

## SURREY COUNTY COUNCIL

## JOINT COMMITTEE (SPELTHORNE)

**DATE:** 20<sup>th</sup> March 2017  
**LEAD OFFICER:** Nick Healey  
**SUBJECT:** Celia Crescent Consultation Update  
**DIVISION:** Staines South and Ashford West

**SUMMARY OF ISSUE:**

Celia Crescent residents have been consulted on a number of options that would result in the closure of Celia Crescent as a through route. The public consultation was in response to a petition from residents of Celia Crescent regarding their road being used as a cut through for traffic between Kingston Road, Woodthorpe Road and Fordbridge Park. The petition cited concerns over the speed and volume of traffic, antisocial driver behaviour, and a disregard for the no-entry signs at the exit from Fordbridge Park.

**RECOMMENDATIONS:**

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

- (i) To promote an experimental traffic regulation order for the closure of Celia Crescent on its east-west section, between the north-south arm leading to numbers 9 to 36 and the north-south arm leading to numbers 1 to 8 (option 2 from the public consultation).

**REASONS FOR RECOMMENDATIONS:**

Option 2 is not perfect, but would prevent any through traffic using Celia Crescent to bypass the junction of Kingston and Woodthorpe Road. Option 2 would provide a turning opportunity for vehicles on both sides of the point of closure.

An experimental traffic order is recommended as this provides the longest consultation period for formal responses to be received and considered, and is more easily removed or modified in response to feedback from the community or our own observations.

## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 On 26<sup>th</sup> September 2016 a resident of Celia Crescent presented a petition to Surrey County Council's Local Committee for Spelthorne on behalf of 77 concerned residents, raising a number of Highways related concerns. Among these concerns was a call for measures to prevent Celia Crescent being used as a through route for drivers avoiding the traffic lights at the junction of Kingston Road and Woodthorpe Road. The petition cited concerns over the speed and volume of traffic, antisocial driver behaviour, and a disregard for the no-entry signs at the exit from Fordbridge Park.
- 1.2 Speed data gathered by Surrey Police was available at Committee's meeting in September 2016, but was not available in time to publish with the report. Surrey Police conducted a seven day speed surveys between 7<sup>th</sup> and 14<sup>th</sup> September 2016 with the measured average speeds being 18mph West bound and 17mph East bound.
- 1.3 The response to the petition in September 2016 explained that as Celia Crescent has a very good casualty history, with only a single alcohol related casualty since 2000, it would be very difficult to prioritise Celia Crescent for expensive traffic calming measures ahead of other sites where there are existing patterns of casualties. The response mentioned a Community Speed Watch as a possible response to the concerns raised by the petitioners. The response concluded by suggesting that some kind of restriction in Celia Crescent might be an economical and effective solution, subject to consultation with the residents.

## **2. ANALYSIS:**

- 2.1 It was suggested to Committee that a possible solution would be to close Celia Crescent to vehicular traffic at some point between its junctions with Kingston Road and Woodthorpe Road. This would prevent drivers using this section of Celia Crescent to avoid the traffic signals at the junction of Kingston Road and Woodthorpe Road, which has led to a higher level of traffic than if just used for residential access.
- 2.2 Depending on which location was used in Celia Crescent for the closure it would have differing effects on the residents. Therefore it was agreed to consult with all the residents of Celia Crescent to gauge support for the suggested closure, and to identify a preferred location for a possible closure.
- 2.3 If residents were to be supportive there would be two legal ways to introduce a closure:
- A **permanent** traffic regulation order would be advertised with a 4 week objection period, and if there were no significant objections would be introduced as a permanent change in the months following the close of the objection period. In this case a separate legal process would be needed to remove the closure once it had been installed. The permanent legal route is faster overall, but less flexible.
  - An **experimental** traffic regulation order would enable the closure to be deployed within a few weeks using temporary barriers, with an objection period of 6 months. The Local Committee would need to decide whether to remove the closure or make it permanent within 18 months. No separate legal process would be needed to remove the closure during the

experimental period, if the community felt that it had not worked. The experimental legal route is more flexible, but slower overall.

