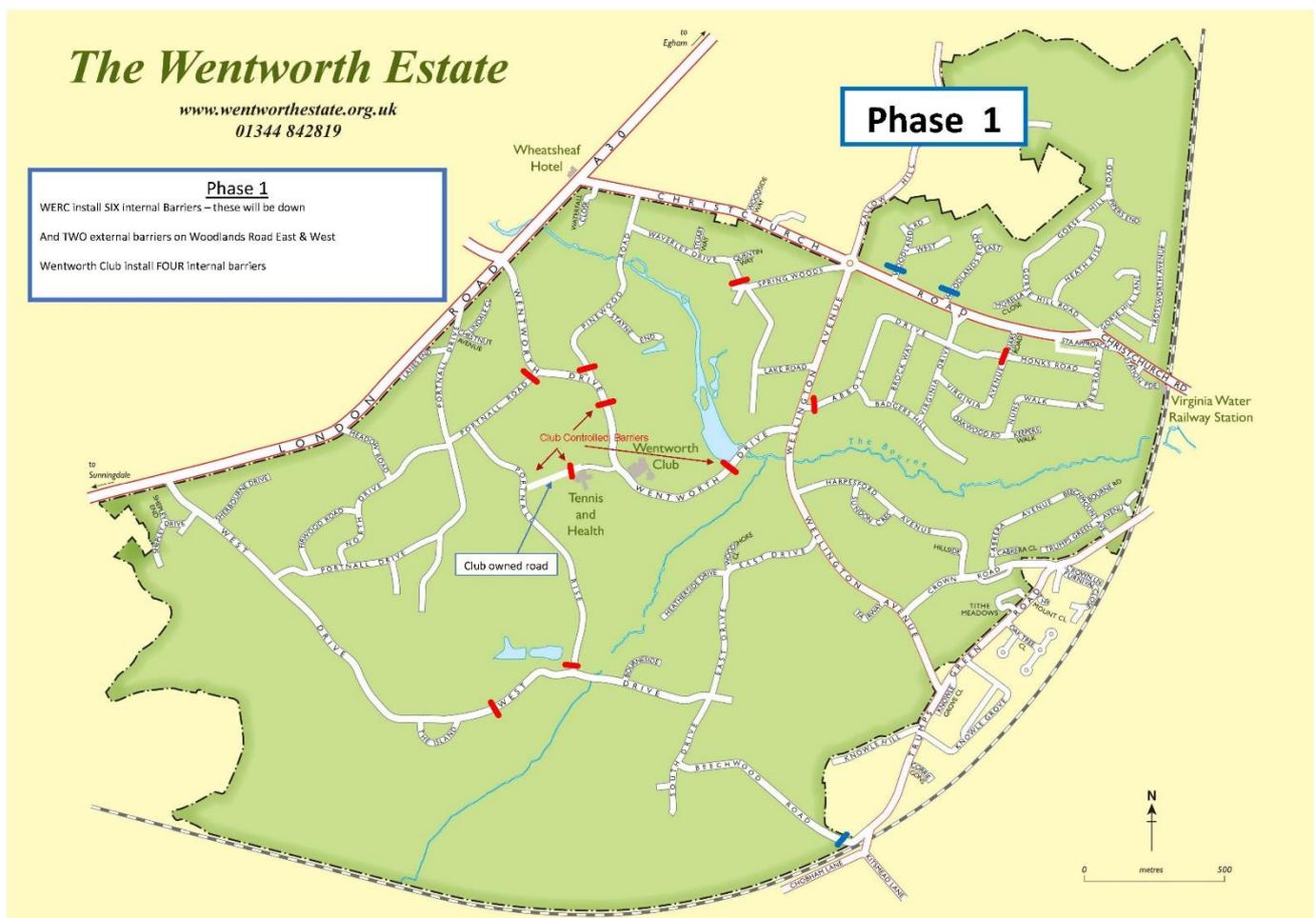
This provides a means for unauthorised vehicles entering to turn-around, also it will channel Club visitors to remain on Wentworth Drive.

6. We have consolidated the barriers in the Wentworth South area so there is now only ONE at the entrance to Abbots Drive and will be down and controlled
This isn't going to be straightforward. Presently this is a narrow junction and it is a fast stretch of Wellington Avenue, therefore to overcome these issues the grassed area to the left of the entrance will be part changed to a turning area.
7. The internal barrier at the crossroads with Abbots Drive and Virginia Drive has been relocated to where Virginia Avenue and Friars Road meet Abbots Drive.
This provides unauthorised vehicles in both directions the ability to turn on the junctions as opposed to onto a resident's driveway and moves the barrier away from a resident's frontage.
8. The Virginia Drive barrier cannot be down during the day as authorised traffic needs access.
It is the main entrance to this area, if it were down it would direct the traffic into Friars Road which is a minor entrance.
9. The Area Map shown in the Proposal Document will be dropped to eliminate any perceived segregation.
10. Finally, all Road Rate payers will have TWO FREE ZAPPERS.
For other residents and extras the indications are these can be purchased for around £20 each.
There will NO LIMIT as to how many a resident can purchase.

Finally.

5. THE WAY FORWARD

The intention is to have a Phased Implementation.



PHASE 1

We will implement SIX internal barriers in conjunction with the Club. This will allow residents and other authorised users the opportunity to get familiar with the access arrangement, BUT also the short-cutters will be prevented from cutting through.

At certain locations improvements will be required to facilitate vehicles to turn around.

We will also install barriers at WRE & WRW to operate as external barriers

We will introduce new logo which has been approved by WERC and WRA to smarten the appearance of the barriers as much as possible, in addition we intend changing the entrance signage and road names.

PHASE 2

Will be the installation of the external barriers and this will be once Phase 1 goes live and tested.

Finally, the results of the Consensus and the new Masterplan will be put on our website early next week. In addition, we will produce another document with more detail as to the amendments and how it will operate.