

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 28 JUNE 2013

LEAD OFFICER: JOHN LAWLOR, HIGHWAYS AREA TEAM MANAGER



**SUBJECT: FARLEIGH ROAD AND HARROW ROAD, WARLINGHAM
REDEHALL ROAD, SMALLFIELD
- REVIEW OF TRAFFIC CALMING MEASURES**

DIVISION: WARLINGHAM AND LINGFIELD DIVISIONS

SUMMARY OF ISSUE:

Requests have been received for the removal of the existing traffic calming in the following roads:

Farleigh Road between Harrow Road and Sunnybank, Warlingham
Harrow Road, Warlingham

Redehall Road between Broadbridge Lane and the 20mph zone, Smallfield.

Speed surveys would need to be undertaken and consultation carried out with the frontagers directly affected, the Police and other emergency services and the County's Road Safety Team before final approval is given to the removal of the traffic calming at these locations.

Consideration is also given to the request to introduce a mini-roundabout at the junction of Farleigh Road and Harrow Road, Warlingham.

RECOMMENDATIONS:

The Local Committee (Tandridge) is asked to:

- (i) Approve the removal of the existing speed cushion traffic calming in Farleigh Road between Harrow Road and Sunnybank, and speed cushion and raised table traffic calming in Harrow Road, to be carried out when resurfacing works are undertaken in these roads as part of Operation Horizon, subject to the consultation results;
- (ii) Authorise delegated authority be given to the Local Committee Chairman, Vice-Chairman and divisional Member, together with the Area Team Manager, to consider the results of the consultation and make a final decision as to whether to proceed with the removal of the traffic calming;
- (iii) Agree that design of a mini-roundabout at the junction of Farleigh Road and Harrow Road be considered for funding by Local Committee when developing its 2014/15 forward programme for Integrated Transport Schemes, unless an alternative funding source can be identified to enable design to commence this financial year;

- (iv) Agree that investigation into the removal of the traffic calming in Redehall Road be carried out and the findings reported to a future meeting of the Local Committee; and
- (v) Note that if speeds increase following the removal of existing traffic calming, consideration will have to be given to reinstating or providing alternative measures.

REASONS FOR RECOMMENDATIONS:

To enable the removal of existing traffic calming in accordance with the wishes of local residents, the effect of which will be monitored.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Farleigh Road area traffic calming scheme was implemented about 18 years ago using mainly developer funding from the then new Sainsbury store on Limpsfield Road. The scheme was intended to reduce road casualties and has been largely successful, with the number of recorded personal injury accidents on the roads in the 5 years before and after the scheme decreasing by about 40%.
- 1.2 Sunnybank, which was part of the original area scheme, was resurfaced in 2010 when, on a trial basis, the speed cushions were removed. Traffic speeds were monitored before and after resurfacing to gauge the effect of the removal of the speed cushions, and average speeds were found to have increased by between 2 and 3mph. It was noted that on-street parking had a large influence on reducing traffic speeds in Sunnybank. In July 2010 Tandridge Local Committee agreed to make permanent the removal of the speed cushions.
- 1.3 When the area-wide scheme was implemented, the residents of Farleigh Road and Harrow Road were in favour of the proposals. There are two kerb-build outs with priority give-way working and speed cushions in Farleigh Road between Harrow Road and the B269 Limpsfield Road, and a combination of raised tables and speed cushions along the complete length of Harrow Road, as shown in **Annex 1**. However, requests have recently been received for the traffic calming in these roads to be removed, a course of action that is supported by the divisional Member. It has also been suggested that a mini-roundabout at the junction of Farleigh Road and Harrow Road would act to slow northbound traffic on Farleigh Road.
- 1.4 Traffic calming was also introduced in Redehall Road, Smallfield in the late 1990s, again to reduce road casualties and lower speeds. A kerb build-out with priority give-way was introduced north of Broadbridge Lane and speed cushions were installed between Broadbridge Lane and Bridgeham Way, as shown in **Annex 2**. The speed cushions continue north of Bridgeham Way into the Smallfield 20mph zone. There have been requests for these traffic calming measures to be removed, a request which is supported by the divisional Member.

2. ANALYSIS:

- 2.1 Farleigh Road (between Sunnybank and Harrow Road) and Harrow Road are programmed for resurfacing in years 1-2 of Operation Horizon. This would provide the opportunity to remove the traffic calming on these roads. Speed surveys would need to be carried out before and after the removal of the traffic calming to monitor the impact on speeds.
- 2.2 Horizontal traffic calming tends to be more accepted by residents so it is not proposed to remove the kerb build-outs and priority give-way working in Farleigh Road at the present time, although the speed cushions would be removed. This will also avoid the need to remove the illuminated signs associated with these features.
- 2.3 Warlingham Village Primary School is located in the remaining section of Farleigh Road (between Sunnybank and the A269 Limpsfield Road). To retain a clear safety message on the approaches to the school, it is proposed that the traffic calming should be retained on this section of Farleigh Road.
- 2.4 There have been three recorded slight personal injury collisions on Farleigh Road between Sunnybank and Harrow Road over the 3 year period April 2010 to March 2013. Of these, 'travelling too fast for the conditions' was recorded as a factor in one of the collisions. There have been no recorded personal injury accidents on Harrow Road over the same period.
- 2.5 The introduction of a mini-roundabout at the junction of Farleigh Road and Harrow Road would need to be the subject of design and a road safety audit to determine feasibility and cost.
- 2.6 Redehall Road is not included on Project Horizon, but the divisional Member is keen that feasibility work should be undertaken to determine the feasibility of removing the traffic calming between Broadbridge Lane and the start of the Smallfield 20mph zone. Redehall Preparatory School is located within this length of Redehall Road and consideration will need to be given to retaining appropriate measures within the vicinity of the school to ensure speeds do not increase.
- 2.7 There have been 2 recorded personal injury collisions (1 serious and 1 slight) on the section of Redehall Road under consideration over the 3 year period April 2010 to March 2013. The slight injury collision recorded 'careless/reckless/in a hurry as a contributory factor as well as aggressive driving. The serious collision involved a pedal cyclist who was recorded as moving to the nearside of the road and being hit by a car travelling in the opposite direction, with traffic calming being given as a contributory factor.

