

25 Sunvale Avenue
Haslemere
Surrey
GU27 1PJ

12 August 2010

Dear Mr Hilder

**Woolmer Hill Road, Critchmere Hill and Critchmere Lane
Objection to proposed traffic calming measures**

Thank you for your letter dated 4 August 2010, asking me to consider withdrawing my objection to the above proposed traffic calming measures. After reviewing your points and the information contained in the accompanying letter and map, I find that I am still of the opinion that the negative impact of the measures will far outweigh any benefits that they might bring.

You suggest that as mine is the only objection received, this shows general support for the proposals. However, after discussions with a few of my neighbours, I found none of them knew of the proposals; this coupled with the fact that the letter you enclosed was not sent to residents of Sunvale Avenue, Fir Tree Avenue, Border Road or the Closes that run off these roads, leads me to believe that a large population of those that will be affected by the measures (i.e. those that must use Woolmer Hill or Critchmere Lane/Hill to leave the area) are not aware of their existence. Although I am only speaking for myself and my wife, I should point out that the others I spoke to were all opposed to the proposals.

Also the letter attached mentions that "nearly all the residents of Critchmere Lane and Pitfold Avenues who attended (the public exhibition) expressed concern about the intrusion and inconvenience that would result...", which shows that there was considerable opposition to aspects of the scheme.

You state that the main aim of the proposals are to deter traffic (implying that the notices fixed to lampposts were misleading in their statement of the objectives), therefore, if the measures are extensive enough to achieve this, then this is obviously going to be of huge inconvenience to residents who are forced to use them.

Although you answered some of the points outlined in my previous letter, you still, in my opinion left the following unanswered:

- I believe that speed cushions and road tables are an excessive means of reducing vehicle speed and lead to a sudden slowing to well below the legal limit for the road, followed by bursts of acceleration up to the next bump. This leads to increased use of fuel and an associated increase in emissions.
- The number of cushions and tables proposed is quite significant and will lead to drivers having to focus on traversing the obstacles rather than paying full attention to other road hazards, pedestrians and other vulnerable road users.
- I do not believe there are significant issues regarding excessive speed along these roads.
- The use of speed cushions particularly, but also road tables, have the effect of destabilising motorcycles and other powered two wheelers. Plus any additional road markings will present a hazard to these road users when wet.

- The introduction of more road furniture (speed cushions, road tables, signage, road markings, etc.) detracts from the nature of the area, adds hazards and requires increased maintenance.

I would also like to address my concerns over some of the detail of the proposals as illustrated in the attached letter and their affect on the safety of road users, particularly motorcyclists. The section of Woolmer Hill and Critchmere Hill where five sets of speed cushions and three slow markings on red surfaces are proposed, has some steep hills and several bends. Road markings and changes in road surfaces change the handling characteristics of powered two wheelers. This is a particular hazard when wet or icy and when on steep gradients (like the all three of the markings proposed, particularly the two to the west) and on bends where bikes are leaning over.

Attempting to ride over a speed cushion at any angle other than vertical or over the centre will also destabilise a bike, risking direction change into oncoming traffic. There are two sections along Woolmer Hill where speed cushions and markings are proposed that have trees on both sides which form a dense tunnel. In bright sunlight it is virtually impossible to see into these tunnels, thus effectively hiding the cushions and markings until they are too close to allow bike direction and speed to be adjusted appropriately.

I also do not understand the point of putting speed cushions either side of the section of Critchmere Hill where residents park along one side effectively turning it into a single track and therefore restricting traffic more effectively than speed cushions (as also mentioned in the letter regarding Pitfold Avenue).

For these reasons I believe that the proposed measures present a significant danger to motorcyclists, an inconvenience to residents and are a considerable waste of council funds that would be much better spent on other more needy services.

Yours sincerely



Peter Cameron

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4 August 2010

Dear Mr Cameron,

**WOOLMER HILL ROAD, CRITCHMERE HILL AND CRITCHMERE LANE
OBJECTION TO PROPOSED TRAFFIC CALMING MEASURES**

Thank you for your letter dated 20 July objecting to the proposed traffic calming in Woolmer Hill Road, Critchmere Hill and Critchmere Lane.

Formal objections to vertical traffic calming are referred to the SCC Local Committee for Waverley for final decision. However, since yours is the only objection received to the proposed measures in Woolmer Hill Road, Critchmere Hill and Critchmere Lane, I am writing to address the points you have raised, and respectfully ask you to consider withdrawing your objection.

Please find enclosed a letter that was distributed to approximately 250 homes in the Critchmere area outlining the background to the proposals and what is proposed.

