



SHAWFIELD ROAD, ASH : OBJECTIONS TO PROPOSED TRAFFIC CALMING

SURREY COUNTY COUNCIL LOCAL COMMITTEE (GUILDFORD)

12th FEBRUARY 2008

KEY ISSUE

This report considers whether to uphold or over-rule objections received to the proposed traffic calming measures.

SUMMARY

The report sets out objections received from 8 residents of Ash to the proposed traffic calming measures consisting of road cushions, a zebra crossing, signs, road markings and a vehicle activated sign on the B2036 Shawfield Road, Ash following recent advertising of the proposals. It recommends that the objection be overruled and the scheme proceed as proposed.

Report by

LOCAL HIGHWAYS MANAGER

Surrey Atlas Ref.

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& 106, A2 - 3

GUILDFORD B.C. WARD (S)

ASH WHARF, ASH SOUTH,
TONGHAM

COUNTY ELECTORAL DIVISION (S)

ASH

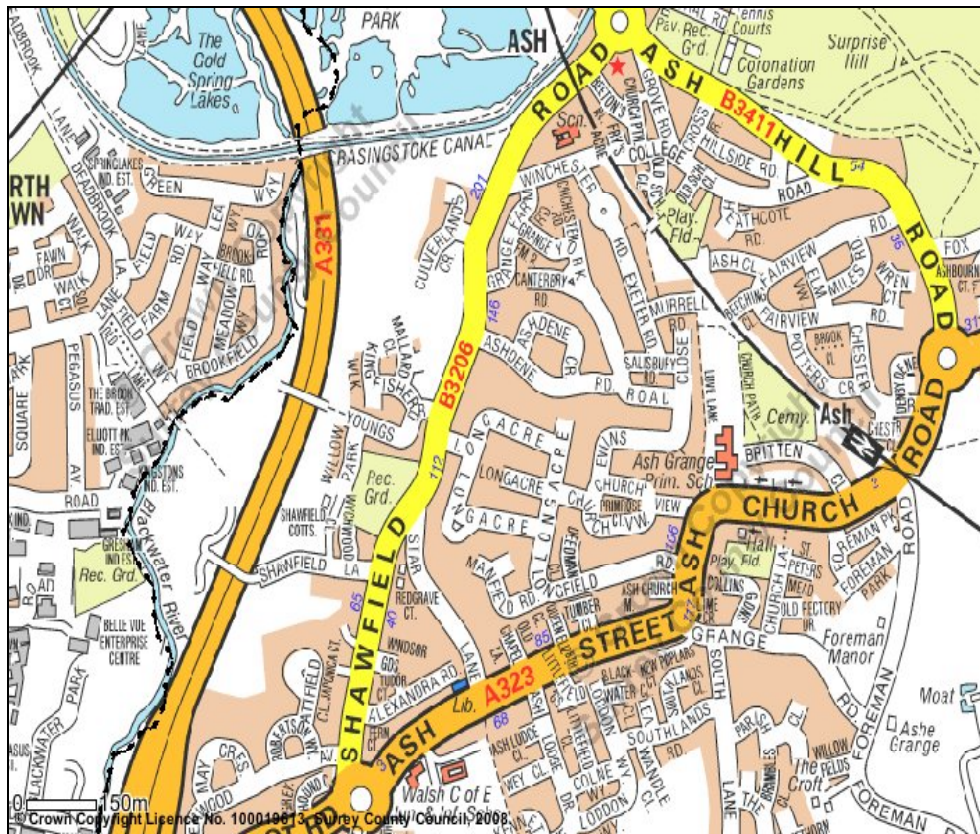
OFFICER RECOMMENDATIONS

The Committee is asked to agree:

- (i) that the objections to the proposed traffic calming measures on Shawfield Road, Ash be overruled.
- (ii) that the County Council proceed under Section 90 (A) to (I) of the Highways Act 1980 (as amended), to introduce traffic calming measures in the form of road cushions on the B3206 Shawfield Road, Ash.

