

TO: MOLE VALLEY LOCAL COMMITTEE
(TRANSPORTATION)

DATE: 10 APRIL 2002

BY: LOCAL TRANSPORTATION MANAGER

DISTRICT(S): MOLE VALLEY

ELECTORAL DIVISION (S):
ASHTEAD

PURPOSE: FOR DECISION

S/A REF:

TITLE: RESPONSE TO BARNETT WOOD LANE TRAFFIC CALMING PETITION

SUMMARY

This report provides a response to a petition presented to Mole Valley Partnership Area Transportation Committee on 13th February 2002. The Petition requested the removal of the vertical traffic calming measures in Barnett Wood Lane and Woodfield Lane and their replacement with a more suitable form of road calming measure/s.

BACKGROUND

1. In 1993 a public consultation was carried out amongst residents of Ashtead to establish whether support for the installation of traffic calming in Woodfield Lane and Barnett Wood Lane existed. The objectives of the proposed traffic calming, as stated in the public consultation were threefold:
 - To reduce road casualties
 - To reduce traffic speeds
 - To improve the general environment for both residents and people who have a need to be in the area
2. Following a favourable response to the consultation, the scheme was installed in two separate phases, with Craddocks Avenue being implemented during 1995, and Barnett Wood Lane and Woodfield Lane construction being completed during November 1996.
3. In August 2000 a report was presented to the Mole Valley Partnership Area Transportation Sub-Committee (MVPATS) which detailed the effectiveness of the traffic calming scheme, against the original objectives. The conclusions of that report

were that the overall objectives of reducing traffic volume, vehicle speeds and Personal Injury Accidents, both the number and severity, on the calmed roads have been achieved. In addition, there has been no general migration of traffic onto the other minor roads within the study area, and the displacement of traffic onto the A24, particularly that of Heavy Goods Vehicles and out of service buses, has been achieved without an increase in accidents on that road.

PROPOSAL FROM MRS SYLVIA SHARLAND

4. The petition presented to the Mole Valley Partnership Area Transportation Committee on 13 February 2002, calls for the removal of the 'vertical road calming measures'(road tables) and their replacement with a 'more suitable form of road calming measures'.
5. In her presentation Mrs Sharland drew a comparison to the Partnership Area Transportation Committee decision to implement speed cushions in Ashcombe Road. Prima facia this would be contrary to the petition against vertical deflection however, a small feasibility study has been carried out to detail the implications of replacing the road tables with speed cushions and occasional road tables (required every 6 – 8 sets of cushions).

FINANCIAL IMPLICATIONS OF REPLACEMENT OF ROAD TABLES WITH SPEED CUSHIONS

6. There currently are 17 road tables in Barnett Wood Lane. To replace each one with speed cushions requires planing off the existing surface, removing the base course and installing a concrete pad to accept the speed cushions. The by-pass kerbs would need to be replaced with road gullies and then a new wearing course applied to finish the surfacing after the speed cushions have been installed.

The approximate financial implications are as follows:

(Figures based upon current Surrey County Council Highways Maintenance Contract)

- | | |
|--|----------------|
| i) to remove existing road tables and reinstate carriageway | £77,000 |
| ii) to undertake thin surfacing over whole length of scheme to both enhance appearance, reduce noise and seal construction | £80,000 |
| iii) To undertake drainage works at each existing road table location | £14,000 |
| iv) installation of new speed cushions and road tables | £91,000 |
| v) Ancillary costs ie. Legal, white lining, consultation | £11,000 |

Minimum estimated cost for replacing road tables in Barnett Wood Lane (only) with a combination of road tables and speed cushions:

£273,000

7. At present a scheme does not exist within existing LTP and it would be necessary to bid for funds under the “Theme” approach adopted last year for a scheme to be progressed.

8. **COMPARISON WITH ASHCOMBE ROAD SCHEME**

The Ashcombe Road scheme is a traffic management measure aimed at regulating the flow of heavy good vehicles along the road, but not to divert them away. To place them in Barnett Wood Lane would invite back the heavy good vehicles and the out of service buses, thus negating one of the main objectives of the scheme. They would also have no effect on the speed of these classes of vehicles or of motorcycles. Ashcombe Road has a wider carriageway and the footway is separated from it by a row of trees. Barnett Wood Lane is a narrow road, and its footways are often sub-standard with no segregation from the carriageway. Re-introduction of heavy goods vehicles and out of service buses would put them hard against the footway at uncontrolled speeds, which may lead to a significant increase in personal injury accidents, the prime purpose of the scheme’s introduction.

9 **ALTERNATIVE MEASURES**

Other traffic calming measures, which would have the same speed reducing effect, were considered as part of the original public consultation for Barnett Wood Lane, but were rejected by the public who declared a preference for the scheme as constructed.

CONCLUSION

The installation of road tables in Barnett Wood Lane has been successful in meeting the original scheme objectives. To remove the scheme and replace it with different measures which would have the same or equally effective speed reducing and traffic management properties, would have significant cost implications. In addition, given the findings of the consultation, an alternative scheme could well be even less acceptable to the community.

RECOMMENDATION

That officers continue to keep a ‘watching brief’ to see whether measures that are more in keeping with the intent of the petition become available.

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BACKGROUND PAPERS: August 2000 Mole Valley PATS
