



OFFICER REPORT TO LOCAL COMMITTEE

(Runnymede)

WAPSHOTT ROAD, ST PAUL'S ROAD, BOWES ROAD SUMMARY OF PUBLIC CONSULTATION 26th February 2010

KEY ISSUES

The public consultation for the Wapshott Road, St Paul's Road and Bowes Road scheme is now complete.

Budgets for the ITS programme will be much reduced next financial year, and may be stopped altogether.

SUMMARY

The Wapshott Road, St Paul's Road and Bowes Road scheme is intended to address concerns about the speed and volume of traffic using the roads through the Wapshott Estate to bypass queues at the Thorpe Road level crossing and the roundabout adjacent to Staines Bridge.

Surrey County Council has now consulted the emergency services, residents of the Wapshott Estate, and local schools and churches.

The budgets available to progress this scheme may be reduced to zero next financial year. Therefore this scheme may have to be deferred indefinitely.

OFFICER RECOMMENDATIONS

The Local Committee is asked to:

- (i) Defer any decision in respect of the Wapshott Road, St Paul's Road and Bowes Road scheme to its meeting of July 2010.

1.0 INTRODUCTION AND BACKGROUND

- 1.1 Surrey County Council's Local Transport Plan (LTP) aims to improve the highway network for all users. In general terms it aims to reduce congestion, improve accessibility, reduce the frequency and severity of road casualties, improve the environment, and maintain the network so it is safe for public use.
- 1.2 For a number of years residents have expressed concerns about the volume of traffic using the roads through the Wapshott Estate to bypass queues at the Thorpe Road level crossing and the roundabout adjacent to Staines Bridge. Complaints have also been received about the speed of vehicles.
- 1.3 In response to these concerns Committee agreed that a feasibility study should be undertaken to consider the introduction of measures to reduce vehicle speeds and volumes through the estate.
- 1.4 The budgets available to progress this scheme will be much reduced next financial year, and may be reduced to zero.

2.0 ANALYSIS

Feasibility Study

- 2.1 Table 1 details the results of 3 traffic surveys completed as part of the feasibility study. The survey data recorded support residents' claims that large numbers of drivers use the estate roads as a through route. It also indicates that whilst speeds are commensurate with the speed limit they are still higher than would be desirable on residential roads of this nature.

Location	Two way daily volume	Average speed	85 th percentile speed
St Paul's Road	1,936	26mph	31mph
Wapshott Road	1,936	23mph	30mph
Bowes Road	1,778	22mph	27mph

Table 1 – Traffic survey results

- 2.2 County Council records indicate that no accidents involving personal injury have occurred on any of the estate roads over the 3-year period from December 2006 to November 2009 (latest available data). For the consultation the accident history from August 2006 to July 2009 was presented – there were no personal injury accidents over this period either.
- 2.3 Following the study, 2 alternative schemes aimed at addressing the problems identified were proposed. The 2 options were as follows:
- Road closure (initially on an experimental basis) to close off the through route. A lockable gate or bollard would be used to enforce the closure so that access could be maintained for emergency service vehicles;
 - Speed cushions.

Public Consultation

- 2.4 A leaflet detailing the proposed measures was delivered to all households fronting the estate roads as well as to local schools and churches. The leaflet included a questionnaire and a pre-paid envelope so residents could express their views.

- 2.5 A public exhibition was held at the Hythe Centre on 3rd November 2009 to allow residents to find out more about the proposals and Officers were available to answer questions.
- 2.6 A total of 265 leaflets were delivered. 79 completed questionnaires were received and Table 2 summarises the views expressed.

Preferred option	Number of people in favour	Percentage of people in favour
Road Closure	41	52%
Speed Cushions	28	35%
No Action	9	11%
Other	1	1%

Table 2 – Responses to Public Consultation

- 2.7 The emergency services were consulted about the concept of a road closure before this was proposed as an option. Neither the Police nor the Ambulance Service expressed any objection. The Fire and Rescue Service expressed concern for the potential for increased delays in making an emergency response due to the physical constraints of any methods deployed to enforce traffic calming.

Petition

- 2.8 Subsequent to the public consultation taking place, a petition with 609 eligible signatories has been received from local residents and traders opposing the road closure option, but favouring traffic calming as an alternative.

3.0 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 3.1 The cost of implementing a road closure is likely to be in the region of £15,000. The costs would include:

- The legal costs of drafting and advertising an experimental Traffic Regulation Order
- Officer time needed to receive and respond to representations made as part of the traffic order process
- Cost of installing a gate, and any other physical features needed to implement the closure on the ground

- 3.2 The cost of implementing traffic calming is likely to be in the region of £75,000 to £100,000 if the entire Wapshott Estate were to be treated. If only St Paul’s Road were to be treated, the cost is likely to be in the region of £25,000 to £50,000. Precise costs would not be known until the detailed design was complete.

- 3.3 If budgets for Integrated Transport Schemes are reduced to zero next financial year, this scheme would have to be deferred indefinitely. If budgets are much reduced, it is very unlikely that traffic calming the entire Wapshott Estate would be affordable.

4.0 EQUALITIES AND DIVERSITY IMPLICATIONS

- 4.1 The Highway Service is mindful of its needs within this area and attempts to treat all users of the public highway with equality and understanding. It is intended

that an Equalities Impact Assessment will be undertaken for each Integrated Transport Scheme as part of the design process.

5.0 CRIME AND DISORDER IMPLICATIONS

- 5.1 A well-managed highway network can reduce fear of crime and allow the Police greater opportunity to enforce speed controls.

6.0 CONCLUSION AND RECOMMENDATIONS

- 6.1 All Integrated Transport Schemes will need to be reviewed to accommodate the forthcoming budget cuts. It may be necessary to suspend the forward programme altogether.
- 6.2 A road closure was the option favoured by respondents to the public consultation. However at the same time the prospect of a road closure has caused considerable concern among residents. Therefore it would not be prudent for Committee to commit to any course of action unless there are funds available to see it through. Any such commitment could raise an expectation among the community that Surrey County Council may not be able to honour.
- 6.3 Therefore it is recommended to defer any decision in respect of this scheme until such a time as the budgets for next financial year have been set.

7.0 REASONS FOR RECOMMENDATIONS

- 7.1 The rationale for the recommendation is to ensure that Surrey County Council does not raise an expectation that this scheme will be implemented, and then not be able to honour that expectation.

8.0 WHAT HAPPENS NEXT

- 8.1 Officers will keep Committee informed of any budget decisions.

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