

Item 27

D3489 PRIOR ROAD, CAMBERLEY TRAFFIC MANAGEMENT SCHEME

SURREY COUNTY COUNCIL'S LOCAL COMMITTEE (SURREY HEATH)

8th December 2005

KEY ISSUE:

To advise members on the outcome of a recent consultation and to approve proposals for traffic management measures along Prior Road.

SUMMARY:

Surrey County Council's Local Committee in Surrey Heath set aside funds in the 2005/6 Local Transport Plan (LTP) for Traffic Management measures along Prior Road, Camberley.

The Local Committee Approved at the Committee meeting of 2 December 2004 the construction of a new pelican crossing on Prior Road. Within this report it was indicated that this should form part of additional measures in Prior Road subject to funding. The crossing has been implemented and further traffic management is proposed.

The Local Transportation Service has consulted closely with residents association Prior Road Users Safety Action Group (PRUSAG) and with local residents, Councillors, the Schools and Police on proposed traffic management measures and feedback has been generally supportive.

OFFICER RECOMMENDATIONS:

That the Local Committee in Surrey Heath

- i) approve the scheme as shown on the attached drawing Annex B, for construction and subject to available funding implement at the earliest opportunity.

INTRODUCTION AND BACKGROUND

1. The Surrey Heath Local Transportation Service (LTS) has been working in partnership with district schools and other community groups to help progress enhancements to Surrey's Safe Routes to School initiative.
2. Surrey Heath LTS is working with the school and local resident's group Prior Road Users Safety Action Group (PRUSAG) to implement a scheme that helps promote Safe Routes initiatives whilst seeking to manage traffic speeds along the road that are a concern to both residents and parents.

ANALYSIS AND COMMENTARY

3. The recent introduction of a new crossing has provided a controlled crossing point for pedestrians, particularly school children and parents. This has provided a measure that should help reduce vehicle speeds in this vicinity.
4. The introduction of the crossing has been well received. However there are still concerns over the speed of traffic along Prior Road by both residents and parents.
5. This further proposal provides for managing speeds by making motorists more aware of the road and its character, and encourage more appropriate speed. The measures will help remind motorists with the use of visual signing and markings rather than more physical measures such as road humps or chicanes, which would be very disruptive to bus and emergency services, together with potential perceived noise disruption to adjacent residents.
6. The proposed scheme consists of:
 - a) Coloured surface treatments in the carriageway to help highlight the central areas and carriageway lining messages.
 - b) Refreshing and widening white lining to give more emphasis.
 - c) Additional 'SLOW' markings. These are combined markings laid with the coloured surface to remind drivers of their environment.
 - d) Rippleprint surfacing. This is a specialised treatment that has the appearance of red anti-skid, but has an imprinted wave pattern. This causes vibration inside the vehicle but minimal effect outside. Combined with other measures this further reminds drivers of their environment and seeks to help reduce speed.
 - e) Additional warning signs ie School ahead and gateway signs. These are included for additional safety and help provide an identity for this road.
 - f) Posts for the periodic use of the 'Speed Check' Vehicle Activated signs.

CONSULTATION

7. Prior Road Users Safety Action Group (PRUSAG), the residents group representing many residents living on or adjoining Prior Road, have been helpful in developing a package of measures. Prior to Surrey's consultation PRUSAG issued an informative newsletter highlighting the proposed scheme and how residents could help themselves.
8. Subsequently the LTS sent 170 letters to all frontages along Prior Road and the adjoining roads that access Prior Road. Prior Heath School, Surrey Police, County Council and Borough Councillors were also consulted.
9. Replies were received from 13 respondents, including a reply from PRUSAG that had received 13 separate replies (7 of which had also written direct to the LTS). The majority of replies were supportive of the measures and pleased that road humps had not been suggested.
10. Two respondents had no specific objection to any one measure, but were unhappy with the amount of changes to be made at once and that in their opinion

could be detrimental to the character of the road. One respondent felt no action was required at all and the present layout was sufficient.

