

Item 18

DEVELOPMENT RELATED TRAFFIC CALMING SCHEME

DEEPCUT BRIDGE ROAD, DEEPCUT

29 April 2004

KEY ISSUE:

The construction of a Traffic Calming Scheme on Deepcut Bridge Road between Blackdown road and Lake Road

SUMMARY:

The planning permission to erect 362 dwellings, a supermarket and a community centre requires the completion of many off sites transportation measures to be funded by the developer.

The works for which the Committee is asked to consider in this report refer to the construction of the traffic calming scheme. The other elements of the developers obligations have either been met or are the subject of separate ongoing processes.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree:-

1. The construction of the 'Preferred' Traffic Calming, including all necessary traffic regulation Orders; all as broadly indicated on Drawings attached at Annex 2; and
2. That the Local Transportation Director in consultation with the Chairman and the Local Member be authorised to consider and resolve and address any detailed design changes and objections.

INTRODUCTION and BACKGROUND

1. The Surrey Heath Borough Council Planning Applications Committee has previously granted permissions for re-development of the Alma and Dettingen Barracks in Deepcut. The development includes the construction of 362 dwellings, a supermarket and a community centre.
2. The planning permission requires Barratt Homes to construct a traffic-calming scheme on Deepcut Bridge Road between Lake Road and Blackdown Road.

3. The design of a traffic calming scheme has been the subject of much discussion between Transportation Development Control, the Local Transportation Director, Barratt Homes' and their Highways Consultants DHA, The Army and the Mytchett, Frimley Green and Deepcut Residents Society.
4. Two schemes were prepared by DHA in order to give local residents the opportunity to select a favoured set of proposals.
5. The two sets of proposals were the subject of a public consultation by way of an exhibition at the church hall at St Barbara's Church in Deepcut. This took place on Wednesday 7th April 2004 between the hours of 4pm and 8pm. Residents have also had the opportunity to view the plans at the Local Transportation Office in Bagshot.

ANALYSIS AND COMMENTARY

6. Two sets of proposals were presented to the residents at the Public exhibition, both of which comprised the following elements:-
 - The provision of gateway entrance to the village north of the development site on Deepcut Bridge Road.
 - The construction of a junction enhancement at Deepcut Bridge Road at its junction with Blackdown Road. This will take the form of entry and exit treatments to the junction, revised white lining and signage.
 - Minor junction improvements at: Woodend Road, comprising minor kerbing and lining alterations.
 - The construction of a roundabout at the junction of Lake Road with Deepcut Bridge Road including the provision of enhanced pedestrian crossing facilities, signage, lining and street lighting.
7. The 'alternative scheme' attached at Annexe 1, predominantly uses kerb build outs with priority narrowing features as a means of calming the traffic.
8. The 'preferred' scheme attached at Annexe 2, predominantly uses road tables and cushions as a means of calming the traffic.
9. The results of the public consultation exercise are detailed under the heading of Consultation below.

CONSULTATION

10. Consultations were undertaken as part of the Planning Application process. Further informal consultations have taken place with the local residents group appointed representatives and the Army.
11. A full public consultation exercise has been undertaken by way of a letter drop and a public exhibition at St. Barbara's church in Deepcut on Wednesday 7th April 2004 between 4pm and 8pm. The exhibition was well attended by local residents with a constant stream of visitors.
12. The consultation comprised the presentation of two differing sets of scheme proposals. The first scheme (labelled 'alternative') comprises the introduction of kerb-build outs as the main speed-reducing feature. The second scheme (labelled 'preferred') comprises the introduction of road tables and cushions

as the main speed-reducing feature. A summary of the consultation is given below:-

- a. The majority of the local residents who attended the exhibition or have viewed the two schemes support the 'preferred' scheme. Of the total representations made, 55% people stated a preference for one or other of the schemes.
- b. Of those who expressed a preference, 81% favoured the use of road tables and cushions.
- c. 23% of those who made comments had no preference.
- d. Only 7% of all representations objected to both schemes.
- e. 38% of comments came from residents of Deepcut Bridge Road
27% of comments came from residents of Blackdown Road
17% of comments came from residents of Lake Road
9% of comments came from residents of Alfriston Road
7% of comments came from residents of Woodend Road
2% of comments came from residents of Frenleigh Rise

13. The majority of the residents in Lake Road, Bellew Road and Blackdown Road expressed concern that the Traffic Calming Scheme was not including these roads. It should be noted however, that Barratts have an obligation to fulfil a traffic-calming scheme through Deepcut Bridge Road only. Many residents of Blackdown Road and Bellew Road expressed concern that these two roads would be used as a rat-run to avoid the traffic calmed zone.

14. Blackdown Road and Bellew Road, whilst both private streets, are considered to have highways rights; as such it is considered that motorists are at right to pass and re-pass over these streets. The aim of the traffic calming has been to slow vehicle speeds and not discourage through traffic. It is acknowledged that some vehicles will choose other routes to Deepcut Bridge Road, it is not felt that Blackdown Road and Bellew Road will become an obvious alternative route for the passing motorist.

15. Notwithstanding all of the above, the concerns of the residents are noted and in order to alleviate some of that concern further discussions will be held with Barratts and their Consultants in order to establish whether they are able to fund any minor works (if at all possible). The full support for any course of action will be required from the residents of Blackdown Road and Bellew Road.

16. The views of Surrey Police and the local Bus operators have been sought and any adverse comments will be reported orally at the meeting.

Conclusion

17. It is proposed to proceed with the 'preferred' scheme incorporating the road tables and cushions as indicated at Annexe 2. The inclusion of a zebra crossing near the junction of Woodend Road is included in the scheme drawings. It is proposed, following the outcome of the consultation, that this

crossing will be placed opposite St. Barbara's Church in place of the road table currently indicated at Site 4, (please refer to Annex 2). A road table will replace the currently indicated zebra crossing. Upon the approval of the scheme by the Committee, the proposals will be the subject of a detailed technical design and Safety Audit processes. The Committee is asked that the resolution of these detailed issues is delegated to the Local Transportation Director in association with the Chairman, Vice Chairman, Local Member and Transportation Development Control.

FINANCIAL IMPLICATIONS

18. None. The full cost of the implementation including all advertising and consultation costs will be borne by the developer.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

19. The proposals consist of restrictions to the vertical alignment of the carriageway, which it is envisaged will reduce vehicle speeds. Deepcut Bridge Road is a B-class road, that is used by local traffic. It is important that existing traffic is not diverted onto other less suitable roads and hence the aim of the calming is to reduce speeds rather than encourage the use of other routes. Whilst reductions in the vehicle flows are not expected, the reduction in speed is likely to improve the amenity and conditions of local residents through reduced noise and pollution.

CRIME & DISORDER IMPLICATIONS

20. There are no direct crime and disorder implications.

EQUALITIES IMPLICATIONS

21. It has been recognized that the introduction of the scheme could divert existing traffic onto less suitable alternative routes. Bellew Road and Blackdown Road together form a link, which bypasses the village if travelling in a south-north direction. Whilst these roads are both private, there are unproven highway rights over them. It was therefore considered important to design the calming scheme in such a way that traffic would not see the use of this route as a more attractive proposition. In this context the implications of the scheme upon the residents of Bellew Road and Blackdown Road have been considered.

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BACKGROUND PAPERS: None

Version No. 1 Date: 16th April 2004 Time: 1700hrs Initials: AS.
No of annexes: 2 (Annexe 1– Alternative Scheme; Annexe 2 - Preferred Scheme)