

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SPELTHORNE)

DATE: 23 MARCH 2015

LEAD OFFICER: NICK HEALEY, AREA TEAM MANAGER (NE)

SUBJECT: WALTON BRIDGE ROAD

DIVISION AFFECTED: SHEPPERTON



SUMMARY OF ISSUE:

At the December 2014 committee, a petition was received from Mrs Teresa Darby signed by 31 signatories calling on Surrey County Council to implement traffic calming measures on the A244 Walton Bridge Road.

This report responds to the concerns raised.

RECOMMENDATIONS:

For information only.

1. INTRODUCTION AND BACKGROUND:

1.1 The text of the petition is as follows:

We the undersigned petition Surrey County Council to introduce traffic control measures e.g. speed humps, traffic lights, speed cameras, before any further fatalities and major injuries occur on Walton Bridge Road.

- 1.2 Prior to presenting the petition to the Local Committee in December 2014, two formal response letters were sent to Mrs Darby, which provides background information relating to the petition. An extract from one of the letters is as follows:

Your principal concern is your safety when emerging from your driveway onto the A244 Walton Bridge Road. The vehicle crossover to number 1 Windmill Terrace is a historical vehicle crossover, with limited visibility towards Walton Bridge due to the bend in the road. At this point in time we have not assessed whether the vehicle crossover has sufficient visibility to be permitted under the latest vehicle crossover guidelines. It is quite possible that the visibility is not adequate, however we do not (as a matter of routine) review historical vehicle crossovers. Rather we assume that they complied with whatever guidelines were in place at the time of their installation.

When you discussed this with Mr Healey, you acknowledged that the visibility from your driveway was poor, and you believe the solution to this is to reduce the speed of traffic. You requested for traffic calming to be installed. You also suggested we install a speed camera when you first discussed this with the Traffic Engineer for Spelthorne, Kwabena Kutten. You also recommended that we should install signs and road markings on the approach to the bend. There is already a bend-warning-sign and SLOW marking on the approach to the bend but you see these as inadequate. Finally, you suggested the installation of "chevrons". Mr Healey explained he was unclear what you meant by this as you described a concrete item in the carriageway. Mr Healey requested you to find an example and respond back to him with its location.

Mr Healey stated to you that we would not consider reducing the speed limit, nor introduce traffic calming in this location; as the speed limit is appropriate for the road, and traffic calming inappropriate. The existing road layout including the signs, road markings, speed limit are all adequate and appropriate for the road and the hazards presented. There is sufficient information given for a responsible driver to treat the bend with respect.

It was suggested that it may be possible to move or extend your vehicle crossover to the right hand side of your property, which would provide slightly greater visibility. You could also approach your neighbour and request that the hedge be reduced to improve visibility.

It was also explained to you that if we considered the vehicle crossover to be unsafe, that we have powers to remove it. It was pointed out that if you felt the vehicle crossover was unsafe, you could choose not to use it. Mr Healey did not state that we would remove your driveway, but that we have the powers to remove it if there were evidence to suggest it is dangerous.

You were interested to know the casualty history of the road, so we suggested you investigated this using [the online tool Crash Map \(www.crashmap.co.uk\)](http://www.crashmap.co.uk).

You enquired about installing a mirror. Mr Healey explained this would not be possible as the Department for Transport (DfT) no longer approves them.

Mr Healey explained to you there was nothing further we could offer to address your concerns, but suggested alternative options:

- 1) You could raise your concerns over speeding with Surrey Police;
- 2) You could organise a petition and present your concerns to Committee – we have passed your contact details to the Local Partnership Team and asked them to get in touch.

During your conversation with Mr Healey, he also mentioned the forthcoming cycle safety scheme, which may modify the road layout on the approaches to your property. This was not explained as detailed plans have yet to be revealed. Mr Healey informed you he would be in contact with you when he has the plans to hand.

In our engagement with you so far, we believe your concerns have been treated with due respect, but unfortunately we are unable to assist. We have explained our constraints and the options open to you to take the matter forwards, but regretfully we have been unable to satisfy your needs.

- 1.3 Walton Bridge Road runs between Walton-on-Thames in Elmbridge and Shepperton in Spelthorne. It forms a junction with Walton Bridge to the south and Gaston Bridge Road to the north, the B375 Russell Road and the C234 Fordbridge Road to the west and east respectively.
- 1.4 The road is mainly residential in nature with an Esso fuel station at the top where it forms a junction with Russell Road, Fordbridge Road and Gaston Bridge Road. Walton Bridge Road is also subject to a 30mph speed limit.
- 1.5 In the course of dialogue with Mrs Darby, her neighbour was asked to cut back his hedge to improve her visibility when exiting her driveway.

