



**SCC LOCAL COMMITTEE IN  
SPELTHORNE**

**Petition from residents of Foxglove  
Close, Stanwell**

**11 July 2005**

**KEY ISSUE AND SUMMARY:**

To discuss and propose actions following the receipt of a Petition from 112 residents of Foxglove Close. The petition concerns vehicle speeds on Town Lane near to Foxglove Close and the potential risk to local children playing in an area adjacent to the road.

**OFFICER RECOMMENDATIONS:**

The Committee is asked to agree

- (i) That subject to a traffic speed survey being completed, no further action be taken on this matter.

## **1. INTRODUCTION & BACKGROUND**

- 1.1 Foxglove Close is located in Stanwell and backs on to the B378 Town Lane. At this point Town Lane is restricted to 30mph by virtue of street lighting. There is a bend present and it has a wide verge on the eastern side.
- 1.2 In 2000 Town Lane at this point was resurfaced and is considered to be in adequate condition.
- 1.3 An analysis of personal injury accident data is given in paragraph 2.1. In summary there have been eight personal injury accidents (PIAs) on Town Lane, directly adjacent to Foxglove Close, between 1987 and 2005 (to the end of April). All eight PIAs involved single vehicles, losing control on the bend. However, it should be noted that the standard period for accident analysis is the last 3 years. If this is taken into account there has only been 1 PIA (slight).
- 1.4 A petition was received by the Local Transportation Service, signed by 112 residents of Foxglove Close (including children), asking the County Council to consider reducing the speed of traffic on Town Lane adjacent to Foxglove Close. The main cause of concern is the perceived speed at which vehicles travel along Town Lane and navigate the bend adjacent to Foxglove Close. The residents are very concerned about the possibility of a vehicle hitting the boundary wall of the properties and entering a children's play area. In fact the last recorded PIA did result in a vehicle hitting the aforementioned wall. For information only one other of the eight recorded PIAs describes a vehicle hitting a wall.
- 1.5 A speed survey is to be carried out by the Local Transportation Service to ascertain the actual speed of traffic in this location. This data will be available at the Committee meeting.
- 1.6 Safety posters and vehicle activated signing are programmed to be installed in Town Lane, near to Lauser Road, in August/September this year.
- 1.7 For information a bi-directional speed camera is being considered for Town Lane, near to the junction of Lauser Road, by the Surrey Safety Camera Partnership. This would replace the existing safety camera that only views southbound traffic.

## **2. ANALYSIS OF ACCIDENT DATA**

- 2.1 Within an area shown on the plan in appendix A, there have been eight personal injury accidents in Town Lane, over a period from 1987 to 2005 (to the end of April). Damage only accidents, where no personal injury is reported, are not recorded by the Police, so no information is available.

2.2 The table below breaks down the information;

<b>Reference</b>	<b>Severity</b>	<b>Year</b>	<b>Main cause of accident</b>
TG0206/89	Slight	1989	Loss of control
TG0025/89	Slight	1989	Loss of control, hit wall. Driver drunk
TG0035/92	Slight	1992	Fail to negotiate bend
TG0201/94	Slight	1994	Loss of control
TG0209/96	Slight	1996	Loss of control
TG0078/97	Slight	1997	Loss of control
TG0011/98	Slight	1998	Loss of control
SP66634/05 (22/05/05)	Slight	2005	Loss of control, hit wall. Possible diesel on road

Severity of accident determined by Police. "Slight" generally means injury treated at the scene and no hospitalisation required.

2.3 Over the nineteen-year period there has been an average of 0.4 PIAs per year. In fact after 2000 when the road was resurfaced there were no PIAs recorded until March this year.

2.4 When prioritising schemes it is usual to only take the last three years into consideration. In this case there has been only one PIA in the last three years.

### **3. CONSULTATIONS**

3.1 No consultations have been undertaken.

### **4. FINANCIAL IMPLICATIONS**

4.1 There are no implications.

### **5. SUSTAINABLE DEVELOPMENT IMPLICATIONS**

5.1 There are no implications

### **6. CRIME & DISORDER IMPLICATIONS**

6.1 There are no implications

### **7. EQUALITIES IMPLICATIONS**

7.1 There are no implications

### **8. CONCLUSION & REASON FOR RECOMMENDATION**

- 8.1 There is little doubt that the residents of Foxglove Close perceive a real threat from the traffic travelling along Town Lane. In fact that perception was reinforced when the last record PIA in March did actually hit a wall adjacent to Foxglove Close. However there is no pattern of this occurring regularly and the actual number of PIAs is very small. The cost of implementing speed reducing features would be prohibitive against the very small reduction in PIAs.

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**BACKGROUND PAPERS: None**