

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 23 JUNE 2017

LEAD OFFICER: ZENA CURRY, AREA HIGHWAY MANAGER

SUBJECT: HIGH STREET, DORMANSLAND – TRAFFIC CALMING

DIVISION: LINGFIELD



SUMMARY OF ISSUE:

This report sets out the background to the developer funded traffic calming scheme in High Street, Dormansland. The section 106 agreement sets out the scheme that is to be funded by reference to a drawing which means that the funding cannot be used for any other scheme.

Following comments received from local residents, the developer has agreed to a minor change to the scheme. The revised scheme addresses the main concerns of residents and is supported by the local divisional Member, the local District members, the Parish Council and Dormansland Primary School.

The report seeks approval of the revised scheme for construction.

RECOMMENDATIONS:

The Local Committee (Tandridge) is asked to:

- (i) Approve the traffic calming scheme for High Street, Dormansland as shown in Annex 2 to this report, for construction.

REASONS FOR RECOMMENDATIONS:

To enable the revised scheme developer funded traffic calming scheme for High Street, Dormansland to be implemented.

1. INTRODUCTION AND BACKGROUND:

1.1 In 2011 planning permission was granted by Tandridge District Council for a residential development on the High Street in Dormansland, which is now known as Mulberry Mews. As part of this development, funding was secured under a s106 agreement to carry out traffic calming in the High Street. This funding could only be spent on implementing the scheme shown in the drawing referred to in the s106 agreement, as shown in **Annex 1**.

1.2 The original scheme comprised:

- a kerb build-out and informal pedestrian crossing near no. 58 High Street (Post Office/General Stores) with two-way traffic flow maintained
- a kerb build-out with priority give-way and informal pedestrian crossing opposite no. 67 High Street (south of Clinton Hill)

1.3 Construction of the scheme started in February 2012 but concerns were received from Dormansland Parish Council and some local residents that there had been insufficient consultation carried out and that there were longstanding parking issues that needed to be resolved before the scheme could be introduced. As a result the scheme was put on hold.

1.4 In June 2016 a petition was presented to the Tandridge Local Committee requesting the introduction of a zebra crossing and a reduction in the speed limit to 20mph on the High Street. Officers have subsequently worked with the local county councillor, the Parish Council, Dormansland Primary School and the petitioner. It has been agreed that the original scheme for the High Street would meet the requests of the petitioners by providing designated crossing places for pedestrians to access the school, the Village stores/Post Office and the bus stops. It would also act to reduce traffic speeds through the heart of the village.

1.5 To ensure that there was local support for the scheme, a letter was delivered to those residents and businesses in Dormansland most directly affected by the proposal. The letter informed of the proposal and asked for comments.

2. ANALYSIS:

2.1 Approximately 320 letters were delivered and 46 responses received. Of these, 15 expressed support for the proposed traffic calming scheme and 31 either objected or suggested alternatives/amendments to the proposal. The main concerns raised are summarised below, together with officer comments:

- (i) Installation of a formal pedestrian crossing (zebra or signal controlled) would be the preferred option.

Comments: A signalised crossing would not be appropriate for the village location or the number of pedestrians crossing the High Street. Initial investigation showed that measured free-flow mean vehicle speeds would allow consideration of a zebra crossing. Any formal crossing would require the provision of zig-zag road markings which would prevent all stopping within their extents. No further investigation was carried out and there is no funding allocated to progress a zebra crossing at this time.

- (ii) Reduce speed limit to 20mph.

Comments: Speeds have not been measured using the methodology set out in Surrey's Speed Limit Policy to determine if a reduction in the speed limit from 30mph to 20mph would comply with the policy. There is no funding allocated to progress a reduction in the speed limit at this time.

