

Annex C – Written response received during public consultation

The below representation was received on 17th November 2016. It is a joint response from the residents of 1 to 8 Celia Crescent and 289 & 291 Kingston Road.

Option 3 is the most beneficial solution

The information below will clearly identify the benefits of implementing the closure of Celia Crescent at the Kingston Road junction in preference to other less appropriate options.

1. Narrow Road Width

The section of highway that links Celia Crescent to Kingston Road is only **4.9m wide**; this is 20% narrower than the main access road that links Celia Crescent to Woodthorpe Road which is 6.1m wide.

The narrow width of this highway is only suitable as a small access road but it is not suitable as a through way supporting a large volume of traffic; there is just enough space for two standard family cars to pass each other however the large volume of traffic using Celia Crescent includes vehicles of all sizes causing many vehicles to mount the footpath to enable them to pass larger vehicles.

It is more beneficial to close a narrower section of the highway to stop the varied and significant volume of through traffic; options 1 and 2 will not prevent this.

2. Narrow T Junction

The T junction where the narrow section intersects the wider section of Celia Crescent does not provide the required space for vehicles to pass each other; when turning at this junction vehicles are forced to the wrong side of the highway into the oncoming traffic.

The resident's properties adjacent to this junction have experienced significant property damage on multiple occasions due to vehicles being forced onto the footpath to avoid other vehicles or drivers misjudging the level of grip on the road surface and due to their speed losing control of their vehicles.

It is more beneficial to close Celia Crescent at the Kingston Road junction. This action will limit the traffic using this T junction to the residents who live at numbers 1 - 8 as well as 289 291 Kingston Road and those visiting their properties; options 1 and 2 will not stop this.

3. Narrow Footpath Width

The footpath of the narrow section of highway that links Celia Crescent to Kingston Road is only 1.54m wide; this is 49% narrower than the footpath of the main access road that links Celia Crescent to Woodthorpe Road which is 3m wide.

The narrow width of the highway forces many vehicles to mount the footpath at speed to enable them to pass other vehicles placing pedestrians in constant danger and resident's property at risk of damage.

It is more beneficial to close the section of highway with significantly narrower footpaths to stop the through traffic mounting the footpath. This action will provide greater protection to pedestrians and property owners which options 1 and 2 do not offer.

4. Stop all through traffic

Option 3 is the only solution that will stop **ALL** through traffic within Celia Crescent.

Options 1 and 2 will not stop drivers leaving Fordbridge Park from using Celia Crescent to access Kingston Road. When the new pavilion is in use within the park and large scale events are being run many hundreds of visitors to the park will want to join Kingston Road to access the major local routes so creating a significant volume of through traffic down the narrowest part of the highway in Celia Crescent.

5. Road Noise

Residents living adjacent to the junction of Celia Crescent and Kingston Road experience a disruptive noise within their properties every time a vehicle passes over a highway expansion joint just before this junction.

As identified by the council's own statistics the large volume of through traffic using Celia Crescent to access Kingston Road makes this a constant menace to these residents.

The closure of Celia Crescent at the junction with Kingston Road would stop this disruption to these residents; options 1 and 2 will not.

6. Internal traffic movements

The closure of Celia Crescent at the junction of Kingston Road would allow the free movement of vehicular traffic within all areas of the crescent.

The closure of Celia Crescent using option 2 would prevent this free movement of traffic within the crescent.

7. Conclusion

OPTION 3 closes the narrowest part of the highway, with the narrowest junction and most dangerous footpaths.

OPTION 3 is the only solution that permanently addresses all of the issues raised by the residents, has no detrimental effects on the residents and ensures the same access to and within Celia Crescent for all of the residents.

OPTION 3 will address the speeding traffic entering via Woodthorpe Road and Kingston Crescent using Celia Crescent as a throughway to access Kingston Road. So by closing the access to Kingston Road this speeding traffic will cease.

If Spelthorne Council address the inappropriate use of the exit from Fordbridge Park this will further address the speeding traffic?