Taking each of the points you raise in your letter in turn:

- As far as the effectiveness of the proposed traffic calming is concerned, extensive research by the Department of Transport has been carried out over many years which has established that vertical deflection in the form of speed cushions and road tables do indeed reduce vehicle speeds and act as a deterrent to vehicle movements. On the basis of this research the Department of Transport approved this type of traffic calming and it has been used successfully throughout the country. Therefore we are confident that the tables and speed cushions proposed for Critchmere Lane, Woolmer Hill Road and Critchmere Hill will have the desired effect of encouraging traffic to use more suitable roads such as the A287.
- To make those roads intended to be traffic calmed less attractive to drivers, the extent of traffic calming features has to be sufficient to deter them. I consider that the proposed measures are the minimum to do this.



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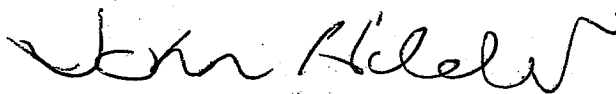
- The primary objective of the traffic calming is to deter drivers from using Woolmer Hill Road, Critchmere Hill and Critchmere Lane as initially considered at the Public Inquiry. The traffic calming would deter drivers by a combination of the features themselves and the resultant reduction in vehicle speeds. Speed restriction, although to be welcomed, was not in itself a primary objective.
- As stated above, this type of traffic calming is approved by the Department of Transport. Consideration has been given to the extent of the traffic calming, particularly on Woolmer Hill Road to the west of Pitfold Avenue, where none has been proposed on the downhill section where there is a bend. The use of white lining will be in accordance with Department of Transport regulations.
- The additional street furniture and features will incur additional maintenance costs but this is considered worthwhile to achieve the scheme objectives.
- If drivers comply with the speed limit the impact upon vehicle suspension and steering systems would be negligible. As far as noise is concerned, the feedback from the public consultation was generally supportive of introducing traffic calming.

The Surrey Police Traffic Officer for the area has visited the site to assess the proposals as described and fully supports their introduction.

Your formal objection is the only one we have received which I believe shows general support for the proposals.

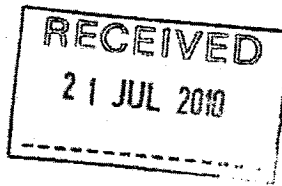
I trust that the above is sufficient for you to withdraw your objection. Should this not be the case, your objection would need to be considered by the Waverley Local Committee which consists of elected members of both the County Council and Waverley Borough Council. Should the committee decide to uphold your objection then the traffic calming would not be introduced. I would therefore be grateful if you could reply to this letter by 18 August to allow any necessary report to be prepared for the next committee meeting on 17 September if required. You may attend this meeting if you wish to do so.

Yours sincerely,



John Hilder
Local Highways Manager (Waverley)

cc	Pat Frost	Chairman Waverley Local Committee
	Steve Renshaw	County Councillor for Haslemere



25 Sunvale Avenue
Haslemere
Surrey
GU27 1PJ

20 July 2010

Dear J Russell,

I would like to object to the proposed traffic calming measures for Woolmer Hill Road, Critchmere Hill and Critchmere Lane, as set out on notices attached to lampposts in the affected area.

According to these notices (I have been unable to find any information online), the installation of several speed cushions and road tables are proposed as a means of improving safety and to reduce vehicle speeds. I was not aware of any consultation process (though I believe one was carried out), but understand that another reason for introducing the measures is to deter drivers from using these routes as a "rat run".

I am not aware that there are any particular safety issues relating to these roads, with the exception of an accident on Critchmere Lane a few years ago. However, I assume that you have data that supports the need to reduce vehicle speeds on these roads.

The following are the issues that I believe should lead to a cancellation of the proposals:

- I believe that speed cushions and road tables are an excessive means of reducing vehicle speed and lead to a sudden slowing to well below the legal limit for the road, followed by bursts of acceleration up to the next bump. This leads to increased use of fuel and an associated increase in emissions.
- The number of cushions and tables proposed is quite significant and will lead to drivers having to focus on traversing the obstacles rather than paying full attention to other road hazards.
- I do not believe there are significant issues regarding excessive speed along these roads.
- The use of speed cushions particularly, but also road tables, have the effect of destabilising motorcycles and other powered two wheelers. Plus any additional road markings will present a hazard to these road users when wet.
- The introduction of more road furniture (speed cushions, road tables, signage, road markings, etc.) detracts from the nature of the area, adds hazards and requires increased maintenance.
- The use of cushions and road tables causes additional stress on vehicle suspension and steering systems and increases traffic noise for nearby residents.

For these reasons I believe that the proposed measures are a considerable waste of council funds that would be much better spent on other more needy services.

Yours sincerely

Peter Cameron