



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

**Franklands Drive, Addlestone
Proposed Traffic Calming Measures
27 June 2011**

KEY ISSUES

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

SUMMARY

In response 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.

Residents were previously consulted about a traffic calming scheme proposing the introduction of a combination of speed cushions and kerb build outs. However, having considered the results of the consultation, the Local Committee (Runnymede) decided that residents should be consulted about further options.

A further consultation has therefore now been undertaken. Residents and other interested parties were asked to express their preference from 3 alternative proposed schemes. The views expressed during this consultation are detailed within this report.

OFFICER RECOMMENDATIONS

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

- (i) Authorise completion of the detailed design and subsequent construction of the scheme proposed as Option 3 (as detailed in the plan attached as **Annex 4** to this report).
- (ii) Authorise the Area Team Manager, in response to requests made through the recent consultation, to seek the inclusion of either a

speed table or speed cushions in Franklands Drive (near property numbers 52 and 54), placed at the Developer's expense, without returning this matter to the Local Committee.

- (iii) Subject to the installation of a speed reducing measure (near property numbers 52 and 54) being agreed, authorise the advertisement of a notice in accordance with the Highways Act 1980 detailing the proposed measure; and subject to no objections being maintained the measure be constructed.
- (iv) Authorise the advertisement of a traffic regulation order to ban vehicles from:
 - turning left into the access road to the new development from Franklands Drive.
 - turning right out of the access road from the new development into Franklands Drive.
- (v) Agree that any objections to the Traffic Regulation Order should be considered and resolved by the Area Team Manager for the northwest area in consultation with the Divisional Member and Chairman, but if any objections prove insurmountable, that the matter is reported to Committee;
- (vi) That once any objections have been considered and resolved, that the Order be made.

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 During September/October 2010 residents were consulted about an initial proposal to introduce a combination of speed cushions and kerb build outs in Franklands Drive. The plan attached at Annex 1 shows the proposed measures.
- 1.6 Details of the proposals and a questionnaire were delivered to all properties in Franklands Drive. A total of 32 completed questionnaires were received from residents and the following views were expressed:

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

- 1.7 A number of residents suggested they would prefer the introduction of a right turn ban at the junction of the access road to the development rather than the scheme proposed.
- 1.8 Having considered the results of the consultation at its meeting on the 1 November 2010, the Runnymede Local Committee decided that residents should be consulted about further options. 3 additional alternative schemes were therefore developed and these can be summarised as follows:
- 1.9 **OPTION 1**
- 1.10 This option is detailed in the plan attached at **Annex 2**. It is similar to the scheme originally proposed and involves the introduction of a speed cushion together with a kerb build out at 5 separate locations along Franklands Drive.
- 1.11 **OPTION 2**
- 1.12 This option is detailed in the plan attached at **Annex 3**. It is similar to Option 1 but the first speed cushion at either end of the scheme is replaced with a speed table.

1.13 OPTION 3

- 1.14 This option is detailed in the plan attached at **Annex 4**. It involves amending the layout of the junction where the access road to the development meets Franklands Drive. The proposed changes would make it physically difficult to turn either right out of the development or left into it. A Traffic Order would also be introduced to make these manoeuvres illegal and signs would be erected to indicate to drivers that the turns are banned.
- 1.15 This arrangement would deter drivers from the new development from using the northeastern section of Franklands Drive as a cut through to access Ongar Hill. As such, it would not be necessary to install any other traffic calming measures in the northeastern section of Franklands Drive.

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 April 2008 to March 2011 (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 plans were delivered to all properties in Franklands Drive to provide residents with details of the 3 alternative schemes that have been now been proposed. 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 which of the options they preferred.
- 3.3 A total of 41 completed questionnaires were returned by residents. This is an excellent response rate and exceeds that for the initial consultation.
- 3.4 The table below details summarises the views expressed:

Preferred Option				
Option 1 (speed cushions)	Option 2 (speed cushions & speed tables)	Option 3 (amended junction layout)	No Action	No preference indicated
0	2	33	4	2

The results of the consultation indicate that the majority of those residents that returned a complete questionnaire favoured the introduction of Option 3.

- 3.5 Residents made a number of additional comments. The most commonly repeated point was the suggestion that 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 have no objection to any of the proposed schemes. However, they would be unable to provide continued enforcement of the banned turns in Option 3 should drivers contravene these. (It should be noted that the design of the junction would make it physically very difficult for drivers to make the banned manoeuvres).
- 3.7 No comments have been received from the Fire or Ambulance Services.
- 3.8 West Addlestone Residents' Association (WARA) expressed support for Option 3 provided the majority of residents indicated this was their preference. However, concern was expressed that this option may lead to excessive vehicle speeds on the section of Franklands Drive between Rowtown and the access to the development. It was therefore suggested that a speed table is introduced in this length of road.
- 3.8 Comments were received from a Local Borough Councillor who indicated option 3 to be their preference.

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 majority of those residents that responded to the consultation indicated they would prefer the introduction of the scheme proposed as Option 3 (details as above).
- 7.2 The Local Committee is asked to approve that the detailed design of the Option 3 is undertaken and the scheme subsequently constructed.
- 7.3 In response to requests made by both local residents and WARA, the Local Committee is also asked to authorise the Area Team Manager to seek the inclusion (at the Developer's expense) of either a speed table or speed cushions near property numbers 52 and 54.
- 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 scheme proposed as Option 3 should be progressed then the detailed design of the scheme will be undertaken (by

the Developer). Once this has been completed the proposed Traffic Order (banning the left turn into the development and the right turn out) 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.

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BACKGROUND PAPERS: Report to Local Committee Item 9 Franklands Drive on 1 November 2010

Version No. 1 Date: 10th June 2011 Time: 1500 Initials: JG No of annexes: 4