11. Parking near the crossing was highlighted as still being an occasional problem. This is being progressed with Prior Heath School and some additional marker posts are planned within the scheme.

APPRAISAL

12. Use of Rippleprint creates a noise/rumble within the vehicles. Surveys have shown this to be negligible and in the region of only 1 decibel. The location of these areas is nevertheless located in positions as far from residential properties where possible. This was not raised by residents as an issue.
13. PRUSAG have been active in promoting these proposals and been encouraging residents to take a more active role in improving the situation for themselves. Part of the scheme includes the cutting back of boundary vegetation and some residents have already done this.
14. Surrey Police are also beginning a new initiative, Community SpeedWatch, whereby residents carry out their own speed checks in partnership with the Police. This involves residents undertaking training with the Police and using their own time to help support the initiative. This scheme is one of the first in Surrey Heath and representatives of PRUSAG have agreed to take part. The scheme is in its early stages but it does show a commitment by the local community to be involved.
15. Further traffic management improvements on Prior Road will also help promote walking to/from Prior Heath School that is currently suppressed by traffic speeds and some restricted sections of footway. Prior Heath School are currently progressing their School Travel Plan and these improvements will help towards promoting walking.

FINANCIAL IMPLICATIONS

16. The Local Committee set aside funds of £65,000 within the Local Transport Plan for completion of the pedestrian crossing construction of the in 2005/6. This budget is expected to be fully expended in the current year. The cost of implementing the further measures are estimated at £15,000 and currently no budget provision has been identified. If funding is exhausted the scheme would be funded from the 2006/7 allocation.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

17. Surrey has embraced the concept of sustainable development, which is the foundation of Surrey's Local Transport Plan and is committed to the vision of making Surrey a better place. Funding from the integrated transport budget will be expended on projects and schemes in line with this vision whilst fulfilling its key commitment.

CRIME & DISORDER IMPLICATIONS

18. The Surrey Heath Crime and Disorder strategy seeks to continually improve the safety of the community. Reduced speeds will help to contribute to this.

EQUALITIES IMPLICATIONS

19. Across the range of transportation issues and problems to be addressed the needs of all highway users require equal consideration. Proposals may benefit a particular group or individuals but it is important to consider and address how one impact may worsen others.

CONCLUSION AND REASONS FOR RECOMMENDATIONS

20. Feedback has been mainly positive on the proposal and residents seem willing to see for themselves the effectiveness of the measures proposed. A few residents felt that the proposals would adversely effect the appearance and character of the road. However other residents considered the scheme was overdue. The scheme shown is therefore the favoured scheme for Prior Road.
21. Many residents have been pro-active to help develop this scheme and assist by dealing with vegetation issues and by seeking to take part in the new Community SpeedWatch campaign with Surrey Police. Coupled with the support for the scheme the overall package of measures shows community involvement, which should prove successful.

RECOMMENDATIONS

That the Local Committee in Surrey Heath

- i) approve the scheme as shown on the attached drawing Annex B, for construction and subject to available funding implement at the earliest opportunity.
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BACKGROUND PAPERS: None

