

Resident's Response to the Option 2 Closure of Celia Crescent

The proposed closure of Celia Crescent's East/West route

The residents agree that the closure of Celia Crescent using Option 2 will address the rat run traffic issue however it does not address all of the issues and we also agree that no single solution will. Option 2 does create a number of negative issues as identified below.

1. Resident Inequality – by splitting Celia Crescent into two the majority of residents will have direct access to Kingston Road whilst experiencing indirect vehicle access to the main junction with Woodthorpe Road.

The minority of residents will be the only people to have direct access to Woodthorpe Road. The majority of properties in Celia Crescent will now be isolated from having direct vehicle access to the main junction of Woodthorpe Road.

This creates a situation where some of the resident community will be disadvantaged and this will inevitably lead to jealousy and discontent within the community.

This situation will undoubtedly lead to a greater probability of the residents appealing the Council's preferred decision to close Celia Crescent in the middle of the east/west route using Option 2.

A closure of the Kingston Road junction creates EQUALITY as the residents will all have the exact same vehicle access via Woodthorpe Road. Creating equality within the community gives the Council meaningful and supported justification for this road closure and reduces the possibility of a successful appeal from the residents to the closure.

2. Park Traffic – by splitting Celia Crescent in the middle you will force ALL of the egress park traffic which at present is approximately 1500 vehicle movements per week comprising of passenger, commercial and council contractor vehicles down the narrowest section of Celia Crescent that is a through route.

With the ongoing development of Fordbridge Park by Spelthorne Council for leisure and commercial use the volume of this traffic will only increase.

The junction with Kingston Road is narrow and far more restrictive than the much wider and more structured Woodthorpe Road junction.

A closure of the Kingston Road junction will force all of the park traffic to use the larger east/west route of Celia Crescent which is 20% wider than the north/south section and the wider junction with Woodthorpe Road; risk is reduced when traffic exits via the Woodthorpe Road junction because it is wider has better visibility and has a road table which slows oncoming traffic.

3. Flooding - The council are still unable to provide a resolution plan or date for the excessive flooding within Celia Crescent or even if the funding is available to address the situation once the root cause has been identified.

The flooding issue **MUST** be included in the decision process about the closure of Celia Crescent to through traffic because it is a long term persistent issue with no short term resolution or rectification plan in place.

As shown by the following comment from Nick Healy it is clear that the flooding issue is a long term issue because over 3 months later the council have no understanding of the issue let alone any rectification works.

14th November 2016 – “I am hoping that over the next few weeks we will either have rectified the situation in Celia Crescent, or we will understand the problem well enough to be well on the way to a solution.”

Forcing all of the egress park traffic to travel through this heavily flooded area it will continue to add to the disruption of the residents, their property and the safety of pedestrians when vehicles travel at speed through the flooded highway.

In the resident's opinion if the Council do not wish to consider the residual flooding issue in the Celia Crescent closure decision then they must provide a definitive resolution date for the flooding issue. If the Council are unable to provide such assurances then they will have to provide the residents with a concise and justified explanation of their reasons for not considering the flooding issue for such a crucial decision.

A closure of the Kingston Road junction prevents the egress park traffic from driving through this heavily flooded area. It does not address the flooding issue but it will all but stop the flood water being continuously disturbed which does alleviate the side effects of the flooding for the residents and pedestrians.

4. Speeding – the middle closure will prevent any vehicle from speeding for the whole length of the east/west section of Celia Crescent however it will not prevent traffic from speeding from the park to the north/south section junction which due to its poor road surface, acute bend and narrow width creates the opportunity for vehicles to lose control and cause damage to residents' property as has happened on numerous documented occasions.

It also forces traffic into the path of oncoming traffic due to the acute bend and narrow road width.

It should also be noted that as per SCC's own traffic analysis only 0.3% of the traffic was found to be exceeding the speed limit so there is no noticeable speeding issue to address.

We propose that if the closure in the middle of Celia Crescent was a group of equally spaced bollards this could encourage motorcyclists to speed and race on this east/west section of Celia Crescent as they will be able to ride between the bollards and will not have to avoid the usual significant oncoming through traffic.

