

# Individual Decision

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The attached report will be taken as  
Individual Portfolio Member Decision on:

**Thursday, 30th June, 2011**

| <b>Ref:</b> | <b>Title</b>                         | <b>Portfolio Member</b>    | <b>Page No.</b> |
|-------------|--------------------------------------|----------------------------|-----------------|
| ID2298      | Purley Experimental One Way<br>Order | Councillor Graham<br>Jones | 1 - 20          |



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## Individual Executive Member Decision

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|   |  |
|---|--|
| <b>Title of Report:</b>                       | <b>Purley Experimental One Way Order</b> |
| <b>Report to be considered by:</b>            | Leader of the Council                    |
| <b>Date on which Decision is to be taken:</b> | 30 June 2011                             |
| <b>Forward Plan Ref:</b>                      | ID2298                                   |

**Purpose of Report:** To inform the Leader of the Council of the responses received during the consultation process on the experimental one way order for Purley Village and Purley Lane, Purley on Thames.

**Recommended Action:** That the Leader of the Council resolves to approve the recommendations as set out in section 5 of this report.

**Reason for decision to be taken:**

**Statutory:**       **Non-Statutory:**   
**Other:**

**Other options considered:** To report back on the consultation process

**Key background documentation:** Appendix A - EIA Stage 1  
Appendix B - Results of traffic surveys  
Appendix C - Formal Objections to the experimental Order  
Appendix D - Responses to the public consultation

| Portfolio Member Details         |  |
|----------------------------------|--|
| <b>Name &amp; Telephone No.:</b> | Councillor David Betts - Tel (0118) 942 2485 |
| <b>E-mail Address:</b>           | dbetts@westberks.gov.uk                      |
| Contact Officer Details          |  |
| <b>Name:</b>                     | Mark Cole                                    |
| <b>Job Title:</b>                | Traffic Services Manager                     |
| <b>Tel. No.:</b>                 | 01635 519210                                 |
| <b>E-mail Address:</b>           | mcole@westberks.gov.uk                       |

### Implications

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**Policy:** None arising from this report.  
**Financial:** None arising from this report.

|                           |                                      |
|---------------------------|--------------------------------------|
| <b>Personnel:</b>         | None arising from this report.       |
| <b>Legal/Procurement:</b> | None arising from this report.       |
| <b>Environmental:</b>     | None arising from this report.       |
| <b>Partnering:</b>        | None arising from this report.       |
| <b>Property:</b>          | None arising from this report.       |
| <b>Risk Management:</b>   | None arising from this report.       |
| <b>Community Safety:</b>  | None arising from this report.       |
| <b>Equalities:</b>        | EIA Stage 1 attached as Appendix A.. |

## **Consultation Responses**

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### **Members:**

**Leader of Council:** Councillor Graham Jones was not consulted on the content of the draft report because he will be making the Individual Decision.

**Overview & Scrutiny Management Commission Chairman:** Councillor Brian Bedwell has no comment to make until the trial has been completed.

**Ward Members:** Councillor David Betts - Whilst I personally believe the one-way system to have been a considerable improvement, particularly for pedestrians using Purley Lane, I recognise that the scheme does not have sufficient local support. I therefore share the view of the Parish Council that this should not proceed further and support the officers' recommendations. I would like to compliment officers on the exemplary way in which this experiment and consultation was carried out and particularly for the patience they demonstrated with a small number of extremely vocal opponents of the scheme.

Councillor Tim Metcalfe - To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

**Opposition Spokesperson:** Councillor Keith Woodhams- To date no response has been received, however any comments will be verbally reported at the Individual Decision meeting.

**Local Stakeholders:** Consulted as part of the consultation process.

**Officers Consulted:** Andrew Garratt and Mark Edwards

**Trade Union:** N/A

|  |  |                              |
|--|--|------------------------------|
| <b>Is this item subject to call-in.</b>  | Yes: <input checked="" type="checkbox"/> | No: <input type="checkbox"/> |
| <p>If not subject to call-in please put a cross in the appropriate box:</p> <p>The item is due to be referred to Council for final approval <input type="checkbox"/></p> <p>Delays in implementation could have serious financial implications for the Council <input type="checkbox"/></p> <p>Delays in implementation could compromise the Council's position <input type="checkbox"/></p> <p>Considered or reviewed by OSC or associated Task Groups within preceding 6 months <input type="checkbox"/></p> <p>Item is Urgent Key Decision <input type="checkbox"/></p> |  |                              |