Number of Annexes: 2

Annex A Consultation Summary
Annex B Prior Road Scheme Plan

ANNEX A

PRIOR ROAD CONSULTATION

| <u>Name</u> | <u>Address</u> | <u>letter/ e/mail</u> | <u>Date received</u> | <u>Comment</u> | <u>Action</u> |
|---------------------|--------------------------------|---------------------------|--------------------------|--|--|
| 1 D R Mystris | 12 Dundaff Close | letter | 19/10/05 | Agree most of proposals are reasonable. Can a lollipop patrol be introduced to help pedestrian movements around Springfield Road. Redevelopment of properties on Springfield Rd will mean the additional HGV traffic may damage the rippleprint surfacing. | Crossing patrols are implemented to assist crossing the road - the situation in Springfield (Un-adopted & unmade) does not warrant this form of control. Rippleprint will be unaffected by the additional movements from Springfield Rd. |
| 2 Dr JJ McCarroll | 1 Kilmore Drive | letter | 18/10/05 | Agree proposals are reasonable without the use of more direct measures. The new surfacing will help reduce noise. Suggests speed cameras but acknowledges this may be unlikely here. | Noted |
| 3 Ray Harrison | 3 Prior Croft | e-mail | 15/10/05 | Suggests additional staggered warning sign for traffic travelling north. Can 20mph be introduced. Can a lorry ban be introduced. | Additional sign will be investigated. 20mph limits can only be implemented where traffic calming or existing speeds ensure 20mph can be maintained - this is not practical in this situation. The current level of HGV traffic does not fall within the County's Policy of introducing a ban at present. The proposals should help reduce speeds and reduce the need for the suggested measures. |
| 4 Chris McAuliffe | Hillcroft, Samarkland Close | e-mail | 17/10/05 | Fully endorse the proposals. Suggest additional bollards outside the school to prevent parking. | Parking situation outside the school still being monitored as part of the crossing scheme. Additional posts may be erected after further liaison with the school and police. |
| 5 Cllr David Ivison | 1 Dundaff Close | e-mail | 14/10/05 | Supportive. | Noted |
| 6 David Kinnear | 17 Prior Road | e-mail | 11/11/05 | Supportive | |
| 7 PRUSAG | Prior Road Users Safety Action | newsletter | 10/10/05 | Supportive. Respondents directly contacting PRUSAG was 13, of which approximately 7 contacted LTS | Current proposed scheme should help tackle the issue of speed by highlighting to drivers the character of the road. |

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|-----------------------------|-------------------------------|--------|----------|--|--|--|
| | Group (Residents group) | | | | separately. Overall supportive but highlight the bend at the top end of Prior Road and the volume of vehicles, in part from new local developments incl. Dettington Park. | Monitoring of speeds will be ongoing as part of routine monitoring of roads on our Speed campaigns. |
| 8 Doreen Garbutt | Springfield Road | e-mail | 19/10/05 | | Vehicles parking on the footway outside the school is hazardous in the afternoon. Suggests speed cameras and prosecution to be effective. | Parking situation outside the school still being monitored as part of the crossing scheme. Additional posts may be erected after further liaison with the school and police. Speed cameras are not likely to be justified in this location. Prosecutions may be feasible in liaison with the police, but implementation of proposals should help reduce this need. |
| 9 David and Shirley Bird | 3 Pickwick Gardens | letter | 18/10/05 | | Proposals excessive and could have a detrimental effect on Prior Road environment and safety. Suggests measures toned down but no objection to any specifics. Agree cutting back vegetation a good idea. Pleased with new pelican crossing. Suggests bus shelters would be beneficial. | Extent of all measures to be re-considered. Shelters are responsibility of Borough Council and this can be raised with them. |
| 10 Sir Ross Stainton | Tees Green, 23 Prior Road | letter | 20/10/05 | | Supportive of proposals. | Noted |
| 11 Deborah and Tim Lawrence | 9 Prior Road | letter | 17/10/05 | | Proposals excessive. Vegetation removal will adversely affect character and sound insulation. Signs and markings will not be effective. Ban vans and lorries. Remove road humps from Chobham Road to provide alternative route. Golf course vegetation needs cutting back. The poster campaign appears successful and the new pelican crossing is helpful. Redundant post is for Neighbourhood watch sign. | Extent of all measures to be re-considered. Neighbourhood watch sign to be investigated. |
| 12 Robert Selkirk | Mirador, 3 Chesters Road | letter | 21/10/05 | | Supportive of proposals. Vegetation on Springfield Road between Upper Chobham Rd and golf course needs cutting. Remaining speed hump in Springfield Road is too high. Parents parking on Springfield Road too close to junction of Prior Road. | Vegetation and speed hump in Springfield Road is being investigated. Parking by parents will be taken up via Prior Heath School. |
| 13 Mr & Mrs J Parslow | 5 Kilmore Drive | e-mail | 23/10/05 | | Supportive. Kilmore Drive needs an improved street nameplate to indicate a cul-de-sac. | Noted and to be investigated. |

