

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 4 DECEMBER 2013

LEAD OFFICER: JOHN LAWLOR, AREA TEAM MANAGER

SUBJECT: TRAFFIC CALMING MEASURES, OTTWAYS LANE, ASHTEAD

DIVISION: ASHTEAD



SUMMARY OF ISSUE:

Concerns have been raised by residents regarding the speed of vehicles in Ottways Lane, particularly in relation to the safety of school children. Following a request from the divisional member, it was agreed to investigate the feasibility of installing traffic calming measures in Ottways Lane, Ashtead. The South East Area Highways Team undertook feasibility studies, including site visits with both the divisional member and Surrey Police. This has led to the outline proposals presented in this report.

RECOMMENDATIONS:

The Local Committee (Mole Valley) is asked to:

- (i) Note the outcome of the assessments undertaken; and
- (ii) Agree that the detailed design and implementation of traffic calming measures are progressed (Option 3 of this report, consisting of kerb build-outs), to include consultation with those residents directly affected.

REASONS FOR RECOMMENDATIONS:

To address concerns regarding traffic speeds in Ottways Lane.

1. INTRODUCTION AND BACKGROUND:

1.1 Ottways Lane is a single carriageway, two-way road with a T-junction at its eastern end with the A24 Leatherhead Road. It leads into Grange Road at its western end, which leads to a signalised junction with the A24. It has street lighting throughout and is subject to a 30mph speed limit.

1.2 Figure 1 below shows the location of Ottways Lane.

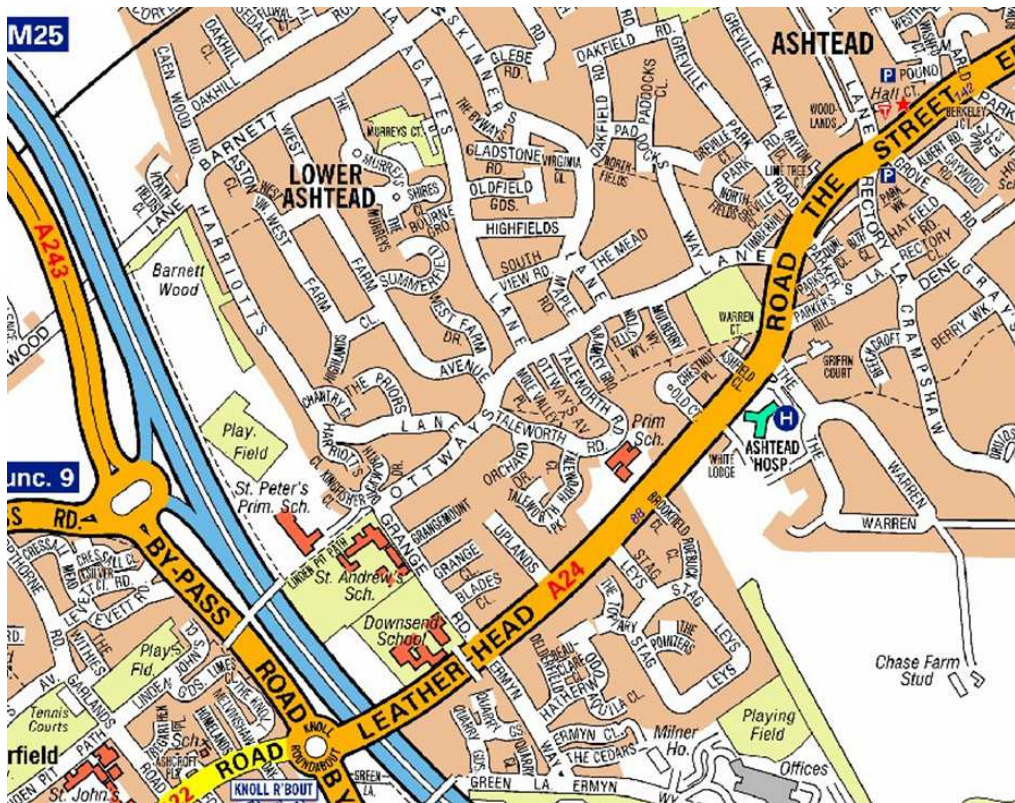


Figure 1 – Location plan

- 1.3 Following a request from the local divisional member, Surrey Highways undertook investigations into measures to reduce traffic speeds in Ottways Lane.
- 1.4 Discussions involving Surrey's highways engineers and road safety officers, and consultation with Surrey Police's Road Safety and Traffic Management Team have led to the proposals presented. The local divisional member has also been involved throughout the process.

