



**ROWTOWN AND ONGAR HILL  
TRAFFIC CALMING CONSULTATION  
RESULTS FROM PUBLIC CONSULTATION  
RUNNYMEDE LOCAL COMMITTEE  
10<sup>TH</sup> SEPTEMBER 2004**

**Key Issue**

The results of a public consultation considering a road safety scheme comprising physical traffic calming aimed at addressing excessive speeds and a history of speed related personal injury accidents.

**Summary**

The report summarises the results from the public consultation and addresses a number of issues raised during the public consultation.

**Officer Recommendations**

The Committee is asked to agree:

- a). **that the Rowtown and Ongar Hill traffic calming scheme be progressed to detailed design and construction**
- b). **that the traffic calming notice be advertised and that the Local Transportation Director be authorised to consider any objections received in consultation with the Chairman and Local Member**
- c). **that the spacing between the speed cushions originally proposed in the consultation document be increased to reduce the total number of cushions**
- d). **that a flat top hump be constructed in Ongar Hill outside the Holy Family School as originally proposed in the consultation document**

- e). **that a raised zebra crossing be constructed in Ongar Hill to the north of the junction with Coombe Drive as originally proposed in the consultation document**
- f). **that a set of speed cushions additional to those originally proposed in the consultation document be provided in Hare Hill to the west of the junction of Hare Hill, Rowtown and Ongar Hill**
- g). **that two vehicle activated signs be provided in Rowtown near the junction with Brox Lane**
- h). **that additional warning signs and road markings be provided in Woodham Park Road to highlight the series of bends to the south of Rowtown**
- i). **that automated traffic surveys be conducted in Hare Hill and Woodham Park Road twelve months after the implementation of the traffic calming scheme and that personal injury accident records be continuously monitored to assess the impact of the scheme on adjacent roads**
- j). **that Hare Hill be included in the speed poster campaign**
- k). **that the existing “concealed entry ahead” warning signs at the junction of Hare Hill and The Ridings be yellow backed to improve their conspicuousness and that the existing slow markings be refreshed and enhanced with red patches**
- l). **that the “school keep clear” zigzag markings outside the Holy Family School in Ongar Hill be relocated and extended**
- m). **that uncontrolled pedestrian crossings be provided in Hare Hill and Rowtown to improve pedestrian access to the Walton Leigh recreation ground**

## **1.0 Background Information**

- 1.1 On 23<sup>rd</sup> January 2004 the Hare Hill, Rowtown and Ongar Hill road safety feasibility study was presented to the Local Committee and it was agreed that traffic calming proposals for Rowtown and Ongar Hill should be put to public consultation.
- 1.2 The feasibility study reported that in the five year period between August 1998 and August 2003 there had been a total of 19 personal injury accidents in Rowtown and Ongar Hill. Automated traffic surveys identified excessive speeds in both roads. A cost benefit analysis for the scheme concluded that the capital payback period for the scheme was just eleven months.
- 1.3 An informal working group was formed to oversee the consultation process comprising the Local Member and Borough Members from the Chertsey South and Rowtown ward as well as other Borough Members local to the Rowtown area.
- 1.4 The working group met on 15<sup>th</sup> March to agree the content of the consultation documents that would be delivered to local residents and also agree the extent of the consultation catchment area. The working group then met on 16<sup>th</sup> June and again on 14<sup>th</sup> July to discuss the results from the public consultation and agree the contents of the report to be presented to the Local Committee. In addition

Borough Members from the New Haw and Woodham wards have been consulted on the final draft of the report.

## 2.0 Consultation Method

- 2.1 Approximately 1,340 leaflets and questionnaires were hand delivered to local residents on 20<sup>th</sup> May. Residents were invited to public displays held in the Church Hall at the Holy Family Church in Ongar Hill on Saturday 29<sup>th</sup> May and Wednesday 2<sup>nd</sup> June and were requested to complete and return their questionnaires by freepost by 11<sup>th</sup> June.
- 2.2 Examples of the leaflet will be available at the Committee Meeting on 16<sup>th</sup> July and the questionnaire is available in **Annex 1**.

## 3.0 Extent of Consultation Catchment Area

- 3.1 Leaflets and questionnaires were delivered to the following roads:

- Avon Close	- High Tree Close	- Ongar Hill
- Barton Close	- Hillside Gardens	- Ongar Place
- Bearwood Close	- Howards Lane	- Redwoods
- Caxton Avenue	- Kathreine Close	- Row Hill
- Chaucer Way	- Ledger Drive	- Rowtown
- Coombe Drive	- Leigh Close	- Rudge Rise
- Coombelands Lane	- Liberty Rise	- Spinney Hill
- Copperfield Rise	- Malus Close	- Summerfields Close (inc. Findon Court)
- Dickens Drive	- Malus Drive	- The Glen (inc. Glen Court)
- Farm Lane	- Marley Close	- The Ridings
- Franklands Drive	- Milton Road	- Woodlands Park
- Furze Road	- Oakhill Road	- Wriotsley Way
- Hare Hill	- Old Road	
- Hartland Road	- Ongar Close	

- 3.2 **Annex 2** illustrates the consultation catchment area.

## 4.0 Results

- 4.1 467 completed questionnaires were received, representing a 35% response rate. Approximately 90 local residents attended the public displays. The results from the consultation are summarised below.