### **3. OPTIONS:**

- 3.1 Five different options were given in the consultation questionnaire, which is reproduced in Annex A.
1. Closure at the junction with Woodthorpe Road
  2. Closure on Celia Crescent between the turnings to 9-36 and 1-8
  3. Closure at the junction with Kingston Road
  4. No restriction
  5. An Alternative Location.
- 3.2 Residents were also asked whether they favoured a permanent or experimental closure.
- 3.3 All the locations for a possible closure have merit and disadvantages:
- A closure at either Woodthorpe Road (Option 1) or between the turnings to 9-36 and 1-8 (Option 2) would both stop all the through routes from Kingston Road to Woodthorpe Road, including the route through the park. A closure at Kingston Road (Option 3) would leave a through route open via the park.
  - A closure between the turnings to 9-36 and 1-8 (Option 2) would also provide a turning area on both sides of the closure. Both the closures at Woodthorpe Road (Option 1) and Kingston Road (Option 3) would require another lengthy reverse for deliveries and refuge collection – this would be possible but not desirable.
  - A closure between the turnings to 9-36 and 1-8 (Option 2) would also stop the long straight section where vehicles can build up speed. This would address the concern over vehicle speeds that were described in the original petition – however Committee should note that the speed survey results suggest most drivers are driving well below the 30mph speed limit.
  - A closure between the turnings to 9-36 and 1-8 (Option 2) would split access for residents of Celia Crescent between two different entry / exit points. This may be seen as a disadvantage by some residents, who may feel it is unfair that different residents in Celia Crescent are provided with different access routes to their homes.
  - A closure at Kingston Road (Option 3) would mean the entry and exit point from Celia Crescent and the exit from Fordbridge Park would be onto Woodthorpe Road. This junction has the benefit of a road table, and is therefore preferable to an entry and exit point onto Kingston Road. In addition the east-west section of Celia Crescent is wider than the north-south section connecting to Kingston Road, and in this respect is preferable as an egress route from the park and distributor road to the other arms of Celia Crescent.
- 3.4 Option 2 is recommended from a technical point of view as the best compromise. It would eliminate the main concern raised in the original petition – the through traffic – and also provide a turning area on both sides of the closure. The main disadvantage of Option 2 is that it would force all traffic exiting the park to use the narrow north-south section of Celia Crescent and its junction with Kingston Road.

- 3.5 All the options for a possible closure have advantages and disadvantages. There is no major factor that rules out any of the options.
- 3.6 An experimental traffic order is recommended as this provides the longest consultation period for formal responses to be received and considered, and is more easily removed or modified in response to feedback from the community or our own observations.

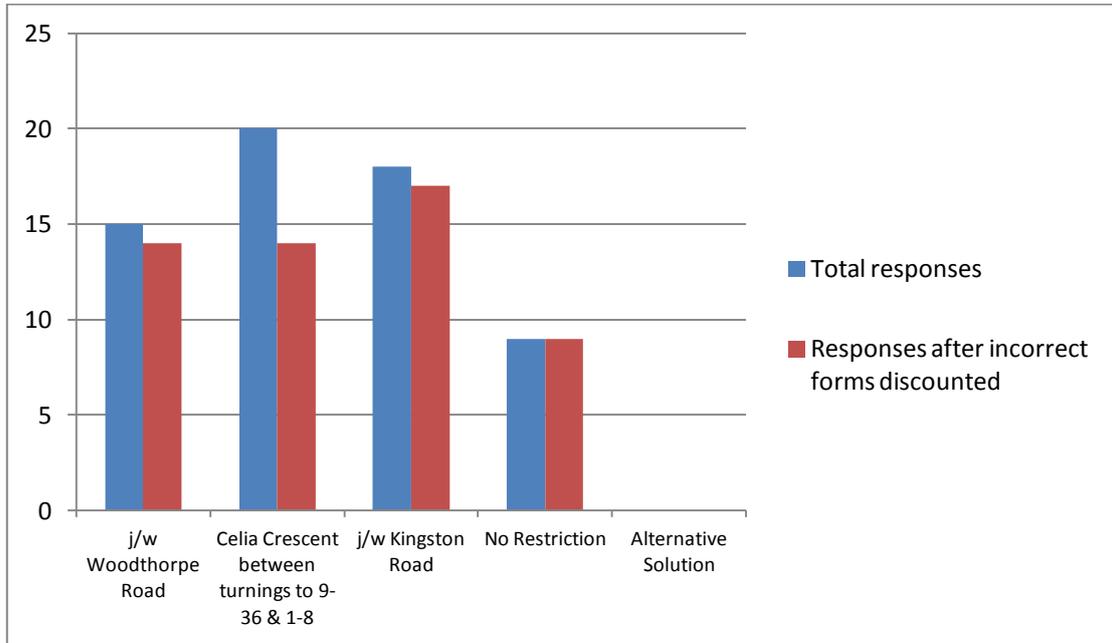
**4. CONSULTATIONS:**

- 4.1 Consultation letters were sent out on 27<sup>th</sup> October. Due to an error on the questionnaire closure options a second letter with revised questionnaire was sent out on 31<sup>st</sup> October. Residents were asked to ignore the first questionnaire but unfortunately some had responded before receiving the second letter. This has been taken into account in the presentation of the consultation results.
- 4.2 The results of consultation show that majority of residents who responded were in favour of a closure but with fairly evenly balanced support for the three main options. The results are presented below in Table 1 and Chart 1.

Table 1 – Consultation responses

Closure Options	Junction with Woodthorpe Road	Celia Crescent between turnings to 9-36 & 1-8	Junction with Kingston Road	No Restriction	Alternative Location	No Response	Permanent	Experimental
<b>TOTALS</b>	15	20	18	9	0	12	25	29
<b>Incorrect forms only</b>	2	6	1	2	0			
<b>Net totals (minus incorrect only forms)</b>	14	14	17	7	0	12	25	29

Chart 1 – Consultation responses



- 4.3 Residents' comments from the consultation are included in Annex B.
- 4.4 A further representation was received via email on 17<sup>th</sup> November from the residents of 1 to 8 Celia Crescent, 289 and 291 Kingston Road (Annex C).

