

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 27 SEPTEMBER 2013

LEAD OFFICER: JOHN LAWLOR, AREA TEAM MANAGER

SUBJECT: PROPOSED REMOVAL OF TRAFFIC CALMING IN REDEHALL ROAD, SMALLFIELD

RESULTS OF CONSULTATION

DIVISION: LINGFIELD



SUMMARY OF ISSUE:

Public consultation has been carried out on the proposed removal of the traffic calming in Redehall Road, between Broadbridge Lane and the start of the Smallfield 20mph zone near Bridgeham Way. The consultation also invited any other comments to be raised.

This report presents the results of the public consultation. Surrey Police have made detailed objections to the proposal to remove the existing traffic calming based on their concerns that traffic speeds and collisions will increase. The Local Committee is asked to note the results of the consultation and to make a decision on how they wish to proceed.

RECOMMENDATIONS:

The Local Committee (Tandridge) is asked to:

- (i) Note the results of the public consultation as set out in this report and in particular the objection lodged by the Police; and
- (ii) Decide if they wish to:
 - (a) Proceed with the removal of the traffic calming in Redehall Road (between Broadbridge Lane and the start of the Smallfield 20mph zone near Bridgeham Way); **or**
 - (b) Replace the existing traffic calming in Redehall Road (between Broadbridge Lane and the start of the Smallfield 20mph zone near Bridgeham Way) with alternative speed reducing measures; **or**
 - (c) Retain the existing traffic calming in Redehall Road

If it is agreed to remove the traffic calming in Redehall Road, recommendation (ii) (a), the Local Committee (Tandridge) is asked to agree that:

- (iii) Traffic speeds in Redehall Road are monitored over the six month period

following removal of the traffic calming and a report be presented to a future meeting of the Local Committee with the results, when consideration would also be given to reinstatement of the traffic calming or the provision of alternative speed reducing measures, if required; **and**

- (iv) The removal of the traffic calming, together with provision for possible reinstatement or provision of alternative speed reducing measures, is added to the Tandridge Integrated Transport Schemes forward programme for future funding.

If it is agreed to replace the traffic calming in Redehall Road with alternative speed reducing measures, recommendation (ii) (b), the Local Committee (Tandridge) is asked to agree that:

- (v) The proposal is added to the Tandridge Integrated Transport Schemes forward programme for future funding.

REASONS FOR RECOMMENDATIONS:

To enable the Local Committee to take into consideration all the views expressed as part of the public consultation, in particular those of the Police, and decide, in the light of these views, whether they wish to proceed with the removal or replacement of the existing traffic calming in Redehall Road.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Traffic calming was introduced in Redehall Road, Smallfield in the late 1990s, 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 1**. The speed cushions continue north of Bridgeham Way into the Smallfield 20mph zone.
- 1.2 A report was presented to Tandridge Local Committee in June 2013 regarding the possible removal of the existing traffic calming in Redehall Road, Smallfield.
- 1.3 It was 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.
- 1.4 It was noted that
- particular regard would need to be given to retaining appropriate speed reducing measures in the vicinity of Redehall Preparatory School.
 - if speeds increased following the removal of existing traffic calming, consideration would have to be given to reinstating or providing alternative measures.
- 1.5 The Local Committee agreed to progress with a consultation regarding removal of the traffic calming measures and that a report be brought to a future committee with the results.

- 1.6 A consultation letter and questionnaire was delivered in July 2013 to residents in Redehall Road, The Acorns, Kings Mead, Bridgeham Way, Hollie Close, Geary Close, Laburnum Court, Lone Oak, Park Road and Cross Lane.
- 1.7 Copies of the consultation letter and questionnaire are attached as **Annex 2** and a plan showing the consultation area is attached as **Annex 3**.
- 1.8 This report presents the results of the public consultation

2. ANALYSIS:

Residents

- 2.1 A total of 316 letters were delivered and 208 responses have been received, giving a response rate of 66%.
- 2.2 Table 1 below gives a breakdown by road of the number of letters delivered and the responses received.

