

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (SURREY HEATH)**

**DATE: 5 DECEMBER 2013**

**LEAD OFFICER: ANDREW MILNE – AREA HIGHWAYS MANAGER (NW)**



**SUBJECT: THE AVENUE, CAMBERLEY – RESPONSE TO QUESTION REGARDING TRAFFIC CALMING MEASURES**

**DIVISION: CAMBERLEY WEST**

**SUMMARY OF ISSUE:**

To respond to the question received by Surrey Heath Local Committee on 3 October 2013, worded as follows:

“The Avenue in Camberley is increasingly being used as a high speed rat run, to and from the town centre, which is making life a misery for residents and posing a significant danger to children attending Lyndhurst School and Camberley Infants.

In March this year, 57 residents of The Avenue petitioned that they had had enough of the increasing volume and speed of traffic, with 65% of those petitioned, favouring 'speed platforms' similar to those in Southwell Park Road, to police speed along the entirety of The Avenue.

In the last two years, The Avenue has had one fatality, in the tragic case of Monica (Paolo) Hart, one child hit by a van and both incidents were attended by helicopter ambulance.

Do we really have to wait for another fatality and after six months, aren't the residents due a response to their petition and their demands for speed platforms?”

**RECOMMENDATIONS:**

**The Local Committee (Surrey Heath) is asked to:**

- (i) Note the contents of this report.

**REASONS FOR RECOMMENDATIONS:**

The Avenue is used by a lot of traffic as a route between Frimley Road and the town centre or the A40. Several personal injury collisions have occurred, although not all are attributable to this through traffic.

Traffic flows on the A30 may be causing drivers to use The Avenue, although proposed changes along the A30, if successful, may result in some traffic migrating back onto the main road. Placing The Avenue on the ITS works schedule means that the situation can be monitored and any effect of the changes on the A30 can be taken account.

## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 A petition regarding traffic issues on The Avenue, Camberley was brought to the Surrey Heath Local Committee meeting on 3 October 2013. The question was initially responded to by Andrew Milne with further investigation and response requested.
- 1.2 The Avenue is a D-class road approximately 800m in length. The extents of the road are between London Road (A30) and Frimley Road (B3411). The road generally runs north-south and, apart from a relatively sharp corner near the junction with Forest Hills, the road is straight or has long, gentle bends. The road is linked to the town centre via Southwell Park Road and is in close proximity to two schools and nurseries.
- 1.3 The majority of The Avenue is covered by the Camberley Controlled Parking Zone. This includes formalised parking restrictions between London Road and Seaton Road. Other parking restrictions are located on The Avenue between Frimley Road and Donnington Close but parking is largely uncontrolled between Seaton Road and Donnington Close.
- 1.4 The residents' concerns on traffic behaviour, including speeds, were raised with the local area office earlier in the year. This resulted in a request for the road to be added to the Speed Management Plan for assessment against other roads in Surrey Heath.
- 1.5 Surrey County Council have bid to the Local Transport Board covering Camberley for funding towards a major scheme to improve access along the A331 and A30 corridors, including the Meadows Gyratory. The second stage of this process is underway with a full business case being prepared for submission in 2014. Should this be successful, the scheme will address current traffic issues along the A30.
- 1.6 Accident statistics provided by Surrey Police show that there have been five personal injury collisions between September 2010 and September 2013. This includes three slight casualties, a serious casualty and a fatality.

## **2. ANALYSIS:**

- 2.1 As part of the Speed Management Plan assessment, Surrey Police located a Speed Data Recorder (SDR) on The Avenue between 18 June 2013 and 26 June 2013. This device was used to record the number of vehicles that use the route as well as their speed and an indication of the class of vehicle. The device was located near the southern junction with Heatherley Road as this was believed to be the busier section of the road. The SDR recorded that the average speed of vehicles was 30mph in both directions. When considered as part of the Speed Management Plan, the combination of good compliance with the speed limit and a relatively low number of accidents, it was decided to "archive" the road. This means that the road would remain on the Speed Management Plan but would not currently receive any enforcement. The average speed results from the assessment suggest that the road is suitable for the 30mph speed limit and further concerns regarding vehicle speeds should be addressed to Surrey Police.
- 2.2 The SDR data is also able to distinguish between cars, lorries and "long" vehicles. The data collected shows that 28183 journeys were made past the

SDR in a full week while the device was in position. Less than 1% of these journeys were either lorries or “long” vehicles. Although the number of vehicles using this route is roughly 4000 vehicles per day, it should be considered with the location and the surrounding situation. The Avenue is in close proximity to Camberley centre which is a hub for shopping with two shopping centres, The Atrium and The Mall. It is also in close proximity to schools and nurseries that could have a considerable impact on journeys on The Avenue. For example, a parent dropping their child off may contribute to as many as four journeys in a day. The first two journeys in the day would be in the morning when driving to and from the school. The second two would be the same journeys when picking up the children.

