

Individual Executive Member Decision

Title of Report:	Purley Experimental One Way Order
Report to be considered by:	Leader of the Council
Date on which Decision is to be taken:	30 June 2011
Forward Plan Ref:	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	
Name & Telephone No.:	Councillor David Betts - Tel (0118) 942 2485
E-mail Address:	dbetts@westberks.gov.uk
Contact Officer Details	
Name:	Mark Cole
Job Title:	Traffic Services Manager
Tel. No.:	01635 519210
E-mail Address:	mcole@westberks.gov.uk

Implications

Policy: None arising from this report.

Financial: None arising from this report.

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

Consultation Responses

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

Is this item subject to call-in.	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

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 24th 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 27th 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 29th 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 85th 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

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.