



OFFICER REPORT TO LOCAL COMMITTEE (ELMBRIDGE)

LETTER OF REPRESENTATION D3850 MANOR ROAD - WALTON ON THAMES

1 MARCH 2010

KEY ISSUE

To update members on the investigations carried out, conclusions and recommendations made, following the Letter of Representation to the December meeting of this Committee.

SUMMARY

This report updates members following the Letter of Representation received at the December Committee, accompanied by a verbal presentation by Mr Mole Kenny, highlighting concerns regarding the speed of vehicles and through traffic along Manor Road, together with a request for an emergency services only barrier and/or associated signage. A report to the Local Committee was agreed following further investigation, and this report presents the results of those findings.

OFFICER RECOMMENDATIONS

The Local Committee Elmbridge is asked to:

- (i) Note the contents of this report and agree that based upon the low number of personal injury collisions, the legal difficulties associated with the introduction of an emergency barrier, location and detail of signage, together with the initial view of Surrey Police, that there is no justification at this time in pursuing a scheme of this nature.

1 INTRODUCTION AND BACKGROUND

- 1.1 Members are reminded that a Letter of Representation was submitted to the 7 December 2009, meeting of the Local Committee, concerning the speed of vehicles and volume of through traffic along Manor Road, together with a request for an emergency services only barrier and signage.
- 1.2 Manor Road is the D3805, and by way of Bridge Street, links the A3050 Church Street to A3050 Hepworth Way. It also provides the sole means of access to many small cul de sacs, as well as the small one way shopping parade in Bridge Street. Access to the towpath and the River Thames is also directly by way of the D3850. Together with The Swan and the Anglers Public Houses, Car Park to the rear of Clements House, The Barn Hall, the Day Centre, to name just a few, also have direct access.
- 1.3 This section of road is subject to a 30 mph speed limit and is well lit by a continuous system of street lighting. Pedestrian footways are provided along the majority of the road but predominantly either on one side or the other of the road.
- 1.4 The County Council database, supplied by Surrey Police, of personal injury accidents shows that between 1 January 2006 and 31 October 2009, there have been 2 personal injury collisions along this section of road.

Location	Collisions	Date	Nature
Courtlands	1	13/02/2008	Slight
Towpath access	1	12/10/2009	Slight

- 1.5 The first accident involved a car, which whilst overtaking a cyclist, made light contact and knocked off the rider. The other accident involved a Police chase with a 21 year old driver of a stolen vehicle.
- 1.6 In the mid 1990's a traffic calming scheme was introduced along Manor Road, as part of a Borough funded initiative. This consisted of 4 road tables along the narrow section from the Church Street junction, a mini roundabout at the Stonebanks junction, and a change in priority at the Manor Road and Thames Street junction. Although a more comprehensive scheme was proposed, with further road tables along Manor Road, these were subsequently abandoned due to representations from residents.
- 1.7 Although Local Authorities introduce traffic calming schemes of this nature, they are introduced in line with Government aims of reducing road casualties by 40% by 2010. A target that Surrey County Council is well on target to achieve, particularly in the Elmbridge area.

- 1.8 The Police on the other hand remain responsible for upholding the law. Speeding is essentially a Police enforcement issue as driving in excess of the posted speed limit is a criminal offence, for which the Police as the sole highway enforcement agency, have powers to deal with offenders who unashamedly flaunt the law, quickly and effectively

2 ANALYSIS

- 2.1 The traffic claming scheme introduced in the mid 1990's has shown to be of benefit to the personal injury collision record for Manor Road as 1 accident in the last 3 years and 10 months, clearly demonstrates. Although there may have been other accidents that have occurred during this period that have remained unreported, these would have been merely damage only accidents, where no personal injury had been sustained.
- 2.2 The installation of an emergency vehicles only barrier across the carriageway would require a Traffic Regulation Order under the Road Traffic Act 1984.
- 2.3 All traffic regulation orders require a Statement of Reasons justifying the actions taken, which are normally for safety reasons. It would be very difficult to justify the blocking off of a public highway with all its inherent highway rights acquired of many years, based upon a 3 year 10 month personal injury collision record of 1.
- 2.4 Any and all objections would also need to be carefully considered.
- 2.5 Emergency services access barriers are a logistical problem, as the latest and up to date keys would need to be held by all the emergency services at all times. In Elmbridge there are no barriers of this nature across public highways for this very reason.
- 2.6 Deliveries would be directly affected for all residents and businesses in the area, as would refuse collections, and would necessitate the Borough to make some modifications to these.
- 2.7 A suitable turning area would also need to be included on both sides of the barrier to ensure that both refuse vehicles and large delivery lorries could achieve a suitable turning manoeuvre. This would also require 24 hour double yellow line waiting restrictions both sides of any barrier to ensure that no obstruction occurs which prevents the barrier from being operated.
- 2.8 A barrier could in addition cause further parking issues in the road, due to the creation new quieter environment. This could lead to problems for the emergency services on the odd occasion that access would be required, and safety hence compromised. This may then lead to requests for the introduction of parking restrictions to further resolve these problems.