- 2.3 A further investigation into the accident history along The Avenue showed that one of the five accidents were attributed to exceeding the speed limit. The police report for the fatal accident in September 2011 identifies odd behaviour by the driver and identified a contributory factor as poor turning or manoeuvring. The only serious injury on The Avenue in the three years assessed included a small child that ran out into the road in front of an oncoming vehicle.
- 2.4 Surrey County Council is currently in the process of bidding for funds to address the access along the A30 London Road and A331. The scope of these works and the outcome of the bidding process should be known in the summer of 2014. If this bid is successful, the works could improve the situation on The Avenue if traffic migrates on to the A30. However, it may be prudent to add an item to our ITS works programme for traffic calming along The Avenue and rank it against the schemes on the list in case the bidding process is unsuccessful or the A30 works do not have as favourable effect on the traffic situation along The Avenue.

### **3. OPTIONS:**

- 3.1 Local residents are against significantly altering the outlook of the road and prefer physical measures to deal with the concerns raised earlier. The options include:
- Speed tables – raising the level of the road across the full width means that vehicles of any size are all required to traverse the raised section of the highway. Placing speed tables also makes pedestrian access across the road easier without installing dropped curbs but can encourage pedestrians to cross where we would not otherwise promote a crossing. Speed tables extend from kerb to kerb and, therefore, block the channel that allows the highway to drain. Depending on the position of any existing gullies, it may be necessary to install additional gullies. Emergency services are generally opposed to this form of traffic calming as it impedes their ability to respond to emergencies quickly.
  - Speed cushions – raised rectangular sections in the vehicle’s path. Larger vehicles, such as emergency or buses, are able to traverse the structure without slowing. However, correct design and positioning requires drivers to concentrate on the road and improves vehicles positioning as well as reduces overall speeds. However, larger personal or commercial vehicles are also able to traverse with limited affect to their speeds, although in roads with higher traffic flows, such vehicles are often slowed down by smaller vehicles in front of them.

## ITEM 4

Both forms of traffic management are high cost compared to other traffic management methods. They will also require numerous features at regular intervals along the length of the road in order to produce a consistently low speed along the road, dissuading drivers from accelerating and braking between each feature.

### **4. CONSULTATIONS:**

- 4.1 Consultation is routinely carried out for highway-related schemes with relevant key parties, including residents, Local Members, Surrey Police and Safety Engineering. Specific details regarding consultation and any arising legal issues are included in individual scheme reports as appropriate.

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 Without undertaking a full assessment, vertical traffic calming measures along the length of The Avenue could cost between £80,000 and £150,000. The variation depends on the type of vertical measures and the regularity of them, and the possible need to provide additional gullies.

### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. An Equalities Impact Assessment is undertaken for each Integrated Transport Scheme as part of the design process.

### **7. LOCALISM:**

- 7.1 Through the views and needs expressed by local communities, and accommodating where possible the involvement of local communities in looking after the public highway, localism is routinely considered as part of the consultation and bidding processes for highway-related works. Specific details regarding localism are included in individual reports as appropriate.

### **8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
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.

**9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 For the reasons outlined in this report, it is recommended that The Avenue, Camberley is scored and ranked on the ITS works program until the conclusion of the A30 London Road scheme is made. If the situation is improved then the requirement for the scheme will be reassessed and scoring adjusted appropriately.

**10. WHAT HAPPENS NEXT:**

- 10.1 Subject, to Committee agreeing with the recommendations of this report, Surrey Highways will review the condition of the road and add the scheme to the ITS works program. Once the outcome of the bidding process has been determined, the circumstances will be reconsidered and the position of the scheme on the ITS works program will be adjusted appropriately.

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**Contact Officer:**

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**Consulted:**

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**Annexes:**

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**Sources/background papers:**

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