Road	No. letters delivered	No. responses received	response rate
Redehall Road	126	104	83%
The Acorns	5	1	20%
Kings Mead	34	21	62%
Bridgeham Way	10	3	30%
Hollie Close	6	3	50%
Geary Close	12	5	42%
Laburnum Court	58	33	57%
Lone Oak	15	9	60%
Park Road	47	28	60%
Cross Lane	3	1	33%
Total	316	208	66%

Table 1: Consultation Response Rates

- 2.3 The results of the questionnaire are summarised as:
- **76% AGREED** with the proposal to remove the existing traffic calming (158 responses)
 - **24% DISAGREED** with the proposal to remove the existing traffic calming (50 responses)

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Redehall Road

- 2.4 There were 104 responses from residents of Redehall Road; 70% agreed with the proposal to remove the existing traffic calming (73 responses) and 30% disagreed (31 responses).
- 2.5 Of the respondents that **agreed** with the proposal, the most common comments made were related to:
- Suggestions that the existing cushions should be replaced with alternative measures (14 responses)
 - Concerns that the existing cushions cause damage to cars (9 responses)
 - Concerns that the existing cushions are not effective in reducing speeds (8 responses)
 - Concerns that lorries speed along Redehall Road (6 responses)

Kings Mead

- 2.6 There were 21 responses from residents of Kings Mead; 86% agreed with the proposal to remove the existing traffic calming (18 responses) and 14% disagreed (3 responses).
- 2.7 Of the respondents that **agreed** with the proposal, the most common comments made were related to:
- Suggestions that the existing cushions should be replaced with alternative measures (3 responses)
 - Concerns that the existing cushions are not effective in reducing speeds (2 responses)

Laburnum Court

- 2.8 There were 33 responses from residents of Laburnum Court; 79% agreed with the proposal to remove the existing traffic calming (26 responses) and 21% disagreed (7 responses).
- 2.9 Of the respondents that **agreed** with the proposal, the most common comments made were related to:
- Suggestions that the existing cushions should be replaced with alternative measures (2 responses)
 - Concerns that the existing cushions are not effective in reducing speeds (2 responses)
 - Concerns that lorries speed along Redehall Road (2 responses)

Park Road

- 2.10 There were 28 responses from residents of Park Road; 82% agreed with the proposal to remove the existing traffic calming (23 responses) and 18% disagreed (5 responses).
- 2.11 Of the respondents that **agreed** with the proposal, the most common comments made were related to:
- Suggestions that the existing cushions should be replaced with alternative measures (5 responses)
 - Concerns that the existing cushions cause damage to cars (5 responses)
 - Concerns that lorries speed along Redehall Road (2 responses)
- 2.12 Fewer than 10 responses were received from each of The Acorns, Bridgham Way, Hollie Close, Geary Close, Lone Oak and Cross Lane.

Summary of comments made

- 2.13 Of the questionnaires returned, 138 included additional comments (67% of questionnaires received).
- 2.14 A number of common issues emerged, which are summarised below, each followed by an Officer response in italics.
- 2.15 Comments made by respondents who **agreed** with the proposal to remove the existing traffic calming:

- The existing cushions are ineffective, particularly for heavy goods vehicles

Speed cushions are designed so that large vehicles such as buses and ambulances can straddle them. Unfortunately, this means that their impact on slowing larger wheelbase cars, vans and HGVs is also minimal. However, these vehicles will still be slowed down when they are following a smaller vehicle which cannot straddle the cushions. Speed surveys were conducted in July 2012 and data collected showed the mean speed as 33mph in both northbound and southbound directions.

- The existing cushions damage vehicles

The existing measures would have been designed in accordance with national legislation, governmental traffic calming guidance and county policy. The reported condition of the existing cushions will be raised to Surrey's Operations Team for inspection and remedial action as necessary.

- Only remove if replaced with alternative measures such as narrowing, pinch points, chicanes, priority give way, restriction on HGVs

Comments noted. Should the existing measures be removed and subsequently require replacement, the comments will be considered in the design process.