- 2.9 By far the major problem would be the advance signage required to direct vehicle traffic to their correct destination, as any confusion and ambiguity could lead to poor decision making by drivers, and increase the potential for accidents.
- 2.10 Any signage would need to be explicit and include all the roads that could be accessed from either direction of the barrier, together with the property numbers accessible. Such a sign would need to be prominent and large to contain all the information, and drivers would not have the time to deal with all this vast amount of information, to enable a quick and concise decision. Such a sign would also require erection on both approaches, to both junctions.
- 2.11 There is a very great risk that any barrier would be constantly damaged, vandalised or broken, and require high levels of maintenance.
- 2.12 Early discussions with Surrey Police reveal that they would not support the closing off of the D3850 Manor Road to through traffic.

3 OPTIONS

- 3.1 Although there are clearly benefits to be gained by a number of residents by the road to be stopped up, undoubtedly there will also be a number of residents and businesses, which would object to such a proposal.
- 3.2 The lack of legal justification to backup this proposal also means that the Highway Authority could not promote such a proposal. There is additionally no justification at this time, for prohibiting vehicles from using an established public highway.
- 3.3 An inspection of the road will be carried out to determine what existing signs and lines are in need of maintenance.

4 CONSULTATION

- 4.1 Initial consultation has been carried out with Surrey Police and their view is that they would not support a closure barrier, as there is little justification at this time. Additionally they were concerned as to the logistics of the numbers of keys they would require as Police vehicles now responding to incidences do not merely come from the local area but from all over the County and from as far east as Godstone.
- 4.2 Surrey has twice the national average of vehicles on its road when compared to other counties in the UK, and it is only to be expected that during peak times, motorists will make use of all available routes to them.
- 4.3 As long as these vehicles use these roads responsibly then there is little concern for action. If vehicles use them at speed then the Police need to

be made aware to enable active enforcement to deter this criminal activity.

- 4.4 Concerned residents can also contact the Police and trained for inclusion in the Speedwatch campaign.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 The cost of making the Traffic Regulation Order and installation of the required signs and posts for this would have to be met from the 2010/11 Local Transport Plan funding.
- 5.2 Due to the huge savings that need to be made of the next 4 years, early indication is that there will not be a capital budget to fund such projects over coming years.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 None

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 None

8 CONCLUSION AND RECOMMENDATIONS

- 8.1 It is recommended not to pursue a Traffic regulation Order under the Road Traffic Act 1984, to enable the installation of an emergency vehicles only barrier across the carriageway as a Statement of Reasons justifying the actions taken could not be substantiated at this time.

9 REASONS FOR RECOMMENDATIONS

- 9.1 The reasons for the recommendations are as already explained in paragraphs 2.1 to 2.12 and in summary are as follows:
- Substantiation for a Statement of Reasons.
 - Difficulty hence in consideration of objections.
 - Emergency services logistical issues.
 - Advance signage issues.
 - Deliveries to residents, businesses & refuse collections.
 - Provision of suitable turning heads.
 - Barrier obstruction / Emergency response.
 - Possible further waiting restrictions required.
 - Lack of support from Surrey Police at this time.

10 WHAT HAPPENS NEXT

10.1 An inspection will be carried out to identify any existing lines that require refresh together with any signage, which is in need of replacement, along the B3850 and at its junctions.

10.2 Surrey Police will formally be written to and made aware of the residents genuine concerns for drivers exceeding the posted 30mph limit and asked to add this road to the list of roads for enforcement.

LEAD OFFICER: Frank Apicella, Local Highways Manager
TELEPHONE NUMBER: 08456 009 009
E-MAIL: eastsurreyhighways@surreycc.gov.uk
CONTACT OFFICER: Frank Apicella, Local Highways Manager
TELEPHONE NUMBER: 08456 009 009
E-MAIL: eastsurreyhighways@surreycc.gov.uk
BACKGROUND PAPERS: None

Version No. 01 Date: 29/01/2010 Time: 15:20 Initials: FRA No of annexes:0