2. ANALYSIS:

- 2.1 The A244 is a principal road on the distributor road network and has been for many years. It remains an important link between Elmbridge and Shepperton for all vehicles types.
- 2.2 The bend on Walton Bridge Road is located about seventy (70) metres to the north of its junction with Windmill Green and Swan Walk and about thirty (30) metres to the south of the Penny Lane junction.
- 2.3 Walton Bridge Road is a bus route with designated cycle facilities. The existing road surface condition is very good. The road layout including the signs, road markings,

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speed limit are all adequate and appropriate for the road and the hazards presented and there is sufficient information given for drivers to treat the bend with respect.

- 2.4 A three (3) year personal injury data has been investigated for this area near the bend on Walton Bridge Road between the period 31/01/2012 to 09/08/2014 and is as shown in the following table:

Location	Date	Factors	Severity of Injury
Junction with Penny Lane	31/01/2012	Vehicle pulled out of junction causing incident.	Slight
Junction with Walton Lane	29/08/2012	Vehicle pulled out of junction into the path of another causing incident.	Slight
Walton Bridge Road bend	12/03/2013	Vehicle lost control and collided with a tree stump	Slight
Outside the Walton Bridge Road Garage Car Wash	18/09/2013	Vehicle pulled out of car wash and failed to look properly causing incident.	Slight
Junction with Walton Lane	09/08/2014	Driver A was signalled by Driver B to pull out. Driver C did not see signal and hit Driver A	Slight

- 2.5 The above data shows that there has been only one collision on the bend in question within the last three (3) years.
- 2.6 Speed assessment carried out by Surrey Police from 30th August to 1st October 2013 show mean speeds for vehicles travelling northbound and southbound to be 30mph and 27mph respectively.
- 2.7 Data from Surrey Police's Speed Management Plan updated on the 28th November 2014 show that Walton Bridge Road is not identified with speeding issues. No complaints from residents have been received within the last twelve (12) months.
- 2.8 Information obtained from our accident database show that there have been eleven (11) collisions in the last twenty-five (25) years on the bend on Walton Bridge Road from Windmill Green junction to the Penny Lane junction resulting in one fatality, one serious injury and nine slight injuries.
- 2.9 All the accidents appear to be wholly random with no identifiable pattern. They were caused by driver error and the circumstances are such that these accidents could have occurred on any road.

3. OPTIONS:

Speed Cushions

- 3.1 Research has shown that traffic calming measures such as speed cushions have been very effective in reducing speeds and casualties. However, speed cushions are rarely used on 'A' class roads, where the road's function is to carry large volumes of traffic at reasonable speed. Additionally this road is a priority gritting

route but during times of snow, ploughs would be unable to clear fully, due to the raised profile of these measures.

- 3.2 Residents are frequently not supportive of such measures, due to the intrusion element and additional noise and vibration implications.
- 3.3 Similar traffic calming on major roads showed drivers can often be more focused on their driving line through speed cushions, rather than on other road users or events.

Traffic Signal Controls

- 3.4 Whilst the introduction of traffic signals on 'A' class roads may provide better speed control, it would not be feasible to introduce one on Walton Bridge Road. Walton Lane may potentially also become more desirable to rat running traffic. Traffic signals are designed to control vehicles at junctions and pedestrian crossings and not for controlling vehicle speeds.

Speed Cameras

- 3.5 New camera sites are selected using an assessment that includes factors such as the level of fatal, serious and slight collisions to a baseline period of 36 months. This site does not fulfil the site selection criteria because there has been only one collision on the bend in question within the last three (3) years resulting in a slight injury to the driver of the vehicle. Further information is available on www.drivesmartsurrey.org.uk .

4. CONSULTATIONS:

- 4.1 None.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 None

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

7. LOCALISM:

- 7.1 The content of this report is in response to concerns raised by the petitioner.

8. OTHER IMPLICATIONS:

- 8.1 A well-managed highway network can contribute to reduction in crime a disorder as well as improve people's perception of crime.

9. RECOMMENDATIONS:

- 9.1 Although speed cushions would provide positive control on speed, officers would not recommend it for 'A' classified roads because it generates noise and causes problems for snow ploughs due to the raised profile.
- 9.2 It is unfeasible to implement a traffic signals scheme at the location in question and Walton Lane may become more desirable to rat running traffic.
- 9.3 This site does not fulfil the site selection criteria because there has been only one collision on the bend in question within the last three (3) years resulting in a slight injury to the driver of the vehicle.

10. CONCLUSION:

- 10.1 The existing road layout including the signs, road markings, speed limit are all adequate and appropriate for the road and the hazards presented. There is sufficient information given for a responsible driver to treat the bend with respect.

11. WHAT HAPPENS NEXT:

- 11.1 The Local Committee (Spelthorne) is asked to determine a course of action based upon the content of this report.

Contact Officer: Area Team Manager (NE)

Consulted: None.

Annexes: None.

Sources/background papers: None