

Item 19

DEVELOPMENT RELATED TRAFFIC CALMING SCHEME

DEEPCUT BRIDGE ROAD, DEEPCUT

22 July 2004

KEY ISSUE:

The construction of a Traffic Calming Scheme on Deepcut Bridge Road between Blackdown Road and Lake Road including the formation of a closure to through traffic between Blackdown Road and Bellew 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 developer's 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 scheme, including the advertising of all necessary Traffic Regulation Orders; all as broadly indicated on Drawings attached at Annex 2; and
2. The advertising of a Traffic Regulation Order to restrict through vehicular use by Motor vehicles on Blackdown Road/Bellew Road (with emergency only exemptions for military vehicles) in a precise location to be agreed with the Chairman, the Local Member, the Local Transportation Director and Transportation Development Control, and
3. 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 to the advertised Traffic Regulation Orders.

INTRODUCTION and BACKGROUND

1. The Surrey Heath Borough Council Planning Applications Committee have 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 (Section 106 Agreement) 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 and residents of Deepcut.
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 also had the opportunity to view the plans at the Local Transportation Office in Bagshot.
6. The proposals were the subject of a separate report presented to this Committee on 29th April 2004. Following concerns raised by Members, Surrey Police and local residents regarding the potential for displacement of traffic movements, the item was deferred pending a further consultation which was in the form of a letter drop to residents of Blackdown Road and Bellew road, and to enable further discussion with residents, Surrey Police and Barratt Homes.

ANALYSIS AND COMMENTARY

7. Two sets of proposals were presented to the residents at the Public exhibition, both of which comprised the following elements:-
 - (a) The provision of a gateway entrance to the village north of the development site on Deepcut Bridge Road.
 - (b) The construction of a junction enhancement at Deepcut Bridge Road at its junction with Blackdown Road. This to take the form of entry and exit treatments to the junction, revised white lining and signage.
 - (c) Minor junction improvements at: Woodend Road, comprising minor kerbing and lining alterations.
 - (d) The construction of a roundabout at the junction of Lake Road with Deepcut Bridge Road including the provision of enhanced

pedestrian crossing facilities, signing, road marking and street lighting.

- 8 The 'alternative scheme' attached at Annexe 1, predominantly uses kerb build outs with priority narrowing features as a means of calming the traffic.
- 9 The 'preferred' scheme attached at Annexe 2, predominantly uses road tables and cushions as a means of calming the traffic.
- 10 The results of the public consultation exercise are detailed under the heading of Consultation below.

CONSULTATION

- 11 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.
- 12 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.
- 13 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

- 14 A meeting was convened by the residents of Bellew Road and Blackdown Road on 10th June 2004 to discuss the implications of the Traffic Calming Scheme. A copy of the notes of that meeting is attached at Annexe 3. The majority of the residents in Lake Road, Bellew Road and Blackdown Road expressed concern that the Traffic Calming Scheme did not including these roads.
- 15 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. Surrey Police and the Borough Council support these concerns.
- 16 Blackdown Road and Bellew Road, whilst both private streets, are considered to have highways rights, as such it is considered that all highway users have a right to pass and re-pass over these streets. The aim of the traffic calming is to slow vehicle speeds and not discourage through traffic. It is acknowledged that some vehicles may choose other routes to Deepcut Bridge Road, but it is not felt that Blackdown Road and Bellew Road will become an obvious alternative route for the passing motorist.
- 17 A petition of 39 signatures was received, objecting to the Deepcut Bridge Road scheme because of the potential traffic displacement to Blackdown Road and Bellew Road. A considerable number of individual letters with similar objections were also received. However all clearly indicated support for a closure to through traffic to Blackdown Road and Bellew Road, which if included in the proposals, would remove their objections to the traffic calming scheme. In order to address their concerns, further discussions have been held with Barratts and their Consultants.
- 18 Since the presentation of this item at the Committee on 29 April this year, Barratts have agreed to fund the advertising of a Traffic Regulation Order for a Road Closure on Blackdown Road and Bellew road, together with nominal works. The residents of Blackdown Road and Bellew Road have indicated in a petition received by the County Council that 100% of the residents are in support of the closure. Furthermore, subject to the feature being lockable to allow access by emergency vehicles, the Army also support the closure.
- 19 At the time of drafting the report, there have been 8 letters received, indicating deep concern that the Deepcut Bridge Road scheme was deferred, particularly on the basis of perceived traffic displacement on to the Blackdown and Bellew Roads. One of these was from the Mytchett, Frimley Green & Deepcut Society. The opportunity now available to progress a through road closure scheme in parallel with the traffic calming scheme, goes some way to addressing those concerns, albeit not directly dealing with the delay.

Conclusion

- 20 It is proposed to proceed with the 'preferred' scheme incorporating the road tables and cushions as indicated at Annexe 2. It should be noted on the scheme drawings the inclusion of a zebra crossing near the junction of

Woodend Road. It is proposed following the outcome of the consultation exercise 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.

- 21 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 Transportation Development Control.
- 22 It is also proposed to proceed with the advertising and making of a Traffic Regulation Order to prevent through traffic movements along Blackdown Road and Bellew Road in a position to be identified. The closure would most likely take the form of a lockable gate or similar that would retain access for pedestrians and cyclists. Care will need to be taken with regard to the final design in order to preclude access for motorcyclists, which is believed to be the subject of concern by residents.

FINANCIAL IMPLICATIONS

- 23 The full cost of the implementation of the Deepcut Bridge Road scheme including all advertising and consultation costs will be borne by the developer.
- 24 At present Barratt homes have confirmed that they will fund the Blackdown Road and Bellew Road closure up to a value of £3000. It is envisaged that the cost associated with the closure could exceed this sum and unless any further funding can be secured through discussion with Barratts, any additional funding may be required from the LTS budget.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 25 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, which contributes to the needs of local traffic.
- 26 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 to be significant, the reductions in speed is likely to improve the amenity and conditions of local residents through reduced noise and pollution.

CRIME & DISORDER IMPLICATIONS

- 27 There are no direct crime and disorder implications.

EQUALITIES IMPLICATIONS

- 28 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.

29 Due to concern expressed by the residents of those roads, the Borough Council and Surrey Police, a closure to through traffic in those roads is being proposed. The residents in the surrounding locality are supportive of the Deepcut Bridge Road scheme, including the closure. In this context the implications of the scheme upon all the residents of Deepcut have been considered.

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BACKGROUND PAPERS: Committee Report 29th April 2004

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