## Supporting Information

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### 1. Background

- 1.1 During works on the railway track over the 2010 Christmas period it was noticed that there was some damage to the Purley Lane Railway bridge that required repairing. Due to the nature of the damage Network Rail advised that only one vehicle at a time should traverse the bridge.
- 1.2 Temporary traffic signals were installed but were soon stolen. Priority working over the bridge was considered but this option was not suitable as the necessary forward visibility could not be achieved.
- 1.3 Concerns had previously been expressed about the risk to children and pedestrians using Purley Village and Purley Lane, especially when going to and from the Infant School. Consequently officers thought it would be opportune to introduce an experimental one way order whilst at the same time assisting Network Rail with their traffic management during the bridge repairs.
- 1.4 In consultation with the ward members and Parish Council it was agreed to introduce an experimental one way order until the works on the bridge were completed. The experimental one way was introduced using temporary signs and the direction was westwards on Purley Village starting from its entrance with Home Farm continuing southwards (up hill) on Purley Lane to its junction with Nursery Gardens.
- 1.5 A letter dated 14 January 2011 was delivered to all local residents that were directly affected by the proposal informing them of the situation. The experimental one way system commenced on 24<sup>th</sup> January 2011.
- 1.6 During the experimental one way a number of traffic surveys were undertaken to determine the impact on Purley Village and Purley Lane and a number of other roads in the area.
- 1.7 It was also agreed that local residents would be consulted to determine if they would like the one way made permanent.
- 1.8 Following a trial hole inspection Network Rail agreed that the road could be open to two way traffic and the experimental one way was removed on 27<sup>th</sup> April 2011.

### 2. Results of Survey

- 2.1 During the experimental one-way, traffic surveys were undertaken at the following locations;
  - Purley Village – junction with Lister Close
  - Purley Village - by Purley Infant School
  - Purley Lane - north of Railway Bridge
  - Nursery Gardens - by Lay-by
  - Westridge Avenue – in the vicinity of No 7
  - New Hill – north of Railway Bridge
- 2.2 Details of the results together with other surveys are shown in Appendix B.

### 3. Results of public consultation

3.1 During the experimental one way system five formal objections were received, 2 of which were from the same property. These are detailed in Appendix C together with an officer response.

3.2 A consultation questionnaire was also sent to over 150 properties that were affected by the one way. A public meeting was held on 29<sup>th</sup> March 2011 to explain details about the one way and results of traffic surveys.

3.3 At the close of the public consultation a total of 114 responses had been received. This included 15 additional responses from properties that had already responded. Whilst the comments from the additional responses were included, for consistency only one response per property was counted making the number of responses 99.

3.4 The responses to the questionnaire were;

|   |                   |         |
|---|-------------------|---------|
| Do you consider the one way system has improved the safety for pedestrians? | Yes = 45          | No = 48 |
|   | No Indication = 6 |         |

|   |                    |           |
|---|--------------------|-----------|
| Do you consider the one way has had any effect on traffic speeds on Purley Village and Purley Lane? | Yes = 57.5         | No = 31.5 |
|   | No Indication = 10 |           |

|   |                     |
|---|---------------------|
| If yes please circle one of the following | increase = 58%      |
|   | no change = 10%     |
|   | decrease = 22%      |
|   | No Indication = 10% |

|   |                   |         |
|---|-------------------|---------|
| Do you support the one way being made Permanent | Yes = 44          | No = 46 |
|   | No Indication = 9 |         |

3.5 Details of the comments received during the public consultation are listed in Appendix D together with an officer's response.

### 4. Conclusion

4.1 The reason for the experimental one way system was to assist Network Rail with their traffic management during the repairs to the railway bridge and to assess the concerns that had been expressed about safety for pedestrians using Purley Village and Purley Lane and to reduce the volume of through traffic using Nursery Gardens.

4.2 Improvements to pedestrian facilities could only be achieved by widening the footway, which would have the effect of narrowing the carriageway to a width that would not be suitable for two way traffic.

4.3 From the results of the consultation it is clear that there is not a majority in favour of the one way solution. Indeed there is a small majority opposed to this. The speed survey results indicate that there are no significant differences between the average or 85<sup>th</sup> percentile speeds when comparing the two way situation with the one way

situation. Consequently there seems little point in introducing a permanent one way system.

- 4.4 Many respondents to the public consultation requested a 20mph speed limit. The consideration of speed limits involves a task group, consisting of West Berkshire Council officers, the Police and elected members. The task group carefully considers each request of the speed limit review to ensure that the speed limits within West Berkshire are both consistent and appropriate for the length of road. The Task Group meet twice a year with the next meeting scheduled for December 2011.
- 4.5 A number of respondents to the public consultation from Nursery Gardens commented about safety concerns at the junction of Purley Lane and Nursery Gardens and proposed that the volume of through traffic is restricted. Concerns of this nature are often investigated by undertaking a Traffic Management Assessment. Due to the high number of assessments currently programmed for this financial year in the approved works programme, these requests will need to be undertaken during the 2012/13 financial year.
- 4.6 A number of responses to the public consultation commented about parking issues within the area. These comments can be included within the parking review for Purley that is currently being undertaken.

## **5. Recommendations**

- 5.1 Given the number of responses that do not support the one way and the results of the surveys, it is recommended that the experimental one way system is not made permanent.
- 5.2 That a 20mph speed limit be considered for Purley Lane and Purley Village as part of the Speed Limit Review meeting in December 2011.
- 5.3 That a Traffic Management Assessment is programmed during 2012/13 to investigate the concerns of the residents of Nursery Gardens.
- 5.4 That the comments about parking issues be included within the Purley parking review that is currently being undertaken.
- 5.5 That the respondents who formally objected and responded to the public consultation be informed accordingly.