- Speed cameras should be provided

A new fixed speed camera would cost approximately £50,000, and then would require ongoing maintenance and resources to process offences. Within Surrey fixed speed cameras are reserved for the very worst collision hotspots where there has been a serious history of collisions. This also helps maintain public support for cameras being installed to reduce road casualties. Consequently the council would not support the installation of a permanent fixed speed camera on this road.

- Concerns about safety in the vicinity of Redehall Preparatory School

Comments noted. Surrey's Community Engagement Team will be advised of the comments for consideration with regards to school travel planning and road safety education.

- Concerns that the parking near the shops causes traffic problems

Comments noted. Surrey's Parking Team will be advised of the comments for consideration in the next parking review.

2.16 Comments made by respondents who **disagreed** with the proposal to remove the existing traffic calming:

- Removal of the traffic calming would increase speeds and accidents

The traffic calming was introduced to reduce a known speeding and accident problem. The scheme, which was completed in 1998, has been successful in reducing accidents. The available data shows 24 recorded personal injury accidents for the period 1987 to 1999; there are 9 recorded personal injury accidents for the period 2000 to July 2013. Officers cannot forecast if, or by how much, speeds could increase.

- Concerns about safety in the vicinity of Redehall Preparatory School

Officer response as Section 2.15.

- Only remove if replaced with alternative measures such as narrowing, pinch points, chicanes, priority give way, restriction on HGVs

Officer response as Section 2.15.

- Concerns about safety in the areas of narrow footway, particularly children walking to school. The increase in speeds which will result from the removal of the traffic calming will make pedestrians more vulnerable.

The council wishes to encourage walking to school. The impact of a possible increase in traffic speeds if the speed cushions are removed is an important consideration.

- Funds would be better spent on maintaining existing roads

Comments noted.

Emergency Services

2.17 The Police have been consulted on the proposals and have lodged a letter of objection to the removal of the traffic calming in Redehall Road. The letter is attached as **Annex 4** to this report and summarised below.

- No firm timetable from the council to reinstate such solutions or suitable replacement measures in the event of any increase in speeds or casualties
- No identified measure of what would act as a trigger for reinstatement of the speed management solutions
- Prior to the installation of these speed management solutions, this road was subject to regular police enforcement and was a particularly productive site in terms of prosecutions. Without the benefit of engineering solutions and without any radical change in the environment, it would seem reasonable to suppose that we will return to the position, as it was pre installation of the speed management solutions
- The road is a mixture of environments with some sections lacking residential properties and footways on both sides of the road. Having a different speed limit for each short section of individual environment is impracticable and potentially unenforceable and the desire of the County Council to encompass the whole stretch of road with one speed limit is completely understandable. However, it would then be for the County Council to ensure that the road looks and feels like the desired limit and engineering solutions are such a tool to achieve this
- If as suspected, average speeds increase then there may be an issue with vehicles entering the 20mph zone in the centre of the village, at too fast a speed; potentially compromising any benefits of that speed reduction zone.
- Removal of these engineering solutions would therefore appear to be contrary to all the available advice
- All the available evidence seems to support an assertion that these actions will lead to an increase in injuries and Surrey Police cannot support an action with this potential consequence.

2.18 No response was received from either the Ambulance or Fire and Rescue services.

Road Safety Team

2.19 The views of the County Council's Road Safety Team have also been sought, as they have an overview on road safety and accident reduction in the county. Their comments are given below.

- Why remove the traffic calming when the most likely result is increased speeds?
- With increased speeds, the likelihood is increased potential for casualties.

- Clarification should be given to residents and Members that the Police may not provide extra (or any) resource to enforce if speeds do increase.
- There is no indication of what increase in speeds would trigger reinstatement or replacement of speed reducing measures, or what alternative measures may be considered.
- It is difficult to gauge what the speeds are likely to be if the traffic calming is removed. In terms of Road Safety, the removal of the traffic calming is not supported.

3. OPTIONS:

3.1 The options open to Local Committee are set out in this section based on the question asked in the consultation. Officer comments are given for each option, based on the results of the consultation.