- 4.5 During the consultation it was agreed that Mr Martin Shortland should be the residents' representative. This enabled information to be passed easily to and from the Celia Crescent community. Mr Shortland was the lead petitioner from the original petition mentioned in paragraph 1.1 above, and is resident of Celia Crescent. On behalf of the residents, Mr Shortland commissioned an independent traffic report from Motion consultants, to consider the concern over drivers using Celia Crescent as a through route. This report has been included in Annex D. The Motion study presents very clear evidence that a substantial proportion of the traffic using Celia Crescent is through traffic. Its recommended solution is a closure of Celia Crescent at its junction of Kingston Road – Option 3 from Surrey County Council's public consultation.
- 4.6 Via Mr Shortland Celia Crescent residents have also prepared a summary sheet to describe the current situation, and a document detailing the residents' response to a possible closure between the turnings to 9-36 and 1-8 (Option 2). Residents were made aware that Option 2 was likely to be the option recommended by officers. These two documents are included in Annexes E and F respectively. A number of photos have also been provided by residents of Celia Crescent, and these are included in Annex G.
- 4.7 A site meeting was held with representation from Surrey Highways Spelthorne Borough Council and residents of Celia Crescent on 24<sup>th</sup> November 2016.
- 4.8 Spelthorne Borough Council and the Emergency Services were consulted. There was no response from Surrey Fire and Rescue or Surrey Ambulance.
- 4.9 Spelthorne Borough Council's comments, provided by Jackie Taylor of Spelthorne Borough Council's Neighbourhood Services Team:

*"...when putting in any new scheme you will need to consider refuse collection, as you can see from the tracking system the driver enters through the park turns right into the 1<sup>st</sup> road and the reverses out and back into the small section of Celia off Kingston Road and then moves forward and reverses up the 2<sup>nd</sup> section of Celia Crescent coming out in a forward movement and into Woodthorpe Road. If you are opting for option 2 this route would have to be re planned. I agree that Option 1 or 2 would be needed as this would remove the ability for drivers to take a short cut through the park into Woodthorpe or from Woodthorpe to Celia to avoid the traffic lights which we understand to be the main concern for residents.*

*"... given what I believe to be the issue with residents i.e. people using the park as a cut through I would suggest the 1st choice would be Woodthorpe Road option 1. This would in theory prevent any gains of travelling through the park whether entering on Kingston Road through the park gates or Woodthorpe Road and accessing the park via the exit gate, which we know happens, this would however push more traffic through Celia 1-8 ....I see no point in closing the junction at Kingston Crescent option 3 as this will only push more and all vehicles out on to the Woodthorpe Road and more traffic congestion at the traffic lights....*

*"Option 2 seems like a sensible option and deals with the issue as addressed in option 1 but will as with option 1 push all cars out into Celia from the park.*

*"Hopefully by removing the ability to take a short cut to avoid the traffic lights which the residents say is their main cause for concern the normal flow of park traffic which has been there for very many years will return."*

- 4.10 Surrey Police comments, provided by Graham Cannon of Surrey Police's Road Safety and Traffic Management Team:

*"From my point of view option 2 is the best as it breaks up Celia Cres, which will mean that vehicles are very unlikely to speed in this area, with the open road lengths being so short. I do of course understand that many residents may have a different view on how the different options affect them."*

#### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 The highway proposals presented here would need to be funded by the Local Committee.
- 5.2 Approximate cost for a Traffic Regulation Order and installation of bollards would be £5,000.

#### **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 Local Committee needs to consider whether the concerns raised in the petition are of sufficient priority for the local community to warrant further action/funding.

#### **8. OTHER IMPLICATIONS:**

##### **8.1 Sustainability and Public Health implications**

The proposals may reduce carbon emissions and air pollution in Celia Crescent

#### **9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 From the results of the consultation there is no clear favourite position for a closure. All options have advantages and disadvantages. Therefore it is up to the Joint Committee to decide where, if any, a road closure should take place.
- 9.2 Surrey Highways is recommending Option 2 (experimental) as this would stop the through traffic from Kingston/Woodthorpe Roads and Fordbridge Park and also provides a turning area on both sides of the closure.

## **10. WHAT HAPPENS NEXT:**

- 10.1 Subject to the Joint Committee agreeing to a closure of Celia Crescent and funding an experimental closure would be put in place in the new financial year.
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**Contact Officer: Nick Healey**

**Consulted:**

Residents of Celia Crescent  
Spelthorne Borough Council  
Emergency Services.

**Annexes:**

- A Consultation letter
- B Residents' comments
- C Further representation from residents
- D Traffic Appraisal of Celia Crescent, report by Motion consultants
- E Summary sheet prepared by residents to describe the current situation
- F Residents' response to a possible closure closure between the turnings to 9-36 and 1-8 (Option 2)
- G Photos provided by residents

**Sources/background papers:**

None

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