- (iii) Pinch points with priority give-way, as being proposed by Clinton Hill, would encourage dangerous, aggressive and reckless driving and increase congestion

Comments: Local residents' experience of the kerb build-outs and priority give-way in Godstone Road, Lingfield has influenced their views on the effectiveness of such traffic calming measures. Whilst such measures can work well in reducing traffic speeds, the strength of feeling of Dormansland residents is acknowledged.

It was suggested that the kerb build-out by Clinton Hill be reduced in width in order to maintain two-way traffic flow, as is proposed at the build-out by The Meades. Whilst this is a feasible option, the approval of the developer had to be sought as the s106 funding was specific to the drawing referenced in the agreement.

The developer has agreed this suggested change to the proposal, as shown in **Annex 2**. The revised proposal has been considered by Dormansland Parish Council, who are fully in support.

- (iv) Additional parking restrictions will be required to stop vehicles restricting traffic flow past the two build-outs.

Comments: There are no proposals to provide any additional parking restrictions at the current time. The revised proposal shown in Annex 2 will be the subject of a Stage 2 (detailed design) and Stage 3 (post construction) Road Safety Audits which, together with monitoring of the scheme once implemented, will identify if any additional short lengths of waiting restrictions are required.

3. OPTIONS:

- 3.1 The s106 agreement provides funding to implement traffic calming in Dormansland High Street and references the drawing shown in Annex 1. Following comments received from residents and approval from the developer, the scheme has been revised as shown in Annex 2. It is proposed that the revised scheme is progressed.

4. CONSULTATIONS:

- 4.1 Local residents and businesses in Dormansland most directly affected by the proposed traffic calming in the High Street have been informed and comments sought, as summarised in section 2 of this report. As a result of the comments received, the scheme has been revised.
- 4.2 The proposal has the support of the county divisional Member, the District Council Members for Dormansland and Felcourt, Dormansland Parish Council and Dormansland Primary School.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The cost of constructing the revised scheme shown in Annex 2 is estimated to be £20,000. There are additional costs that will be incurred to complete the design and carry out road safety audits.
- 5.2 The s106 agreement for Mulberry Mews allocated £24,000 towards the cost of implementing traffic calming measures in High Street, Dormansland. This funding has been transferred by Tandridge District Council to Surrey County Council.

5.3 An additional £3,000 has been allocated by the Local Committee to meet any shortfall in the developer funding.

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.

7. LOCALISM:

7.1 The Highways Service is mindful of the localism agenda and engages with the local community as appropriate before proceeding with the construction of highway schemes.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below.
Sustainability (including Climate Change and Carbon Emissions)	Set out below.
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 contribute to reduction in crime and disorder.

8.2 Sustainability implications

The use of sustainable materials and the recycling of materials is carried out wherever possible and appropriate.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 This report sets out the background to the developer funded traffic calming scheme in High Street, Dormansland. The s106 agreement sets out the scheme that is to be funded by reference to a drawing (Annex 1) which means that the funding cannot be used for any other scheme.

9.2 Following comments received from local residents, the developer has agreed to a minor change to the scheme, as shown in Annex 2. The revised scheme addresses the main concerns of residents and is supported by the local divisional Member, the local District members, the Parish Council and Dormansland Primary School. The report seeks approval of the revised scheme for construction.

9.3 The Local Committee (Tandridge) is asked to:

- i. Approve the traffic calming scheme for High Street, Dormansland as shown in Annex 2 to this report, for construction.

10. WHAT HAPPENS NEXT:

10.1 Officers will finalise the design and order the works, with construction likely to take place around October half term.

Contact Officer:

Anita Guy, Principal Engineer, South East Area Team, 03456 009 009

Consulted:

Local residents and businesses directly affected by the proposal
Dormansland District Council local members
Dormansland Parish Council
Dormansland Primary School
Rydon Homes

Annexes:

Annex 1: Original traffic calming proposal

Annex 2: Revised traffic calming proposal

Sources/background papers:

s106 Deed of Agreement dated 9th June 2011

Petition submitted to Tandridge Local Committee 24th June 2016

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