INTRODUCTION and BACKGROUND

- 1 On 14 June 2007, the Committee gave approval to the proposed scheme following comprehensive consultation with residents, elected Members, emergency services, bus operators and other interested parties.
- 2 The proposals to introduce road cushions, signs, road markings and a vehicle activated sign, were subsequently advertised, as a result of which 8 objections have been received.



- 3 B3206 Shawfield Road forms part of the route linking Ash Vale, Ash and Aldershot. A location plan is shown above. The road is subject to a 30mph speed limit and is residential, with Japonica Court, a sheltered housing facility and adjoining day centre at the southern end, close to the Greyhound roundabout. There is currently no pedestrian crossing facility in the vicinity of Japonica Court. The length of road to be traffic calmed is 1.4 km (0.9 mile) from the Greyhound to the railway bridge.

- 4 There have been 34 recorded personal injury collisions from 1/1/1997 to 31/10/2007. Of these, 8 involved pedestrians, 5 involved pedal cyclists and 3 involved motorcyclists. Seven were classified as serious, and 10 involved speeding vehicles.
- 5 Speed surveys were carried near Japonica Court from 21 to 30 December 2007. The results show that the 85th percentile speed of traffic travelling in a northerly direction (towards Ash Hill Road) was 40mph and in a southerly direction (towards Greyhound Roundabout) 34mph.

CONSULTATIONS

- 6 The consultation was carried out as follows:
 - Letters were delivered by Ash Parish Council on behalf of Surrey County Council to all residents of Shawfield Road and some in side roads off Shawfield Road. These informed of the scheme and the public exhibition.
 - A poster was prepared by SCC and displayed at Ash PC office and the Ash Centre.
 - An article in the Parish newsletter informed residents of the impending exhibition.
 - An exhibition was held in the Parish Hall on 9 to 14 March 2007.
 - The proposals were amended as a result of public feedback, and approval was given by this Committee on 14 June 2007. Some residents attended the Committee meeting and expressed their views on the proposals.
 - A Public Notice was published in the local press informing of the intended proposals and giving notice of the 28 day objection period.
 - Notices were erected along the road affected describing the proposals & setting out the period of objection.
 - The detailed proposals and statement of reasons were on display at Ash Library and Surrey Highways Service's Local Office.

OBJECTIONS

- 7 There have been 8 objections from residents to the proposals. These are listed overleaf and their letters and officers' replies are shown on attached in **ANNEXE A** for information.

Objector	Address	Grounds for objections
Mr M Tolley	Kingfisher Walk	<ul style="list-style-type: none"> ➤ Insufficient public notice & insufficient public consultation ➤ Mis-representation of personal views as fact ➤ Inappropriate road for use of traffic calming ➤ Insufficient detail in plans ➤ Waste of public money ➤ Environmental impact ➤ Noise and vibration ➤ Reduced response time for emergency vehicles ➤ Lack of parking restrictions & location of bus stops in relation to speed cushions ➤ Ingress and egress to Young's Drive
Mr R Tolley	Grange Farm Road	<ul style="list-style-type: none"> ➤ 'Overkill' ➤ Shawfield Road used by high volumes of traffic when A331 is blocked ➤ Cushions are badly sited ➤ Will increase traffic flow in Star Lane
Mr Peter Monk	Foxhurst Road, Ash Vale	<ul style="list-style-type: none"> ➤ Effect on emergency services ➤ Ineffective for HGVs and vans ➤ Suggests VASs instead
Mrs M J Monk		
Mr P Royston	Shawfield Road	<ul style="list-style-type: none"> ➤ Cushions near his property ➤ Noise and vibration ➤ Cushions will increase danger ➤ Suggests safety camera and controlled crossings
Mrs J Mee	Shawfield Road	<ul style="list-style-type: none"> ➤ Not aware of PIAs ➤ Noise and inconvenience ➤ Period of consultation
Mr R L Scard	Ash Hill Road	<ul style="list-style-type: none"> ➤ Cushions damages tyres and tracking on cars ➤ Suggests VASs and road markings instead
Mrs R Munn	Grange Farm Road	<ul style="list-style-type: none"> ➤ Accidents due to poorly designed junctions, not speed ➤ Cushions damage cars ➤ Cushions discriminate against people with spinal injuries ➤ Cushions cause air pollution and noise ➤ Parking will be difficult; house prices will be affected ➤ Effects on emergency vehicles ➤ Will cause traffic to divert ➤ Suggests VASs instead