## **Appendices**

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Appendix A - EIA Stage 1.

Appendix B - Results of traffic surveys.

Appendix C - Formal Objections to the experimental Order.

Appendix D - Responses to the public consultation.



## Equality Impact Assessment Template – Stage One

|  |  |
|--|--|
| <b>Name of item being assessed:</b>                      | <b>Purley Experimental One Way Order</b> |
| <b>Version and release date of item (if applicable):</b> | 9 June 2011                              |
| <b>Owner of item being assessed:</b>                     | Mark Cole, Traffic Services Manager      |
| <b>Name of assessor:</b>                                 | Mark Cole                                |
| <b>Date of assessment:</b>                               | 9 June 2011                              |

**1 What are the main aims of the item?**

The main aim of this item is to report the responses received during the consultation process on the experimental one way order for Purley Village and Purley Lane, Purley on Thames.

**2 Note which groups may be affected by the item, consider how they may be affected and what sources of information have been used to determine this.**

**(Please demonstrate consideration of all strands – Age, Disability, Gender, Race, Religion or Belief and Sexual Orientation.)**

| <b>Group Affected</b>      | <b>What might be the effect?</b> | <b>Information to support this.</b> |
|----------------------------|----------------------------------|-------------------------------------|
| Local Residents            | See comments below.              | N/A                                 |
| Elderly Pedestrians        | See comments below.              | N/A                                 |
| Persons with less mobility | See comments below.              | N/A                                 |
| Child pedestrians          | See comments below.              | N/A                                 |


**Further Comments relating to the item:**

No changes are recommended for Purley Village and Purley Lane following the responses to the public consultation on whether to make the one way permanent. Consequently there will be no impact change to the vulnerable groups.

|                               |  |
|-------------------------------|--|
| <b>3 Result (please tick)</b> |  |
|                               | <b>High Relevance</b> This needs to undergo a Stage 2 Equality Impact Assessment.      |
|                               | <b>Medium Relevance</b> This needs to undergo a Stage 2 Equality Impact Assessment     |
|                               | <b>Low Relevance</b> This needs to undergo a Stage 2 Equality Impact Assessment        |
| ✓                             | <b>No Relevance</b> This does not need to undergo a Stage 2 Equality Impact Assessment |

For items requiring a Stage 2 equality impact assessment, begin the planning of this now, referring to the equality impact assessment guidance and Stage 2 template.

|  |   |
|--|---|
| <b>4 Identify next steps as appropriate:</b> |   |
| <b>Stage Two required</b>                    |   |
| <b>Owner of Stage Two assessment:</b>        |   |
| <b>Timescale for Stage Two assessment:</b>   |   |
| <b>Stage Two not required:</b>               | ✓ |

|   |                          |
|---|--------------------------|
| <br><b>Signed:</b> | <b>Date:</b> 9 June 2011 |
|---|--------------------------|

## Summary of Traffic Surveys

Note: One Way introduced on 24th January 2011 and finished on 27th April 2011.

Coloured cell indicates vehicles contravening the one way

## Average Traffic Speeds

| Location                                  | Direction  | Two Way Traffic          |                          |                          | Experimental One Way            |                             |   |                               | Two Way Traffic |                               |
|---|------------|--------------------------|--------------------------|--------------------------|---------------------------------|-----------------------------|---|-------------------------------|-----------------|-------------------------------|
|   |            | 18 July 2006<br>(2 days) | 02 June 2008<br>(7 Days) | 15 July 2010<br>(7 Days) | 25 January 2011<br>(2 - 7 Days) | 2 February 2011<br>(7 Days) | 22 February 2011<br>School Half<br>Term<br>(7 Days) | 02 March 2011<br>(5 - 7 Days) |                 | 19 April 2011<br>(5 - 7 Days) |
| Purley Village junction with Lister Close | Northwest  |                          |                          |                          | 23.9                            |                             | 24  | 23.2                          |                 | 23.5                          |
|   | Southeast  |                          |                          |                          | 22.3                            |                             | 21.3  | 22.4                          |                 | 23.9                          |
| Purley Village by Purley School           | Northwest  |                          |                          | 21.9                     | 20.3                            |                             | 24  | 22.5                          |                 | 22.1                          |
|   | Southeast  |                          |                          | 22                       | 20.9                            |                             | 21.7  | 20.6                          |                 | 22.2                          |
| Purley Lane North of Railway Bridge       | Northbound |                          |                          |                          | 24.7                            |                             | 24  | 22.3                          |                 | 25.1                          |
|   | Southbound |                          |                          |                          | 23                              |                             | 21.3  | 22.5                          |                 | 23.3                          |
| Nursery Gardens by Lay-by                 | Westbound  | 26.2                     | 24.4                     |                          | 24.9                            |                             |   | 24.4                          |                 | 24.5                          |
|   | Eastbound  | 25.2                     | 23.9                     |                          | 23.1                            |                             |   | 22.8                          |                 | 23.8                          |
| Westridge Avenue opp. No 7                | Northwest  |                          |                          |                          | 23.2                            |                             | 24.4  | 24.6                          | 24.8            | 25.4                          |
|   | Southeast  |                          |                          |                          | 22.4                            |                             | 23.4  | 22.8                          | 22.9            | 22.2                          |
| New Hill                                  | Northbound | 26                       |                          |                          |                                 | 27.1                        | 23.5  | 23.6                          |                 | 24.3                          |
|   | Southbound | 25.8                     |                          |                          |                                 | 23.2                        | 22.6  | 22.9                          |                 | 23.8                          |

