

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (RUNNYMEDE)

DATE: 25 SEPTEMBER 2017

LEAD OFFICER: ANDREW MILNE – AREA HIGHWAYS MANAGER (NW)

SUBJECT: FRANKLANDS DRIVE – PETITION RESPONSE

DIVISION: WOODHAM AND NEW HAW



SUMMARY OF ISSUE:

The Local Committee has received an e-petition signed by 48 residents concerned about the junction of Franklands Drive with Strawberry Fields in Row Town, Addlestone.

The petition states: "Since the building of Strawberry Fields, the residents of Franklands Drive have had to put up with speeding in the north-eastern section of the road, abuse, cars ignoring the No Left and No Right hand turn signs and also doing U turns in the cul-de-sac part of the road. This needs to end in order to stop the inevitable accident and potential loss of life that will eventually occur. Cyclists have almost been knocked off bikes, cars have been damaged and all residents have suffered abuse at the hands of a few residents of the estate. We ask that our junction is amended so that illegal left and right hand turns cannot be made, keeping every one safe".

RECOMMENDATIONS:

The Local Committee (Runnymede) is asked to agree that:

- (i) No further action is taken and the existing junction layout and prohibited turns are retained.

REASONS FOR RECOMMENDATION:

The existing junction layout has already been designed to make it as physically difficult as possible for drivers to make the prohibited turns whilst still allowing vehicles to make the other permitted manoeuvres.

Whilst observations indicate that some drivers are contravening the prohibited turns, it is only a relatively small number.

Franklands Drive has a good safety record and traffic surveys indicate that vehicles speeds are relatively low.

1. INTRODUCTION AND BACKGROUND:

- 1.1 In 2006 a planning application was approved for the development of 350 new residential properties on land located adjacent to Franklands Drive. A new access road between Franklands Drive and the development was included as part of the proposal.
- 1.2 The properties have now been constructed and are occupied. The new access road (called "Strawberry Fields") has also been constructed and has been in use for some time.
- 1.3 The location of the new development and access road are shown on the plan below.

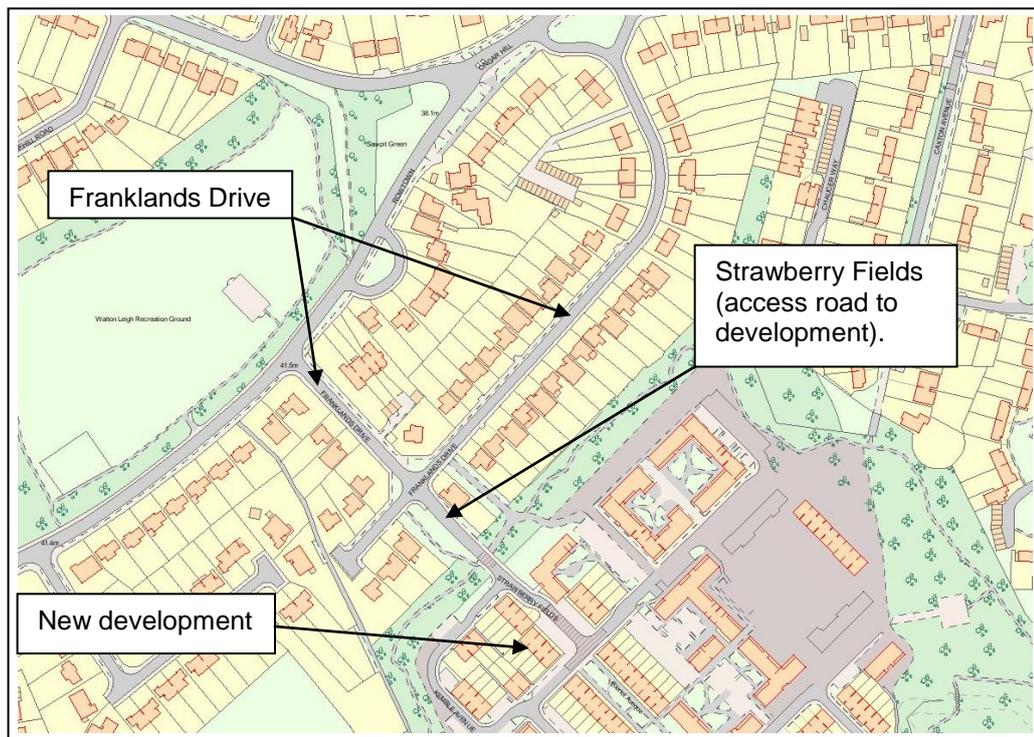


Figure 1 – Location Plan

- 1.4 As part of the planning consent for the development, the developer was required to provide traffic calming measures in Franklands Drive subject to consultation with residents.
- 1.5 Whilst Surrey County Council, as the local Highway Authority, did not consider traffic calming measures were necessary for the development to be acceptable in highways terms, the measures were secured through the planning process in response to concerns raised by residents. The purpose of these measures was to discourage drivers from the new development from using the north-eastern section of Franklands Drive which is relatively narrow and has high levels of on-street parking. In addition, they would also help reduce vehicle speeds.

