



SCC LOCAL COMMITTEE IN SPELTHORNE

Petition From Residents of Manor Lane, Sunbury

12 December 2005

KEY ISSUE AND SUMMARY:

To discuss and propose actions following the receipt of a Petition from 75 residents of Manor Lane and 2 residents of Griffin Way. The petition concerns vehicle speeds on Manor Lane between Green Street and The Avenue together with the junctions at Green Street and at The Avenue.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree

- (i) That two Variable Message Sign Units be purchased for use in Manor Lane on a three month cyclic programme with other locations and that permanent installations are erected along Manor Lane for the signs to be affixed to.
- (ii) That following installation of the signs the situation be monitored to determine if further action is required.

1. INTRODUCTION & BACKGROUND

- 1.1 Manor Lane runs east west between French Street and Green Street and is virtually bisected by The Avenue. The section between The Avenue and Green Street is the subject of this report.
- 1.2 Manor Lane is predominately residential with an entrance to St. Pauls Secondary School situated close to its western end. Chennestone Primary School is situated in the eastern section near French Street. This section of Manor Lane is subject to a 30mph speed limit.
- 1.3 The carriageway and footways are relatively wide and the properties set well back from the highway. There appears to be very little on-street parking occurring at any time of the day along the major part of the road.
- 1.4 In the three and a half years to August 2005 there have been two reported personal injury accidents along the length of road. One involved a cyclist on the footway when a vehicle mounted the footway and the other involved a pedestrian crossing the road near its junction with Green Street. Both casualties were of school age. There is no apparent connection with excessive speed.
- 1.5 During the same period there were two reported PIAs at Manor Lane's junction with Green Street and three at Manor Lane junction with The Avenue. The two at Green Street both involved pedestrians crossing Green Street. One of the casualties was of school age. The three at The Avenue all involved collisions between vehicles.
- 1.6 As part of the redevelopment of the London Irish Rugby Football Ground money was made available to improve the Manor Lane/The Avenue junction. However design fees from our constructor used the bulk of the funds available and the remainder was insufficient to pay for implementation. The scheme therefore awaits funding from other sources.
- 1.7 Around five years ago a pedestrian refuge was constructed just north of Manor Lane in Green Street that allowed a right turn lane to Manor Lane to be marked on the carriageway.
- 1.8 A petition was received by the Local Transportation Service, signed by 75 residents of Manor Lane and Griffin Close representing 52 of the 74 Households in Manor Lane and 2 of the 10 in Griffin Way. The petition requests the urgent implementation of traffic calming measures along Manor Lane. The covering letter specifically refers to the introduction of speed cushions together with traffic islands and chicanes. It also mentions the junctions at Green Street and The Avenue.
- 1.9 A speed survey carried out on Manor Lane found the 85 percentile speed to be 36 mph.

- 1.10 A traffic calming scheme originally programmed for 2005/06 has been put back to 2007/08 due to reduced funding as reported to the Spelthorne Local Transportation Committee at their meeting 21 February 2005.

2. ANALYSIS AND COMMENTARY

- 2.1 As mentioned previously the carriageway of Manor Lane is relatively wide, being in excess of 7m as are the footways both sides being greater than the standard 2m. Additionally the properties along the road are set well back from the edge of highway. There is also very little on street parking to reduce carriageway width. These factors may well combine to reduce driver perception of speed.
- 2.2 In other areas of the district Variable Message Signing has had a major impact on reducing vehicle speeds. Initially following the introduction of the signs the visual impact has the desired effect. On their removal it appears that they also have the longer term effect of altering driver's habits such that the reduced speed is maintained. However, it is considered prudent to re-erect the signs on a cyclic basis to reinforce the message before the old habits return.
- 2.3 It is therefore considered appropriate to install two VMS signs, one in each direction, along Manor Lane at locations yet to be determined to reduce traffic speed.
- 2.4 The situation will be monitored after installation to determine the effect on speed and the possible way forward.

3. CONSULTATIONS

- 3.1 Preliminary discussion has taken place with Chair of Committee Cllr. D. Saligopolous and Lower Sunbury and Halliford Ward Member Cllr. F. Davies

4. FINANCIAL IMPLICATIONS

- 4.1 The cost of purchase of the signs together with installation is estimated to be £10,000.

5. SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 5.1 There are no implications

6. CRIME & DISORDER IMPLICATIONS

6.1 It is predicted that the speed of vehicles will be reduced.

7. EQUALITIES IMPLICATIONS

7.1 There are no implications

8. CONCLUSION & REASON FOR RECOMMENDATION

8.1 The speed survey carried out did show vehicles exceeded the speed limit by a large margin. However, this may not be intentional on the drivers' part but more to do with perceived speed. Drawing drivers attention to their actual speed should bring overall speeds down.

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BACKGROUND PAPERS: Petition