## Summary of Traffic Surveys

85th Percentile Traffic Speeds (the speed at which up to 85% of the traffic is travelling)

| Location                                  | Direction  | Two Way Traffic          |                          |                          | Experimental One Way            |                             |  |                               | Two Way Traffic |                               |                         |
|---|------------|--------------------------|--------------------------|--------------------------|---------------------------------|-----------------------------|--|-------------------------------|-----------------|-------------------------------|-------------------------|
|   |            | 18 July 2006<br>(2 days) | 02 June 2008<br>(7 Days) | 15 July 2010<br>(7 Days) | 25 January 2011<br>(2 - 7 Days) | 2 February 2011<br>(7 Days) | 22 February 2011<br>School Half Term<br>(7 Days) | 02 March 2011<br>(5 - 7 Days) |                 | 19 April 2011<br>(5 - 7 Days) |                         |
| Purley Village junction with Lister Close | Northwest  |                          |                          |                          | 29                              |                             | 29   | 28                            |                 | 29                            | 19 May 2011<br>(7 Days) |
|   | Southeast  |                          |                          |                          | 29                              |                             | 26   | 31                            |                 | 29                            |                         |
| Purley Village by Purley School           | Northwest  |                          |                          | 28                       | 26                              |                             | 29   | 28                            |                 | 28                            |                         |
|   | Southeast  |                          |                          | 27                       | 26                              |                             | 27   | 27                            |                 | 28                            |                         |
| Purley Lane North of Railway Bridge       | Northbound |                          |                          |                          | 32                              |                             | 29   | 28                            |                 | 30                            |                         |
|   | Southbound |                          |                          |                          | 27                              |                             | 26   | 27                            |                 | 28                            |                         |
| Nursery Gardens by Lay-by                 | Westbound  | 30                       | 29                       |                          | 29                              |                             |  | 29                            |                 | 29                            |                         |
|   | Eastbound  | 29                       | 28                       |                          | 27                              |                             |  | 28                            |                 | 28                            |                         |
| Westridge Avenue opp. No 7                | Northwest  |                          |                          |                          | 27                              |                             | 29   | 29                            |                 | 30                            |                         |
|   | Southeast  |                          |                          |                          | 26                              |                             | 28   | 28                            |                 | 27                            |                         |
| New Hill                                  | Northbound | 31                       |                          |                          |                                 | 31                          | 27   | 27                            |                 | 28                            |                         |
|   | Southbound | 31                       |                          |                          |                                 | 28                          | 26   | 27                            |                 | 28                            |                         |

Summary of Traffic Surveys

Average Daily Volume

| Location                                  | Direction  | Two Way Traffic       |                       |                       | Experimental One Way         |                          |  |                            | Two Way Traffic |                            |
|---|------------|-----------------------|-----------------------|-----------------------|------------------------------|--------------------------|--|----------------------------|-----------------|----------------------------|
|   |            | 18 July 2006 (2 days) | 02 June 2008 (7 Days) | 15 July 2010 (7 Days) | 25 January 2011 (2 - 7 Days) | 2 February 2011 (7 Days) | 22 February 2011 School Half Term (7 Days) | 02 March 2011 (5 - 7 Days) |                 | 19 April 2011 (5 - 7 Days) |
| Purley Village junction with Lister Close | Northwest  |                       |                       |                       | 247                          |                          | 22   | 30                         |                 | 282                        |
|   | Southeast  |                       |                       |                       | 53                           |                          | 44   | 72                         |                 | 281                        |
| Purley Village by Purley School           | Northwest  |                       |                       | 300                   | 293                          |                          | 128  | 167                        |                 | 291                        |
|   | Southeast  |                       |                       | 287                   | 29                           |                          | 12   | 14                         |                 | 317                        |
| Purley Lane North of Railway Bridge       | Northbound |                       |                       |                       | 22                           |                          | 22   | 11                         |                 | 455                        |
|   | Southbound |                       |                       |                       | 224                          |                          | 44   | 155                        |                 | 383                        |
| Nursery Gardens by Lay-by                 | Westbound  | 478                   | 415                   |                       | 226                          |                          |  | 405                        |                 | 492                        |
|   | Eastbound  | 342                   | 325                   |                       | 40                           |                          |  | 200                        |                 | 452                        |
| Westridge Avenue opp. No 7                | Northwest  |                       |                       |                       | 327                          |                          | 160  | 177                        | 314             | 274                        |
|   | Southeast  |                       |                       |                       | 204                          |                          | 175  | 207                        | 538             | 230                        |
| New Hill                                  | Northbound | 1,522                 |                       |                       |                              | 1,550                    | 990  | 1,267                      |                 | 1,311                      |
|   | Southbound | 1,640                 |                       |                       |                              | 1,222                    | 1,027                                      | 1,252                      |                 | 1,387                      |