	In Favour	No View	Opposed
<b>Address Not Supplied</b>	14 (58%)	2 (8%)	8 (33%)
<b>Avon Close</b>	1 (17%)	2 (33%)	3 (50%)
<b>Barton Close</b>	2 (50%)	0 (0%)	2 (50%)
<b>Bearwood Close</b>	2 (50%)	0 (0%)	2 (50%)
<b>Caxton Avenue</b>	5 (83%)	0 (0%)	1 (17%)
<b>Chaucer Way</b>	7 (41%)	0 (0%)	10 (59%)
<b>Coombe Drive</b>	12 (67%)	0 (0%)	6 (33%)
<b>Coombelands Lane</b>	5 (71%)	0 (0%)	2 (29%)
<b>Copperfield Rise</b>	5 (56%)	1 (11%)	3 (33%)
<b>Dickens Drive</b>	10 (83%)	0 (0%)	2 (17%)
<b>Farm Lane</b>	1 (100%)	0 (0%)	0 (0%)
<b>Franklands Drive</b>	13 (59%)	0 (0%)	9 (41%)
<b>Furze Road</b>	2 (40%)	0 (0%)	3 (60%)
<b>Hare Hill</b>	20 (53%)	0 (0%)	18 (47%)
<b>Hartland Road</b>	2 (33%)	1 (17%)	3 (50%)
<b>High Tree Close</b>	10 (71%)	0 (0%)	4 (29%)

Hillside Gardens	0 (0%)	0 (0%)	0 (0%)
Howards Lane	13 (45%)	0 (0%)	16 (55%)
Kathreine Close	4 (80%)	0 (0%)	1 (20%)
Ledger Drive	11 (79%)	1 (7%)	2 (14%)
Leigh Close	11 (69%)	0 (0%)	5 (31%)
Liberty Rise	7 (47%)	2 (13%)	6 (40%)
Malus Close	1 (33%)	0 (0%)	2 (67%)
Malus Drive	6 (75%)	0 (0%)	2 (25%)
Marley Close	7 (58%)	0 (0%)	5 (42%)
Milton Road	3 (43%)	1 (14%)	3 (43%)
Oakhill Road	6 (75%)	0 (0%)	2 (25%)
Old Road	7 (58%)	0 (0%)	5 (42%)
Ongar Close	5 (100%)	0 (0%)	0 (0%)
Ongar Hill	6 (75%)	1 (13%)	1 (13%)
Ongar Place	13 (57%)	1 (4%)	9 (39%)
Redwoods	8 (67%)	0 (0%)	4 (33%)
Row Hill	6 (55%)	1 (9%)	4 (36%)
Rowtown	35 (69%)	1 (2%)	15 (29%)
Rudge Rise	1 (100%)	0 (0%)	0 (0%)
Spinney Hill	6 (67%)	0 (0%)	3 (33%)
Summerfields Close (inc. Findon Court)	1 (50%)	0 (0%)	1 (50%)
The Glen (inc. Glen Court)	2 (50%)	0 (0%)	2 (50%)
The Ridings	5 (45%)	2 (18%)	4 (36%)
Woodlands Park	4 (50%)	1 (13%)	3 (38%)
Wriotsley Way	0 (0%)	0 (0%)	0 (0%)
<b>TOTAL</b>	<b>279 (59.7%)</b>	<b>17 (3.7%)</b>	<b>171 (36.6%)</b>

## 5.0 Discussion

- 5.1 It can be seen that the majority of responses received (59.7%) were in favour of the proposals and that 36.6% of the responses were opposed.
- 5.2 Those roads where the majority of responses received were negative are highlighted in **Annex 3**. It can be seen that those roads where the majority of residents were opposed to the scheme are generally some distance from Rowtown and Ongar Hill. Whereas those more directly affected by the scheme, who would benefit from reduced traffic speeds and improved safety, are generally more in favour of the scheme. 69% of those residents who responded from Rowtown were in favour of the scheme and 75% of those who responded from Ongar Hill were in favour.
- 5.3 The questionnaire also invited residents to include additional comments. A summary of all of the issues raised by local residents with officer's comments is available in **annex 4**.
- 5.4 Several recommendations have been made as a result of concerns and issues raised, however these recommendations have no bearing on the recommendations made in the Hare Hill, Rowtown and Ongar Hill road safety feasibility study reported to the Local Committee on 23<sup>rd</sup> January 2004. Those recommendations included:
- the construction of three uncontrolled pedestrian crossings
  - signing and lining maintenance works
  - lighting improvements in the vicinity of Ongar Parade

## **6.0 Conclusions**

- 6.1 The results from the public consultation indicate that the majority of local residents are in favour of the Rowtown and Ongar Hill traffic calming scheme.
- 6.2 A number of issues have been raised during the public consultation and where feasible the scheme as originally proposed has been modified.

## **7.0 Financial Implications**

- 7.1 The total estimated cost for the Hare Hill, Rowtown and Ongar Hill road safety improvements is £75,000. This will incorporate the recommendations from this report as well as the recommendations from the original Hare Hill, Rowtown and Ongar Hill road safety feasibility study.
- 7.2 The scheme is to be funded from local transportation capital funding and will be progressed to detailed design immediately with a view to construction in this financial year.

**Report by: Rhys Mander, Engineer, Runnymede LTS**

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Background Papers: **None**

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Version: 4

Date: 12/8/04

Time: 16:00

Initials: RM

Annexes: 4