



**OFFICER REPORT TO LOCAL COMMITTEE
(RUNNYMEDE)**

**Franklands Drive, Addlestone
Proposed Traffic Calming Measures
1 November 2010**

KEY ISSUES

To consider the results of the public consultation for the proposed introduction of traffic calming measures in Franklands Drive, Addlestone.

SUMMARY

Subject to the views of residents, the planning consent for a large residential development at Franklands Drive (Addlestone) requires the developer to provide traffic calming features along Franklands Drive.

The introduction of a combination of speed cushions and kerb build outs has been proposed.

Local residents and other interested parties have been consulted about these proposals and the views that have been expressed are detailed within this report.

OFFICER RECOMMENDATIONS

In the light of the results of the public consultation, the Local Committee is asked to EITHER:

- (i) Approve the advertisement of a notice in accordance with the Highways Act 1980 detailing the proposed traffic calming measures, and subject to no objections being maintained agree that the measures be constructed,
- OR
- (ii) Agree that the proposed traffic calming measures should not be progressed.

1.0 INTRODUCTION AND BACKGROUND

- 1.1 A planning application has been approved for the development of 350 new residential properties on land at Franklands Drive, Addlestone.
- 1.2 A new access road to the development will be constructed and this will emerge on to Franklands Drive at the point where property numbers 51 and 53 were formerly located.
- 1.3 Subject to the views of local residents, the planning consent requires the developer to provide traffic calming along Franklands Drive.
- 1.4 The primary aim of introducing traffic calming is to discourage drivers from the new development from using the northeastern section of Franklands Drive, which is relatively narrow and has high levels of on-street parking. Traffic calming measures may also help reduce vehicle speeds.
- 1.5 It has been proposed that a speed cushion is installed together with kerb build outs (to reduce the width of the carriageway) at 4 locations along Franklands Drive. The plan attached at **Annex 1** shows the proposed position of each of the measures.

2.0 ANALYSIS

- 2.2 There is no record of any personal injury accidents having occurred along the length of Franklands Drive over the 3-year period from July 2007 to June 2010 (latest available data). However, over the same period there were 2 personal injury accidents at the junction of Franklands Drive with Ongar Hill (but none at the junction of Franklands Drive with Rowtown).

3.0 CONSULTATION

- 3.1 A letter and plan were delivered to all properties in Franklands Drive to provide residents with details of the proposed traffic calming. A total of 54 letters were delivered.
- 3.2 Residents also received a questionnaire together with a pre-paid envelope to give them an opportunity to indicate whether they support the proposals.
- 3.3 A total of 32 questionnaires were returned by residents. The table below details the views expressed:

3.4

Support introduction of traffic calming	Against introduction of traffic calming	No preference given
14	17	1

- 3.5 Residents made a number of additional comments. The most commonly repeated points are listed below:
 - There should be a right turn ban for vehicles exiting the new development.
 - The proposed measures will reduce availability of on-street parking.
 - Parked cars already have the effect of slowing traffic.

- Traffic calming measures should also be introduced in the section of Franklands Drive between Rowtown and the access to the new development.
- 3.6 Surrey Police have stated they no objection to the proposals but made the following comments:
- The proposals will impact on the availability of on-street parking and will result in either parking being displaced or vehicles being parked partially on the footway. This issue needs to be investigated further.
 - The nature of the road and the amount of on-street parking has the effect of restraining vehicle speeds and therefore the justification for traffic calming could be questioned.
- 3.7 No comments have been received from the Fire or Ambulance Services.
- 3.8 West Addlestone Residents' Association (WARA) made the following comments:
- It welcomes measures that reduce speeds in residential roads but pointed out that parked cars effectively reduce vehicle speeds in the northeastern section of Franklands Drive.
 - Traffic calming measures are required between Rowtown and the access to the new development. This section of road is wider and therefore drivers are more likely to travel at inappropriate speeds. Residents have reported young drivers are already travelling up and down this length of road and doing handbrake turns outside the access to the development.
 - It would be helpful if vehicles emerging from the new estate were prevented from turning right.
- 3.9 Comments were received from a local Borough Councillor who suggested using kerb build outs to create a single lane in the centre of the road and then operating a giveway/priority system (without the proposed cushions).
- 3.10 Whilst some residents would prefer the introduction of a right turn ban for vehicles exiting the new development, this is unlikely to be effective. Surrey Police have indicated they share this view and would be unable to justify enforcement of such a restriction as a priority. Furthermore, this proposal would still allow drivers to legitimately use the northeastern section of Franklands Drive when travelling to the new development.

4.0 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 4.1 The cost of introducing the proposed traffic calming measures would be fully met by the Developer.

5.0 EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1 There are no equalities and diversity implications arising from this report.

6.0 CRIME AND DISORDER IMPLICATIONS

- 6.1 There are no crime and disorder implications arising from this report.

7.0 CONCLUSION AND RECOMMENDATIONS

- 7.1 The results of the consultation suggest there is not strong support for the proposed traffic calming measures amongst local residents.

- 7.2 A number of residents have suggested the right turn out of the new development should be banned. However, this proposal is likely to be subject to abuse and ineffective in deterring drivers from the new development from using the northeastern section of Franklands Drive. Surrey Police have indicated that enforcement of such a restriction would be a very low priority.
- 7.3 The Local Committee is asked to consider the results of the consultation and decide whether the proposed measures should be progressed.
- 7.4 It should be noted that if it is decided not to progress with the proposals at this stage, then it would not be possible to require the developer to fund measures at a later date.

8.0 WHAT HAPPENS NEXT

- 8.1 If the Committee decides that the proposals should be progressed then the detailed design of the scheme will be undertaken. Once this has been completed the proposed measures will be formally advertised and public notices will be displayed in the local press and on site.
- 8.2 Any formal objections would have to be considered. Subject to no irresolvable objections being received in response to the public notices, the scheme would then be constructed by the Developer.

LEAD OFFICER: Andrew Milne
TELEPHONE NUMBER: 03456 009 009
E-MAIL: wah@surreycc.gov.uk
CONTACT OFFICER: Jason Gosden
TELEPHONE NUMBER: 03456 009 009
E-MAIL: wah@surreycc.gov.uk
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