3.2 **Option 1:** Remove the existing traffic calming in Redehall Road (between Broadbridge Lane and the start of the Smallfield 20mph zone near Bridgeham Way)

Comment: There is overall support for this option (77% of respondents). This proposal would not be supported by the Police and any increase in speed following removal of the traffic calming is unlikely to be enforced by them. The Road Safety Team also have concerns about the potential for speeds, and hence collisions, to increase.

Members have previously been advised that consideration would need to be given to reinstating or providing alternative speed reducing measures should speeds increase following the removal of the traffic calming. It is suggested that traffic speeds in Redehall Road would be monitored over the six month period following removal of the traffic calming and a report presented to a future meeting of the Local Committee with the results. If speeds have increased, the report would consider whether reinstatement of the traffic calming or the provision of alternative speed reducing measures is required.

3.3 **Option 2:** Remove the existing traffic calming in Redehall Road and replace with alternative measures.

Comment: Responses received from residents report that the existing speed cushions are not effective in reducing traffic speeds, particularly with regards to lorries and heavy or wide vehicles, and should be replaced with alternative speed reducing measures. This could include consideration of speed tables, kerb build-outs with priority give-way working, additional warning signs and extending the 20mph zone to include Redehall Preparatory School.

3.4 **Option 3:** Retain the existing traffic calming in Redehall Road (between Broadbridge Lane and the start of the Smallfield 20mph zone near Bridgeham Way)

Comment: Speeds and casualties would be expected to remain at their existing levels if there were no changes made to the existing road layout.

4. CONSULTATIONS:

- 4.1 The removal of the existing traffic calming in Redehall Road has been the subject of public consultation, the results of which are presented in this report.
- 4.2 The emergency services and Surrey's Road Safety Team have also been consulted.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 There is no funding allocated from the Integrated Transport Schemes (ITS) budget this financial year for removal of the traffic calming in Redehall Road (option 1) or for the design and implementation of alternative traffic calming measures (option 2). Consideration would need to be given to adding the preferred option to the Tandridge Integrated Transport Schemes forward programme for future funding.
- 5.2 If removal of the traffic calming (option 1) is the preferred option, there is no funding allocated for the reinstatement or replacement of the traffic calming should monitoring show that speeds had increased. Consideration would also need to be given to making provision for these works on the Tandridge Integrated Transport Schemes forward programme.
- 5.3 There are no financial implications if the traffic calming in Redehall Road is retained.

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 There is overall support from respondents to the public consultation for the removal of the existing traffic calming in Redehall Road. The Police have objected to the proposal as they are of the view that it will result in increased speeds, casualties and expectation of enforcement. This view is shared by the Road Safety Team.

9.2 The Local Committee is asked to note the results of the public consultation as set out in this report and in particular the objection lodged by the Police.

9.3 Members are asked to make a decision on whether to remove, replace or retain the existing traffic calming. If it is agreed that the existing traffic calming is removed, then it is suggested that traffic speeds in Redehall Road are monitored over the six month period following removal of the traffic calming and a report presented to a future meeting of the Local Committee with the results. If speeds have increased, the report would consider whether reinstatement of the traffic calming or the provision of alternative speed reducing measures is required

9.4 If the Local Committee agrees to remove or replace the existing traffic calming, authority is sought to add the preferred option to the Integrated Transport Schemes forward programme for the allocation of future funding to enable the works to proceed. If it is agreed to remove the traffic calming, provision for possible reinstatement or provision of alternative speed reducing measures would also need to be added to the ITS forward programme.

10. WHAT HAPPENS NEXT:

10.1 The decision agreed by the Local Committee will be implemented.

Contact Officer:

Peter Shimadry, Engineer, South East Area Team, 03456 009 009

Consulted:

As detailed in the report

Annexes:

Annex 1: Location of existing traffic calming

Annex 2: Consultation letter and questionnaire

Annex 3: Consultation area

Annex 4: Letter of objection from Surrey Police

Sources/background papers:

- Report to Tandridge Local Committee 28 June 2013; Farleigh Road and Harrow Road, Warlingham, and Redehall Road, Smallfield - Review Of Traffic Calming Measures (Item 14)
 - Responses to public consultation
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