

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (SPELTHORNE)****DATE: 28 SEPTEMBER 2015****LEAD OFFICER: NICK HEALEY, AREA HIGHWAY MANAGER (NE)****SUBJECT: PETITION RESPONSE – TOWPATH AT SHEPPERTON LOCK****DIVISION: LALEHAM AND SHEPPERTON****SUMMARY OF ISSUE:**

A petition has been received calling for traffic calming and a reduction of the speed limit on Towpath, alongside Shepperton Lock.

RECOMMENDATIONS:**The Local Committee (Spelthorne) is asked to:**

- (i) Note the contents of this report for information only.

REASONS FOR RECOMMENDATIONS:

During Autumn 2015, beginning at the Committee meeting tonight, Committee, will decide how to allocate its Highways budgets for 2016-17. It is the prerogative of the Local Committee as a whole, or the Divisional Member, to allocate funding to investigate the concerns raised by the petition and possible solutions.

1. INTRODUCTION AND BACKGROUND:

- 1.1 A petition was received by Committee in July 2015, with 342 signatories:

"Petition to introduce speed bumps on the towpath adjacent to Shepperton Lock and to make the towpath a 20mph speed limit road."

- 1.2 The lead petitioner described a number of recent incidents in Towpath and also the range of individuals and organisations who use this area. The petitioners are concerned for the safety of people who use the area, especially following the recent incidents.
- 1.3 D6284 Towpath is an unclassified road connecting Dockett Eddy Lane to Ferry Lane. For much of its length it is a one-way road. The section immediately alongside Shepperton Lock is two-way, with private parking areas on both sides of the road. Towpath is subject to a 30mph speed limit for its entire length. It is a narrow road, which for most of its length follows the northern bank of the River Thames.

2. ANALYSIS:

- 2.1 There have been no Personal Injury Collisions in the last full three year period for which data is available. Three year periods are normally used when comparing different sites for prioritisation and business case purposes. There has only been one slight Personal Injury Collision in Towpath in the last ten years since 2005. This is a very good accident history compared to other sites in Spelthorne and Surrey.
- 2.2 There is currently no speed survey data available for Towpath. It is unlikely that traffic speeds are in excess of the speed limit in the immediate vicinity of Shepperton Lock, due to the sharp bend by the ferry. There is opportunity for drivers to break the speed limit to the east of the lock, where the road is straighter.

3. OPTIONS:

- 3.1 Committee could choose to do nothing in response to the petition, and to continue to monitor the situation through the Casualty Reduction Working Groups. These are meetings of Surrey County Council and Surrey Police officers, to review patterns of casualties across the Borough, and recommend appropriate schemes to address any emerging patterns.
- 3.2 Committee could choose to commission low cost measures to ameliorate the situation. For example signs and road markings could be introduced to encourage drivers to slow down as they enter the parking area by the lock. These kind of low cost measures could be funded from the Committee's Pooled Revenue allocation for day to day maintenance.
- 3.3 Committee could choose to undertake a feasibility study to consider whether a more substantial improvement would be possible, affordable and beneficial. A feasibility study would cost approximately £5,000. The Committee would need to make this funding available before any feasibility work was started.
- 3.4 During Autumn 2015, beginning at the Committee meeting tonight, Committee, will decide how to allocate its Highways budgets for 2016-17. It would be in the context of these decisions that Committee would need to allocate funding for a feasibility study to respond to the petitioners' concerns.

4. CONSULTATIONS:

- 4.1 None at this stage.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The financial implications of this paper are detailed in section 3 above.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 It is an objective of Surrey Highways to take account of the needs of all users of the public highway.

7. LOCALISM:

- 7.1 The Local Committee prioritises its expenditure according to local priorities.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	A well-managed highway network can contribute to reduction in crime and disorder as well as improve peoples' perception of crime.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 During Autumn 2015, beginning at the Committee meeting tonight, Committee, will decide how to allocate its Highways budgets for 2016-17.
- 9.2 It is the prerogative of the Local Committee as a whole, or the Divisional Member, to allocate funding to investigate the concerns raised by the petition and possible solutions.

10. WHAT HAPPENS NEXT:

- 10.1 Committee needs to decide how to allocate its budgets, and whether or not to allocate funding to explore the issues raised by the petitioners.

Contact Officer: Nick Healey, Area Highway Manager (NE)

Consulted: N / A

Annexes: 0

Sources/background papers: None

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