



## **Proposed 20mph speed limit and traffic calming measures in Ship Hill, Tatsfield**

**6 December 2006**

### **KEY ISSUE:**

To consider objections following the statutory consultation process for a 20mph speed limit and two road tables in Ship Hill, Tatsfield.

### **SUMMARY:**

A new primary school is planned to be constructed on the southern side of Ship Hill in Tatsfield with a vehicular and pedestrian access onto Ship Hill near the junction with Vern Place. Due to restricted sight line distances at the proposed location for the school access the surrounding length of Ship Hill is proposed to have a 20mph speed limit and traffic calming. The statutory consultation process for these measures has resulted in an objection by the residents of Vern Place.

### **OFFICER RECOMMENDATIONS:**

That the Local Committee approves the implementation of the proposed 20 mph speed limit and road tables associated with the new school development.

## **INTRODUCTION and BACKGROUND**

1. The Planning & Regulatory Committee on 19th July 2006 considered a planning application for a new school on land adjoining Tatsfield Village Hall, Ship Hill, Tatsfield. The associated report is included at Annex A.
2. The proposed development is a 210 place Primary School off Ship Hill, Tatsfield, catering for pupils aged 5-11 years. In consultation with the school, Parish Council and Governors, the design for the new school site was developed to include a single-use vehicular entrance to the site for all users. This vehicular entrance is separate from the pedestrian entrances to the site. Local residents have been involved via press releases and a public meeting held on Monday 3 April 2006
3. The highway proposals are shown at Annex B. The proposals include two road tables on Ship Hill, one of which becomes the crossing point for pedestrians at the front of the village hall and the other adjacent to the vehicular entrance for use by pedestrians travelling from the opposite direction. A reduction in the speed limit to 20mph, in conjunction with appropriate signs, would compliment the available sight lines from the proposed access, and would provide a safer environment for all users.
4. One of the specified conditions to the development states:

“No development shall take place until the applicant has secured the necessary consents and approvals to secure the modifications proposed to the highway and reduction of the speed limit in the vicinity of the site set out in the application”.
5. The statutory consultation process for the 20mph speed limit and associated traffic calming measures were approved by the Local Committee on the 29th September 2006. The formal consultation procedure has resulted in an objection as described below.

## **OBJECTION**

6. An objection to the proposed 20mph speed limit and road tables has been received from A.K.H Associates acting on behalf of the residents of Vern Close. A copy of their letter is contained in Annex C.
7. The officer response from Transportation Development Control is as follows:

“It is very normal for developers to fund off-site highway works in order to facilitate/accommodate their development. It is true to suggest that the County Council itself doesn't undertake works to facilitate private developers - we would expect the developer to do this or, at the very least, to pay for it themselves. In this case, however, the County Council is also the developer. The County Council is therefore acting as any other developer would in implementing these works.

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I am unsure of why the speed tables were chosen in respect of this scheme, but they do offer enhanced pedestrian crossing facilities for residents accessing the school and other community facilities on the site. The letter refers to the detriment of other road users in general as a result of the scheme, but clearly there is a benefit for pedestrians. Whilst there can be an increase in noise associated with speed tables, there will also be a reduction in traffic speeds.

The residents of Vern Place have consistently raised objection to the school proposal at this site. That is their right and there is no doubt that the proposals will have an impact upon them. Whilst they have, naturally, highlighted the things that they perceive to be detrimental, there will be positive impacts from the proposal, such as improved pedestrian crossing facilities and reduced traffic speeds.”

8. In addition it is noted that this part of Ship Hill is unsuitable for ‘pinchpoint’ or ‘priority giveaway’ methods of traffic calming as the vertical and horizontal alignment and junction frequency do not allow these features to be safely installed.
9. Surrey Police fully support the measures to provide tables and a 20mph speed limit outside the new development. A copy of their letter is contained in Annex D.
10. The road tables would be designed to be 75mm high with ramp gradients of 1:20, as Ship Hill is on a bus route. This ramp gradient offers a good compromise between reducing vehicle speeds and minimizing environmental effects such as noise to surrounding residents.
11. The introduction of the 20mph speed limit and road tables should make it safer to turn into and out of Vern Place.

### **FINANCIAL IMPLICATIONS**

12. The cost of implementing the 20mph speed limit and road tables will be met from the budget for the new school.

### **CONCLUSION AND REASONS FOR RECOMMENDATIONS**

13. The new school development will not be permitted unless approval is given to the highway scheme involving road tables and a 20mph speed limit. Although one objection has been received, there would be positive impacts for the community from the scheme, such as improved pedestrian crossing facilities and reduced traffic speeds. Surrey Police supports the scheme. The scheme would be funded by the school development budget. It is recommended that approval be given to the road tables and 20mph speed limit associated with the new school development.

Report by: Derek Poole, Local Transportation Manager

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**BACKGROUND PAPERS:**

Planning & Regulatory Committee on 19th July 2006 : Surrey County Council  
Application: Regulation 3: Ta06/0740

Tandridge Local Committee: Highway Proposals Associated with a Planning  
Application for a New School in Tatsfield, 29th September 2006

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