



D1388 Salmons Lane, Whyteleafe

28 January 2005

KEY ISSUE:

Road safety in Salmons Lane and the surrounding road network.

SUMMARY:

The experimental Traffic Order prohibiting vehicles from using part of Salmons Lane is due to expire in March 2005. This report gives the background to the scheme and considers the way forward.

RECOMMENDATIONS:

The Committee is asked to agree:-

- (a) to allow the experimental traffic order to expire,
- (b) to convene a Task Group of Local Representatives to consider the area wide issues and make recommendations to the Local Committee.

INTRODUCTION and BACKGROUND

1. In June 2000, a petition was received from residents in Salmons Lane and Church Road concerned about the increase in traffic using these roads following the installation of traffic calming measures in Whyteleafe Hill earlier that year.
2. Traffic counts taken before and after the traffic-calming scheme revealed a significant increase in the amount of traffic using Salmons Lane and Church Road. A Task Group of local Members considered possible traffic measures for these roads and recommended to the Local Committee that an experimental Traffic Order to ban traffic (except for access) be implemented on Salmons Lane between Whyteleafe Hill and Church Road.
3. The recommendation was approved at the meeting on the 19th November 2002 and the order came into effect in September 2003. The experimental Traffic Order can run for a maximum period of 18 months and is due to expire in March 2005.
4. The public were able to comment or object to the Traffic Order in the first 6 months of operation and 6 letters were received during this period. The correspondents generally did not support the experimental scheme and raised concerns about pedestrian safety and the speed and volume of traffic in Salmons Lane.

ANALYSIS AND COMMENTARY

5. Analysis of the accident data shows that there were no recorded injury accidents in Salmons Lane and Church Road in the year before (August 2002 – August 2003) or the year after (October 2003 – October 2004) the installation of the Experimental Traffic Order. There is no evidence to suggest that traffic flows have significantly reduced in Salmons Lane as a result of the experimental traffic order.

OPTIONS

6. There are a number of options available to address the issue of traffic flows in Salmons Lane. These are set out below.

Change of Junction Priority

7. Whyteleafe Parish Council have suggested that traffic travelling towards the A22 on Salmons Lane could be made to give way to traffic from Church Road. Preliminary investigations indicate that this is feasible and could help to slow traffic heading downhill on Salmons Lane. The concern, however, is that this change may initially cause confusion and accidents at a site where no injury accidents have occurred in the last 3 years.

One-ways in Salmons Lane

8. The benefit of providing a one-way section in Salmons Lane would be to reduce the amount of through traffic and possibly to provide pedestrians with a safer area to walk in the road. The disbenefits are that traffic speeds may increase and that certain residents may be inconvenienced by increased journey time, distance and fuel consumption as they take longer routes to access the area.
9. Clearly, any scheme that is introduced would have implications on the surrounding road network. Residents from Burntwood Lane have already expressed concerns about speed and volume of traffic on their road through a petition to the Local Committee.

Traffic Calming Measures

10. The introduction of traffic calming measures on Salmons Lane may lead to a reduction in traffic speeds. There are, however, a number of disadvantages with traffic calming such as noise, vibration and delays to emergency services, as well as the possible displacement of traffic to other routes.
11. There have been no injury accidents on Salmons Lane since the introduction of the traffic calming measures in Whyteleafe Hill so a similar scheme would be difficult to justify at this time.

CONSULTATIONS

12. Given the complexity of these issues, it is suggested that a Task Group of local representatives is convened to discuss and decide whether these schemes are feasible, and to make recommendations to the Local Committee.

FINANCIAL IMPLICATIONS

13. Local Transport Plan funds for 2005/06 have been allocated. Therefore, any works will need to be funded from the Local Allocation in 2005/06.

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BACKGROUND PAPERS: Report to Local Committee dated 19/11/02