2. ANALYSIS:

2.1 Available data shows there have been five recorded personal injury collisions in the last three years. This is summarised below:

Location	Fatal	Serious	Slight	TOTALS
Junction with Harriotts Lane	0	0	1	1
Junction with West Farm Avenue	0	1	1	2
Junction with Paddock Way	0	0	1	1
Near junction with Timber Hill	0	0	1	1

2.2 Vehicle speed was not recorded as a contributory factor in any of the above collisions. The likely contributory factors recorded were drivers' failure to look or judge vehicle speeds and loss of control possibly due to weather conditions.

2.3 Surrey Police have undertaken speed monitoring in Ottways Lane and found that average speeds were below the 30mph speed limit.

2.4 There are several schools accessed from Ottways Lane (Downsend, St Andrew's, St Peter's, West Ashted). There are also significant residential areas on both the north and south of Ottways Lane; those to the south are only accessible from Ottways Lane. Recent development has increased the number of residential properties towards the eastern end of Ottways Lane.

3. OPTIONS:

3.1 OPTION 1

Carriageway narrowing and footway widening.

Following consultation with Surrey's Road Safety Team and Surrey Police, it was agreed not to progress options that included carriageway narrowing and footway widening. This is due to insufficient highway widths and visibility issues.

3.2 OPTION 2

Priority give way pinch points.

Following consultation with Surrey's Road Safety Team and Surrey Police, it was agreed to not progress options that included priority give way pinch points. This is due to the inadequate visibility in parts of Ottways Lane and the potential driver indecision that can result from such features.

3.3 OPTION 3

Kerb build-outs.

ITEM 10

Following consultation with Surrey's Road Safety Team and Surrey Police, it was agreed to seek approval from Local Committee to provide kerb build-outs. These are to be located in the areas that provide adequate visibility on each approach and take into account the existing crossing facilities, providing improvements where practicable.

Build-outs are proposed at the following locations:

- Existing crossing point near the junction with Timber Hill (single build-out on north side of Ottways Lane)
- Existing crossing point near the junction with Mulberry Way and close to the children's play area (two build-outs in a chicane arrangement).
- Existing crossing point near the junction with Skinners Lane (single build-out on north side of Ottways Lane)

The locations of the proposed traffic calming measures are shown in Annex 1. A typical build-out is illustrated in Annex 2.

3.4 OPTION 4

Do nothing

3.5 RECOMMENDED OPTION

It is recommended that Option 3 (Kerb build-outs) be progressed. Detailed design and subsequent implementation of traffic calming measures will include road safety audit and consultation with affected residents.

4. CONSULTATIONS:

4.1 Consultation has been carried out with Surrey Police, who have expressed their support for build-outs in the locations shown in Option 3.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 Initial estimates have been made of the cost of implementing the option for kerb build-outs described. It should be noted that no allowance has been made for the diversion of any statutory undertakers' plant which may be required.

5.2 The initial cost estimate for the build-outs presented in this report is £20,000.

5.3 It is anticipated that the cost of the scheme will be sourced from development funding.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 The Highway Service is mindful of its needs within this area and attempts to treat all road users of the public highway with equality and understanding. The proposal would improve the road layout for vulnerable road users.

7. LOCALISM:

7.1 The Highway Service is mindful of the localism agenda, and the wishes of the local community have been taken into account when writing this report.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report.

8.1 Crime and Disorder implications

A well-managed highway network can reduce fear of crime and allow the Police greater opportunity to enforce speed controls.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 Concerns have been raised by residents regarding the speed of vehicles in Ottways Lane, particularly in relation to the safety of schoolchildren.

9.2 Consultation and preliminary design have led to proposals for build-outs. These build-outs are intended as traffic calming measures, as well as providing improvements to existing pedestrian crossing points.

9.3 It is recommended that Option 3 (Kerb build-outs) be progressed and consultation carried out with those residents directly affected.

10. WHAT HAPPENS NEXT:

10.1 Subject to Local Committee approval, Option 3 will be progressed to detailed design, consultation and implementation

Contact Officer:

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Consulted:

Surrey Police
SCC Road Safety Team

Annexes:

Annex 1: Locations of proposed traffic calming measures
Annex 2: Typical build-out

Sources/background papers:

None

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