3. OPTIONS:

3.1 Option 1:

Remove the existing speed cushions in Farleigh Road between Harrow Road and Sunnybank and the speed cushions and raised tables in Harrow Road when the resurfacing work is carried out as part of Operation Horizon.

Undertake design and costing of a mini-roundabout at the junction of Farleigh Road and Harrow Road

Carry out a feasibility study into the removal of the existing speed cushions in Redehall Road between Broadbridge Lane and the Smallfield 20mph zone, with particular regard being given to retaining appropriate speed reducing measures in the vicinity of Redehall Preparatory School.

3.2 Option 2: Do nothing

4. CONSULTATIONS:

4.1 No consultation has been carried out to date. Consultation will need to be carried out with the frontagers directly affected by any proposed removal of the traffic calming in Farleigh Road, Harrow Road and Redehall Road, and with the Police and other emergency services. The views of the County's Road Safety Team will also be sought.

4.2 The views of the Police will also need to be sought on any future design for a mini-roundabout at the junction of Farleigh Road and Harrow Road.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 The removal of the traffic calming in Farleigh Road between Harrow Road and Sunnybank, and Harrow Road would be carried out as part of the Operation Horizon works and would not have any implications for the Local Committee's devolved budget.

5.2 The design of a mini-roundabout at the junction of Farleigh Road and Harrow Road would cost between £3,000 and £5,000. There is no funding allocated from the Integrated Transport Scheme (ITS) budget this financial year. Unless an alternative funding source can be identified to enable design to commence this financial year, consideration could be given to funding design from the ITS budget in 2014/15.

5.3 Consultation on the removal of the traffic calming in Redehall Road could be carried out by the South East Area team. If there is support for the proposal, funding will need to be allocated in the forward Integrated Transport Scheme programme to carry out the work.

5.4 It should be noted that if a significant increase in traffic speeds results from the removal of traffic calming, there would be a cost associated with having the measures or alternative measures reinstated. There is no funding allocated to undertake such work at the present time.

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 Highway Service is mindful of the localism agenda and engages with the local community as appropriate before proceeding with the construction of any highway scheme.

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 Requests have been received for the removal of the existing traffic calming in the following roads:

Farleigh Road between Harrow Road and Sunnybank, Warlingham

Harrow Road, Warlingham

Redehall Road between Broadbridge Lane and the 20mph zone, Smallfield.

Speed surveys would need to be undertaken and consultation carried out with the frontagers directly affected, the Police and other emergency services and the County's Road Safety Team.

9.2 Subject to the results of the consultation, it is recommended that the removal of the existing speed cushions in Farleigh Road between Harrow Road and Sunnybank, and the speed cushions and raised tables in Harrow Road be carried out when resurfacing works are undertaken in these roads as part of Operation Horizon. To ensure the co-ordination of these works, it is recommended that delegated authority be given to the Local Committee Chairman, Vice-Chairman and divisional Member, together with the Area Team Manager, to consider the results of the consultation and make a final decision as to whether to proceed with the removal of the traffic calming.

9.3 It is recommended that design of a mini-roundabout at the junction of Farleigh Road and Harrow Road be considered for funding by Local Committee when developing its forward programme for Integrated Transport Schemes in 2014/14, unless an alternative funding source can be identified to enable design to commence this financial year.

9.4 It is recommended that investigation into the removal of the traffic calming in Redehall Road be carried out and the findings reported to a future meeting of the Local Committee.

10. WHAT HAPPENS NEXT:

10.1 Subject to Local Committee approval, speed surveys will be carried out in Farleigh Road, Harrow Road and Redehall Road. Consultation will be carried out with the frontagers directly affected by the proposals, the Police and other emergency services and the County's Road Safety Team. The results of the public consultation in Farleigh Road and Harrow Road will be considered by the Local Committee Chairman, Vice-Chairman and divisional Member and a final decision made on whether to proceed with the removal of the traffic calming in these road. The results of the investigation into removing the traffic calming in Redehall Road will be reported to a future meeting of the Local Committee.

Contact Officer:

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Consulted:

Annexes:

Annex 1: Farleigh Road and Harrow Road, Warlingham

Annex 2: Redehall Road, Smallfield

Sources/background papers:

- Report to 2 July 2010 Tandridge Local Committee – Review of Traffic Calming Measures, Sunnybank, Warlingham (item 16)