OTHER REPRESENTATIONS

- 8 Officers have been informed that a petition in support of the proposals is being prepared and the first instalment of this has been received. Under the title 'Go Slow in Shawfield Road' the petition states "We the undersigned support the speed calming plans proposed for Shawfield Road" and is signed by 50 people. Most of the signatories appear to be connected with Japonica Court, as residents, staff or carers.

- 9 In addition, two independent letters of support have been received. One wants to know what will replace the speed control measures if these do not proceed, while the other criticises objectors who do not live on the road concerned who he believes are selfish and are unwilling to slow down to benefit pedestrians.
- 10 Any further representations will be reported verbally by officers.

OPTIONS

- 11 The Committee has three broad options:

(a) Overrule the objections and proceed with the current scheme

- 12 Budgetary provision has been made for this, and the scheme would proceed almost to the agreed programme (apart from some two months delay while the objections were resolved). The majority of those who have responded to the consultation would be supportive, and the expectations raised by the consultation would be met. Most importantly the accident level would fall when the measures take effect. Against this, the small number of objectors would be disappointed.

(b) Uphold the objections and abandon the scheme

- 13 This would result in a financial saving estimated at some £60,000, although at this point late in the financial year it would not be possible to mobilise an additional scheme to utilise the funds. It may or may not be possible to transfer the funds forward to 2008/09. The accident rate would not be addressed. The minority who object to the scheme may perhaps be satisfied, although some would favour option (c). Those who favoured the scheme (the clear majority) would be disappointed, and we would have raised false expectations.

(c) Uphold the objections and reconsider the scheme

- 14 At this stage any financial cost or saving cannot be estimated, without knowing what measure might replace the current proposal. This would postpone the scheme for many months while further feasibility, design and consultation was carried out. The minority who object to the scheme may perhaps be satisfied, although some would favour option (b). Those who favoured the scheme (the clear majority) would be disappointed, and we would have raised false expectations. The accident rate would continue, at least until alternative measures could be implemented.
- 15 It should be noted, however, that the scheme has already been through two iterations of design over a four year period. The first, consisting of pedestrian islands and road marking, required road widening and consequent utilities' plant diversions and was abandoned on cost grounds. All the available options, including VASs, road markings and signing, have already been examined, consulted on and found wanting in some respect.

FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 16 The cost of proceeding with the current scheme following detail design is estimated in the region of £60,000. The cost has been allowed for as part of the Local Transport Plan devolved funding for 2007/08.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 17 The proposed scheme is intended to meet the needs of local people in terms of highway safety and residential amenity.

EQUALITIES AND DIVERSITY IMPLICATIONS

- 18 The proposals aim to improve safety and quality of life for all road users including elderly and/or disabled people living in the area.

CRIME AND DISORDER IMPLICATIONS

- 19 The proposals aim to reduce speeding and reassure local residents about the safety of their area.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

- 20 The proposed scheme has been considered and designed in accordance with the approved DfT guidelines and design criteria to meet the needs of community, reduction of personal injury accidents and therefore meeting the central government accident reduction target and possible reduction of through traffic. It is supported by the majority, is funded and will address the accident rate.
- 21 The Committee is recommended to overrule the objections and proceed with the traffic calming measures as proposed.

WHAT HAPPENS NEXT

- 22 Assuming that the officer recommendation is approved, the proposals will be implemented in the near future.

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BACKGROUND PAPERS	Speed Limit Prioritisation: Report to SCC Local Committee (Guildford) 22 March 2007, Item 13
