

TRAFFIC CALMING ON THE HILL – REPORT FOR THE AGM

1 Following the last AGM, members of the Committee have investigated further what can be done about Traffic Calming on the hill. A sub committee was formed of Tim Jones, Steve Osborne and Derek O'Neill and in addition, Steve Turner provided considerable assistance.

2. The Sub Committee's work included:

- a. Going out to our Roads Consultant, James Rennie to seek advice and the cost both of a report on options on the way ahead and for an improvement scheme itself.
- b. Getting in quotes (in two cases via Steve Turner) for options, outline designs and the cost of the work itself.
- c. Making recommendations to the Committee for their April Meeting

3. February Meeting. The Sub Committee had a meeting with James Rennie in February at which a number of points emerged:

- a. At present the traffic calming measures include the two Vehicle Activated Sensors (VAS) and these appear to have some effect on vehicle speed
- b. The 1999/2000 Traffic calming proposals were reviewed. They had included 4 sets of road tables at a cost of say £16k. These proposals had not been taken forward
- c. James' advice at the meeting included the following:
 - In the Sleepers Hill situation only vertical measures were suitable such as speed bumps or speed tables
 - Speed humps or tables are an expensive option
 - Speed tables are more effective than humps
 - Costs for road works have escalated recently and a 4 table scheme would be expensive.
- d. From what James had said and observing cost increases since 2000, the subcommittee inferred that the cost of a 4 table scheme might now be the order of £100,000.

FOLLOW UP AND QUOTES

4. James Rennie

- a. James Rennie submitted a Quote for £2,600 incl VAT for a feasibility report into a Traffic Calming Scheme.
- b. In addition, he indicated as follows
 - He was not prepared to propose a range of measures at different costs
 - He cautioned that a scheme would be a significant amount of work and financial outlay and we may only achieve a small speed reduction
 - He would provide an estimate of construction costs

5. Further Quotes. On the sub committee's behalf, Steve Turner obtained quotes from two other firms, Paul Basham Associates and Odyssey:

a. Paul Basham Associates:

- Submitted a Quote for £2412 (incl VAT) for a feasibility report
- Would provide 3 options for a Scheme but they would not be costed
- More design work would be needed before we went out to Tender.

b. Odyssey Consulting:

- Submitted a quote for £3,300 (incl VAT)
- Would provide three options with indicative construction costs
- Would require further design work before going out to Tender

6. Sub Committee Report. The Sub Committee reported to the Sleepers Hill Association (SHA) Committee as follows:

- a. There were mixed views of the subcommittee on the need for improved Traffic Calming
- b. If the cost was indeed the order of £100,000, it was completely unaffordable by the SHA
- c. Despite the possible expense of the Scheme itself, we should go ahead with the Rennie study. Only that way could we establish if it was affordable or not and to put out a clear report on this to Association Members

ASSESSMENT OF TRAFFIC DENSITY

7. As part of the study, a certain amount of traffic information was been obtained from the two VAS and this is shown below

	Uphill Traffic	Downhill Traffic
Number of cars per day	300	Not known
Average speed	22-25 mph	23 mph
85%	26-5 to 28mph	28 mph

Notes:

1. Uphill data is for May 23 and Jan 24.
2. Downhill data is for Nov 17 (no data available after 2017)
3. 85% is a measure of the "problem drivers" (average of the top 30%)

8. It can be seen from the above that traffic speeds on the hill are certainly not excessive.

SHA COMMITTEE MEETING IN APRIL

9. SHA Committee Meeting in April. At the April SHA Committee, the following way ahead was formulated

- a. At this stage, the Committee were not prepared to commission a study which would cost the order of £2,500, observing that the indications were that the cost of the project might well amount to the order of £100,000. The majority of the Ctee did not feel the need for further Traffic Calming was justified and it was not a good use of the Association funds to pay for the feasibility study. It was also felt that support from residents would be unlikely to be forthcoming.
- b. Instead a report should be submitted in advance of the AGM so that members of the Association could debate the topic and take a view on the way ahead.

- c. Only if the AGM were favourable to the feasibility study, should James Rennie be commissioned.

MATTERS SINCE APRIL

10. Since the SHA Ctee meeting in April, two issues have arisen which have an effect on the way ahead.

11. Change in Availability of Consultants. The first change is that James Rennie has withdrawn from providing Consultancy Services on road matters. So using his services, if we are to go ahead with a feasibility survey, is no longer an option. Of the remaining two, Paul Basham will not provide costs for a solution only a range of options in cost order. Thus if we are to go ahead AND get an indication of cost, we would need to use Odyssey at a cost of £3,300.

12. Issue of Drainage on the Hill. The second change concerns drainage on the hill. Some investigative work was done to improve drainage on the hill in 2014 and 2015 but no clear solution appeared. At the AGM it was accepted that no further work should take place at that time. The issue was re-raised at the July 2024 SHA Ctee meeting and it was followed by the very severe flooding on 1 August. Following this, the Committee have agreed to get in Consultants to consider the way ahead. Costs of Phases One and Two of the Drainage Investigation will be £4200 including VAT. We hope to be in a position to brief the Association members on the drainage work status at the AGM, but the cost of the Traffic Calming feasibility study will need to be considered in the context of the Drainage work cost and our ongoing need to have a general roads survey shortly.

INPUTS AT THE AGM

13. Attendees at the AGM are encouraged to comment on a range of matters, including but not exclusively:

- a. Whether there is really a need for improved Traffic Calming, observing that any solution will involve considerable work and financial outlay and may have limited results (quoting from James Rennie sub paragraph 4b). Furthermore traffic speeds are not excessive. (Paragraphs 7 and 8) and a cost of the order of £100,000 is unaffordable, we clearly do not have the funds to cover a scheme of this amount.
- b. Whether it is worthwhile spending £3,300 odd on a Feasibility Study, observing that a subsequent scheme might cost say £100,000. It would however have the advantage of establishing just what it might cost and the matter could be put to bed one way or the other.

14. At the conclusion of the debate, a vote will be taken.