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Summary of Formal Objections to the Experimental One Way

| Comments  | Officer Comments  |
|---|---|
| <p>A resident of Waterside Drive commented that:</p> <ul style="list-style-type: none"> <li>i. This proposal by eliminating oncoming vehicles will encourage traffic to increase speeds.</li> <li>ii. The proposal is inconvenient to residents who are regular users.</li> <li>iii. The proposal will entrap residents on the regular occasions that the New Hill railway bridge is closed for repair.</li> <li>iv. Proposal will involve unnecessary expense, impose more visual pollution and 'urbanise' the village aspect.</li> </ul>  | <ul style="list-style-type: none"> <li>i. The results of the traffic surveys, shown in Appendix B, do not support this comment. In fact the majority of locations show traffic speeds have increased marginally since the experimental one way system was removed.</li> <li>ii. It is noted that the residents who live within the one way system will be slightly inconvenienced if the one way is introduced.</li> <li>iii. Regular users from the River Estate can still use the road when travelling towards Pangbourne. When returning they can use the A329 and New Hill, which is a shorter route than using Nursey Gardens, Purley Lane and Purley Village.</li> <li>iv. If the one way was made permanent and there was a planned closure of New Hill alternative access would be provided for residents. This would include the temporary suspension of the one way order and traffic management measures where the road is too narrow for two way traffic. The temporary suspension of traffic orders is very common to facilitate planned works.</li> </ul> <p>The situation is no different should an incident occur between Purley Village and Colyton Way where there is no alternative route.</p> <ul style="list-style-type: none"> <li>iv. There is always a cost to introduce any engineering scheme. If the one way were made permanent the signing would be kept to a minimum whilst still ensuring that the one way system was legally signed.</li> </ul> |
| <p>A resident of Purley Lane commented that:</p> <ul style="list-style-type: none"> <li>i. I object to the order as the scheme has been introduced without proper consultation of all those affected by the scheme. Several residents have noticed drivers travelling much faster than before and there is a real risk that the one way system will result in a serious injury. Given the safety history of the area there is no valid reason for the scheme. The money spent on alterations to accommodate the scheme could be spent on more deserving causes. Finally the extra carbon emissions as a result of local residents having to drive further are unnecessary and should not be forced upon us.</li> <li>ii. I would like to take this as high as possible as I suspect that the information being supplied in defence of the scheme is flawed. I also believe that the mere collection of</li> </ul> | <ul style="list-style-type: none"> <li>i. A letter was sent on 14 January 2011 to all properties on Purley Village and Purley Lane explaining the reasons why an experimental one way system was to be introduced. Results of traffic speeds, detailed in Appendix B, show that the one way has not increased vehicle speeds. It is accepted that some residents will have to travel slightly further to their properties but the one way is not being forced upon them as there has been a full consultation the results of which are the subject of this report.</li> <li>ii. The results of the traffic data is factual and used to establish the effect of the one way system. Traffic speeds may not necessarily increase over time as results of traffic speeds on another one way system, which has been in place for many years, showed that the average and 85<sup>th</sup> percentile speeds are still below the 30mph speed limit.</li> </ul> <p>This comment seems to contradict the objection in (i) as the resident indicates that Purley Lane</p>  |