- 1.5 During September/October 2010 residents were consulted about a proposal to introduce a combination of speed cushions and kerb build outs in Franklands Drive. The results of the consultation indicated that more residents opposed the scheme than supported it. In addition, a number of residents suggested they would prefer an alternative scheme based on introducing banned turns at the junction between Franklands Drive and the access road to the development.
- 1.6 Having considered the results of the initial consultation the Runnymede Local Committee decided at its meeting held on 1 November 2010 that residents should be consulted about further options. Additional alternative schemes were therefore developed and residents were consulted about the following options:
- Option 1** – Speed cushions and buildouts (similar to the original proposal)
 - Option 2** – Speed cushions, buildouts and speed tables
 - Option 3** – Amending the junction layout between the development access road and Franklands Drive to make it difficult for drivers to turn either right out of the development or left into it. Introduction of a traffic order to prohibit these manoeuvres and installation of appropriate signing.
- 1.7 Residents were overwhelmingly in favour of option 3. However, a significant number suggested that traffic calming measures should be introduced in the section of Franklands Drive between the development and Row Town.
- 1.8 Surrey Police were also consulted and stated they had no objection to any of the proposed schemes. However, if option 3 were to be introduced, they indicated they would be unable to provide regular enforcement of the prohibited turns if drivers were to contravene these.
- 1.9 Having considered the results of the further consultation the Runnymede Local Committee agreed at its meeting held on 27 June 2011 that option 3 should be introduced. In addition, it was agreed that traffic calming measures should be installed in Franklands Drive between Row Town and the development.
- 1.10 The amended junction layout and prohibited turns have since been introduced with the work being completed in July 2015. Figure 2 below shows the new junction layout. In addition, a speed table has been introduced in Franklands Drive near its junction with Row Town and also in Strawberry Fields at entrance/exit point to the development.
- 1.11 A safety audit was undertaken on the detailed design of the measures prior to their construction and a further safety audit was then carried out on site following their installation.



Figure 2 – New junction layout with prohibited turns

- 1.12 Following the introduction of the new junction layout and prohibited turns, the developer has completed the works required as part of the planning consent. (As such, the developer cannot subsequently be required to undertake further works at the location).
- 1.13 Since the amended junction layout was introduced, the County Council and Surrey Police have received a number of complaints that residents of the new development and their visitors are contravening the prohibited turns.

2. ANALYSIS:

Vehicle Speeds

- 2.1 Following the introduction of the new junction layout and prohibited turns, traffic surveys were undertaken in Franklands Drive between its junctions with Ongar Hill and Strawberry Fields and also between its junctions with Row Town and Strawberry Fields. The locations of the surveys are shown on the below plan.