If the closure was to encompass the entire width of east/west section [kerb to kerb] this would not prevent motorcycle traffic from bypassing the closure by riding on the footway posing a danger to pedestrians. We understand this is illegal but with no Police to enforce the law there is nothing to prevent it. We also accept that a closure at the Kingston Road junction would also not prevent motorcyclists from bypassing a road closure but due to its location our opinion is that it would be less attractive to motorcyclists as the footway is 49% narrower than the footway on the east/west section.

A closure of the Kingston Road junction will not stop traffic from speeding from the park to the Woodthorpe Road junction but as per SCC's traffic statistics there is no identifiable speeding issue.

It is understood that a closure of the Kingston Road junction could make some car and motorcycle traffic use Fordbridge Park to access the wider Woodthorpe Road junction via the wider east/west section of Celia Crescent however it will only be west bound traffic as the gate to the park in Celia Crescent is clearly identified as no-entry to east bound traffic. It also understood that drivers do disregard this no-entry restriction and it will be Spelthorne Council's responsibility to act appropriately and install the appropriate traffic enforcement equipment to prevent this illegal use of the park exit in Celia Crescent and take the appropriate steps to discourage the use of the Park to through traffic.

5. HGV Traffic – the proposed closure in the middle of Celia Crescent will create significant issues with HGV access to the resident properties in the east side of Celia Crescent as these vehicles will have very limited space to manoeuvre when access is via Kingston Road.

If HGV traffic enters Celia Crescent via Kingston Road it will have to drive up onto the footways to manoeuvre.

A closure of the Kingston Road junction will force ALL HGV traffic to access Celia Crescent via the wider junction with Woodthorpe Road and the main much wider east/west route within Celia Crescent.

With access to a wider section of Celia Crescent HGV traffic will have more space to manoeuvre so the possibility of having to mount the footway is greatly reduced.

6. Refuse Collection and Deliveries to Residents

Closing Celia Crescent in the middle will force the refuse collection and delivery vehicles to enter via Woodthorpe Road to access the west side of the crescent and then have to exit and then re-enter via Kingston Road to access the east section. This will add additional traffic movements to both Kingston Road and Woodthorpe Road instead of keeping all of these vehicle movements within the perimeter of Celia Crescent.

A closure of the Kingston Road junction would enable access to Celia Crescent via one entry/exit point at the Woodthorpe Road junction enabling refuse and delivery vehicles to remain within the boundaries of Celia Crescent.

7. Road Noise

Residents that live adjacent to the junction of Celia Crescent and Kingston Road experience an audibly disruptive noise within their properties every time a vehicle passes over a highway expansion joint preceding 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. If Celia Crescent is closed in the middle this will force ALL of the park traffic [1500 vehicle movements per week] down this section of road and the volume of this traffic is going to increase as the Park is used for more public events and greater commercial activities.

The closure of Celia Crescent at the junction with Kingston Road would stop this disruption to these residents.

8. Continual Damage to the Road Surface

The closure of Celia Crescent will force all the egress park traffic down the narrowest part of Celia Crescent which is not designed to accommodate the high volume of vehicle movements. The significant volume of traffic over the years has had a detrimental effect on the road surface requiring continued repair.

The park traffic which is constantly increasing in volume is a combination of passenger, commercial and the Council's own contractor vehicles which can carry up to 1500 kgs [we did ask the contractor for more accurate figures but they failed to respond] all of which will have a short and longer term detrimental effect on this road surface requiring ongoing repair adding to the maintenance costs of the Council which is always financially restrained. It can be clearly seen from the attached photographs that the road surface of this section of Celia is in a poor state and requires repeated repair. Any through traffic especially the volume identified from the park will only add to the wear and damage of the road surface adding to the council's maintenance costs.

The closure of Celia Crescent at the junction with Kingston Road would stop this egress park traffic for using this narrow part of the crescent and it would prevent this ever increasing volume of traffic from causing more damage to the road surface and so saving the costs to continuously maintain it. It should be noted that the road surface of the east/west section of Celia Crescent is in far better condition than the north/south section.

9. Internal Traffic Movements

The closure of Celia Crescent in the middle would prevent the free movement of traffic [refuse collection, delivery vehicles and resident's vehicles] within the crescent.

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.