Summary of Formal Objections to the Experimental One Way

| Comments  | Officer Comments   |
|---|--|
| <p>data is not enough to justify the changes as the habits of drivers will gradually change toward a more dangerous speed profile. I would like to inspect the data particularly data covering Purley Lane itself as this is a particularly dangerous lane to meddle with given that there is no lighting, no pavements and no policing of speed limits is ever undertaken.</p>   | <p>is dangerous given there is no lighting and no pavements. However if the one way were to be made permanent a road marking would be introduced on Purley Lane to designate an area for pedestrians and thus reducing the risk of a collision.</p>  |
| <p>A resident of Mapledurham Drive commented that:<br/>I was coming down the hill to cross the railway bridge (17:25, 22/02/11), 2 cars barged past my car against the priority flow. Both cars clipped my wing mirror and forced me to make an emergency stop. I have reported this to the police. My husband and I have noticed increasing impatience in this area since the experimental one-way system has increased the downward flow of traffic at peak times. As downward flowing traffic has priority, upward travelling vehicles have to wait to cross the bridge for longer, and are resorting to forcing their way through in spite of the blind dip. The situation is becoming dangerous so I would like to make a formal objection to the trial of the one-way system.</p>   | <p>A vehicle proceeding against the priority signs may not be as a direct result of the one way system. Results of traffic surveys on Purley Village prior to the experimental one way system being introduced show that a daily average of 287 vehicles would now be using New Hill.<br/><br/>This is only a very slight increase in the volume of traffic using New Hill and it is unlikely to have any adverse effect on the working of the priority system or the length of time a driver has to wait to traverse the bridge.</p>  |
| <p>A resident of Mapledurham Drive who lives at the same property as the objector above commented that:<br/><br/>I wish to formally object to the Purley Lane Experimental one way system becoming a permanent safety scheme. I object on 4 grounds :</p> <ol style="list-style-type: none"> <li>1. It actually reduces safety on Purley Lane and New Hill -</li> </ol> <ul style="list-style-type: none"> <li>• By removing the hazard of potential on-coming traffic around a sharp bend creates a classic morale hazard dilemma- where drivers feel safer to drive less carefully and with greater speed. From the traffic data we can see average speeds have risen but 85th percentile speeds have not. This suggests that 15% of traffic is driving at a significantly greater speed. A combination of a sharp bend and greater speeds represents an increased risk for pedestrians.</li> <li>• The issue of cars driving the wrong way down the one way system – the data shows the majority of these vehicles are not local cars that could be expected to comply once the system is made permanent. I myself have had a near collision as a consequence of this. I believe this represents a major risk. Presumably mitigation requires a permanent camera and warning signs which would increase cost and create further environmental damage as per point 4</li> </ul> | <ol style="list-style-type: none"> <li>1. The results of the traffic surveys detailed in Appendix B show that vehicle speeds have not increased as a result of the one way system. As part of the one way system the footways would be made wider thereby improving pedestrian safety and by halving the volume of traffic reduces the risk of a collision occurring with a pedestrian.<br/><br/>If the one way were made permanent with permanent signing it is likely to be respected. The longer a one way is in place the more likely that drivers become use to it and respect it.<br/><br/>The traffic data for New Hill prior to the one way was in July 2006 and showed an average daily volume of 1,522 for northbound traffic. Surveys carried out during the experimental one way showed that the average northbound daily volume was 1,550, 990 and 1,267. A survey undertaken following the removal of the one way showed an average daily volume of 1,311 for northbound traffic. The traffic volumes are generally below that of the 2006 survey when no concerns were expressed.</li> <li>2. There have been two recorded injury accidents albeit a few years ago. The footways are approximately 800mm wide which are sub standard for pedestrian use. Should a person be walking on the footway another person has to walk on the road to pass them. The narrow width of the footway and there being no footway on Purley Lane increases the risk of a pedestrian being</li> </ol> |



Summary of Formal Objections to the Experimental One Way

| Comments   | Officer Comments  |
|--|---|
| <p>below.</p> <ul style="list-style-type: none"> <li>The data is inconclusive with regard to increased traffic on New Hill as there could well be seasonal variation in the reference point ( July 2006) in the data held by the council. It would seem reasonable to expect the 287 vehicles shown as driving southeast on Purley Lane for the 7 day period from July 15th 2010, now have to drive across New Hill. This seems to be placing extra pressure on the priority system over New Hill where vehicles required to give way are taking increased risks, presumably due to increased wait times, forcing cars with the right of way to stop. In the last few weeks I have had to stop twice on the bridge whilst cars failing to give way, pull up on the pavement to get round me. My wife has had her wing mirror clipped twice in similar circumstances. Neither of us had problems like this before the one on Purley Lane was introduced.</li> <li>2. There has been no cost / benefit case created to justify the council spending the estimated £30k of tax payer's money.</li> <li>• There are no recorded accidents or near accidents and the traffic data shows speeds on the roads are relatively low. There is little real risk. The lack of pavement and narrow pavements force both drivers and pedestrians to take extra care, so why spend money to remove this extra care mentality.</li> <li>3. The methodology adopted to justify the expenditure is flawed and thus the proposed outcome of a one way system may not be the best value for money option.</li> <li>• The flaw is in the lack of a clear set of objectives for the proposed safety investment. If there are clear objectives they are not laid out on the consultation web-site and they were not presented at the recent consultation meeting in the village. It is not clear whether the scheme is to improve safety for school children walking to school along Purley Lane in both directions or pedestrians in general or whether its to reduce rat running through Nursery Gardens or all of the above. Without this clarity its impossible to assess whether there is a real or just a perceived problem, what the best option to tackle the problem is and how to judge any potential improvement. A one way system is an opportunistic solution created to primarily resolve a bridge repair issue – it may or may not be the best way to improve safety and the environment in the Nursery Gardens / Purely Lane Locale. As someone working in the private sector assessing cases for capital investment on a regular basis, I'm very disappointed at the lack of rigour being applied here to create a very clear case for residents to see the need to</li> </ul> | <p>hit.</p> <p>3. The reasons why the experimental one way system was introduced was quite clear in the letter dated 14<sup>th</sup> January 2011 to the residents and at the public meeting. The one way system would address the concerns expressed by pedestrians, including children, using Purley Village and Purley Lane and the volume of through traffic using Nursery Gardens.</p> <p>To Improve the pedestrian facilities can only be achieved by widening the footway which would result in the narrowing of the carriageway to a width that would be unsafe for two way traffic. It is expected that with all engineering schemes there is a cost to implement a proposed scheme.</p> <p>4. If the one way were made permanent the signing would be kept to a minimum whilst still ensuring that the one way system was legally signed.</p> |

Summary of Formal Objections to the Experimental One Way

| Comments   | Officer Comments  |
|--|---|
| <p>spend £30k of their money.</p> <p>4. The proposed works would have a detrimental impact on the local environment.</p> <ul style="list-style-type: none"> <li>• It has been expressed to me by residents on Purley Lane and I concur as a regular pedestrian along Purley Lane, that the Lane possesses a wonderful, natural, country lane aesthetic and ambience. It would be an act of vandalism to spoil this with the inevitable extra street furniture, road marking, etc.</li> </ul>   |   |
| <p>A resident of Lister Close commented that:</p> <ol style="list-style-type: none"> <li>i. The only two way road into the village has width restriction on the railway bridge.</li> <li>ii. Access of emergency vehicles will be restricted.</li> <li>iii. School traffic is the biggest volume of traffic in Purley Lane.</li> <li>iv. School and visitor traffic park in Lister Close (this is already happening with people parking on the bends, which is very dangerous).</li> <li>v. If the primary school is to increase it's intake, parking should be provided.</li> <li>vi. An accident on the bridge on New Hill would prevent any access into the village.</li> <li>vii. If the railway bridge in Purley Lane has been weakened as was suggested at the meeting in Purley why not put a weight limit on the bridge.</li> <li>viii. The people who will be mostly affected by this one way system are in the minority of those who have been consulted.</li> </ol> | <ol style="list-style-type: none"> <li>i. The width of the road over the railway bridge is sufficient for large vehicles to access the River Estate and it is a bus route.</li> <li>ii. The emergency services were consulted on the experimental one way order and would be consulted again if the order were made permanent.</li> <li>iii. Results of surveys show that 75% of pupils walk to Purley Infant School. Results of traffic surveys indicate that the school traffic is not the majority of traffic using Purley Village and Purley Lane.</li> <li>iv. Parking in Lister Close will be included as part of the review of the parking restrictions in Purley that is programmed for this financial year.</li> <li>v. This is a planning matter and not part of the one way system.</li> <li>vi. Should an incident occur on New Hill then the road may be temporarily blocked and if prolonged then temporary measures would be introduced. If there was to be a planned closure then alternative measures would form part of the closure proposals. The situation is no different should an incident occur between Purley Village and Colyton Way where there is no alternative route.</li> <li>vii. To prevent the damage of the railway bridge from getting worse traffic had to be restricted to single lane working as it had to be kept away from the western parapet. The bridge had not been weakened and therefore does not require a weight limit.</li> <li>viii. Responses to the public consultation have seen both support and opposition to the one way from residents who live within the experimental one way system and from other residents within Purley.</li> </ol> |

Summary of comments to Public Consultation

| No. of Comments | Comments  | Officer Comments  |
|-----------------|---|---|
| 18              | Speeds will increase as there is no opposing flow.  | The results of the traffic surveys, shown in Appendix B, do not support this comment. In fact the majority of locations show traffic speeds have marginally increased since the experimental one way system was removed.  |
| 11              | Request for a 20mph.  | This will be considered at the speed limit review meeting in December 2011.   |
| 9               | Vehicles are ignoring the one way system.   | During the experimental order it was noted that a number of vehicles were contravening the one way. A camera was installed for short periods and those caught contravening the one way were sent a letter advising them that they had been seen.                                      |
| 8               | Footways could be made wider.   | To widen the footways on Purley Village would mean narrowing the carriageway to an extent that it would not be safe for two way traffic. This was part of the reason for the experimental one way system.   |
| 8               | Concerns about safety at the Nursery Gardens / Purley Lane junction as cars tend to cut the corner. | A traffic assessment has been programmed for the 2012/13 financial year to investigate these concerns and to identify if any measures can be introduced.  |
| 8               | Traffic will / has increased on New Hill.   | It is inevitable given the direction of the experimental one way that there would be extra traffic using New Hill. However, there would only be a slight increase in the volume of traffic which would have to use New Hill instead of Purley Lane and Purley Village.                |
| 7               | Footways should be installed where are there none.  | This comment relates to Purley Lane where there is no footpath. If the one way is made permanent then a road marking could be introduced to designate the route for pedestrians as a physical footway would prove too expensive. This cannot be achieved if the road remains two way. |
| 7               | Parking increased in Lister Close.  | This area will be addressed as part of the review of the parking restrictions in Purley.  |
| 6               | Through traffic using Nursery Gardens has reduced.  | The volume and speed of through traffic has been a concern of residents for a number of years.  |
| 6               | Feel safer walking in Purley Lane.  | Comment noted.  |
| 6               | Traffic speeds and volume have increased on Westridge   | Whilst there are no traffic surveys prior to the introduction of the experimental one way, a survey was taken following its removal and the results show that traffic speeds are very similar. Results of the   |

Summary of comments to Public Consultation

| No. of Comments | Comments   | Officer Comments  |
|-----------------|--|---|
|                 | Avenue.  | traffic surveys are shown in Appendix B.  |
| 6               | There have never been any accidents on the roads.  | There have been two recorded injury accidents on Purley Lane albeit that they occurred in 1999 and 2002.  |
| 6               | The scheme has been designed to assist the school run.   | The experimental one way was to assess a number of concerns and not just the school run. Improving the footways would assist all pedestrians including the parents, many who live within Purley, walking to school with their children. Also as part of the one way the length of available parking was reduced near the school.  |
| 5               | Request for a No entry at Nursery Gardens at its junction with the A329 or Purley Lane to prevent through traffic. | This will be included in the assessment of Nursery Gardens.   |
| 4               | No pre-paid envelope was provided with the consultation letter.  | Although entitled to respond to the consultation these properties were not on the agreed list of roads that were sent the consultation questionnaire. It is assumed that they were given copies of the letter and questionnaire by a resident following the public meeting.   |
| 4               | Children should walk to school and the parents are causing the parking problems.                                   | The results of a survey carried out in 2010 at Purley Infant School showed that 75% of the pupils walked. If the one way was made permanent the footways would be made wider which would encourage parents to walk their children to school and would remove the parking within the vicinity of the school. The parking issues will be considered as part of the review of the Purley parking restrictions. |
| 3               | Purley Lane should have street lights.   | There are no street lights on Purley Lane or Purley village to the west of its junction with Lister Close. Residents may also resist the introduction of street lighting.   |
| 3               | Parking on Purley Village is a problem, including weekends.  | This issue will be included in the parking review for Purley.   |
| 2               | The one way should be extended to New Hill and to the traffic lights at the A329.                                  | It would not be appropriate to extend the one way to New Hill due to the number of residential properties located off Purley Village. However if the one way is made permanent it could be extended to the traffic lights on the A329.  |

Summary of comments to Public Consultation

| No. of Comments | Comments   | Officer Comments   |
|-----------------|--|--|
| 2               | Traffic is speeding round bend on Purley Village / Purley Lane.  | The severity of the bend tends to control vehicle speeds and the speeds are unlikely to have increased as a result of the experimental one way.  |
| 2               | Pinch points or other traffic calming should be installed.   | Vertical deflections such as speed cushions are not appropriate due to there being no street lighting. Horizontal deflections such as build outs could be installed on Purley Village adjacent to Ivy Cottage, however this would require at least six warning signs to be installed to ensure that it is safe. Due to the location of private driveways and the railway bridge on Purley Lane a build out is not considered appropriate.<br><br>Given the low volume of traffic using Purley Village it is considered that the build out would not be effective as there would often be little or no opposing flow. |
| 2               | The proposals increase signing in a conservation area.   | The introduction of one way or a 20mph speed limit will also increase the number of signs in the area.   |
| 2               | It has improved safety.  | Comment noted.   |
| 2               | There is no consideration for cyclists.  | Due to the width of the carriageway there is insufficient space to create a contra flow cycle lane should the one way be made permanent.   |
| 3               | The vegetation needs to be cut back and the embankments on Purley Lane need to be cleared.                         | The Council has a maintenance programme for trimming vegetation on the public highway. However it is the resident's responsibility to cut any vegetation overhanging the public highway that originates from their private property.   |
| 2               | Install a mini roundabout on A329 at its junction with New Hill.   | This was not part of the one way scheme, or relevant to the consultation undertaken.   |
| 2               | One way during school times only.  | This would not be practicable or enforceable and is more likely to lead to confusion and road safety issues.   |
| 3               | Lack of flexibility if New Hill is blocked due to snowy weather, an accident or maintenance to the railway bridge. | Should an incident occur on New Hill then the road may be temporarily blocked and if prolonged then temporary measures would be introduced. If there was to be a planned closure then alternative measures would form part of the closure proposals.   |

Summary of comments to Public Consultation

| No. of Comments | Comments   | Officer Comments  |
|-----------------|--|---|
| 2               | Not consulted beforehand.  | The situation is no different should an incident occur between Purley Village and Colyton Way where there is no alternative route.  |
| 2               | The number of cars does not warrant a one way system and it is rare for two cars to pass on Purley Lane. | Traffic using the railway bridge on Purley Lane had to be restricted to one direction until the bridge repairs could be completed. There was no opportunity to carry out a consultation beforehand.<br><br>A one way was to address a number of issues not the volume of traffic. |