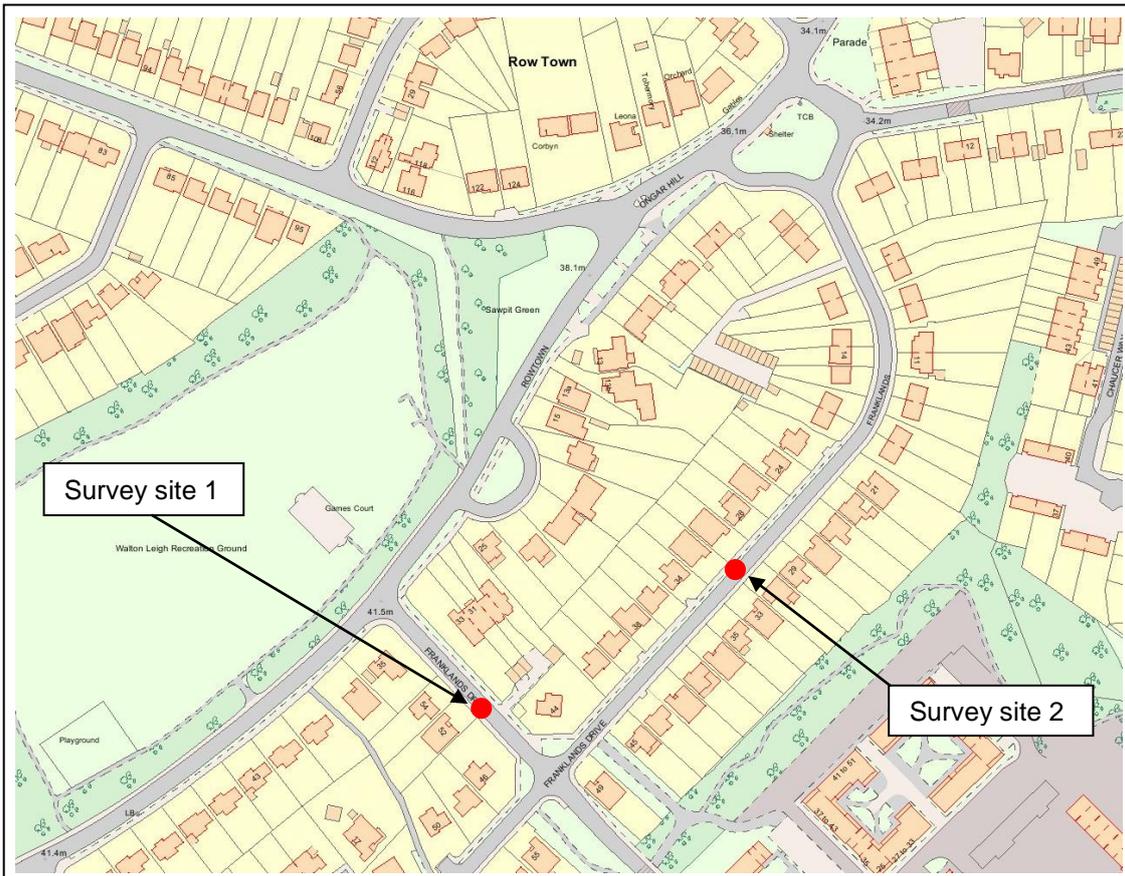


Figure 2 – Location of traffic surveys

2.2 Both surveys were undertaken over 7 days and the speed of all vehicles were recorded over these periods. The results of the surveys are detailed in table 1 below.

Location of Survey	Date of survey	Average vehicle speed	7 day average vehicle flow
Survey site 1	2 - 8 October 2015	23mph	2,154 vehicles
Survey site 2	22 – 28 January 2016	20mph	262 vehicles

Table 1 - Traffic survey results

2.3 The above data indicates that both vehicle speeds and flows are relatively low in the north-eastern section of Franklands Drive. Speeds are also relatively low in the section of Franklands Drive between the new development and Row Town. However, vehicle flows in this section of road are much higher (as would be expected since it is the route used by traffic entering and exiting the development).

Road Safety Record

2.4 Following the introduction of the new junction layout and prohibited turns there have been no personal injury collisions along the length of Franklands Drive up until the end of May 2017 (the latest available data).

Contravention of banned turns

- 2.5 Surveys have been carried out (covertly) at the junction of Franklands Drive with Strawberry Fields to record the number of drivers contravening the prohibited turns. The results of the surveys are shown in the table below:

Date of survey	Time of survey	Total number of vehicle movements through junction	Number of vehicles contravening the prohibited turns
21 July 2015	7.40am to 10.00am	181	1
11 September 2017	1.50pm to 3.20pm	175	2

Table 2 – Number of drivers contravening the restricted turns

3. OPTIONS:

- 3.1 The following section provides comments on options that could be considered in response to the concerns raised by residents.

Signing

- 3.2 Signs were erected to indicate the prohibited turns at the time the amended junction was introduced. These signs remain in place and are clearly visible to motorists.
- 3.3 Signs have also been erected in Franklands Drive at its junction with Ongar Hill/Coombelands Lane to advise motorists that there is no access to the new development via the north-eastern section of Franklands Drive.
- 3.4 Given the signing that is already in place, it is unlikely that installing further signs will have any significant impact on the number of drivers contravening the prohibited turns.

Police Enforcement

- 3.5 Prior to the introduction of the prohibited turns the Police advised they would be unable to provide regular enforcement if drivers contravene the restrictions. However, in response to complaints from residents, Police officers have visited the location on a number of occasions but very little non-compliance was found at these times.
- 3.6 Surrey Police have reiterated that they do not have the resources to enforce such restrictions on a regular basis. This type of restriction needs to be self-enforcing and not reliant on police enforcement if it is to be effective. Traffic enforcement is directed at locations that have a proven casualty problem and to take resources away from these locations, can only dilute efforts to reduce the injuries that occur on the roads in Surrey. As far as the Police are aware there is not a collision problem at this location and therefore they cannot justify having officers stationed at the restriction for long periods.

Consequently it will only receive a minimum amount of enforcement, most likely in the course of officers normal patrol duties.

Installation of an Enforcement Camera

- 3.7 The Surrey Safer Camera Partnership is responsible for installing and maintaining speed enforcement and red light violation cameras. However, a CCTV camera would be required to identify vehicles contravening the prohibited turns and the introduction of this type of camera would be considered by Runnymede Borough Council.
- 3.8 Residents of Franklands Drive have separately presented a petition to Runnymede Borough Council requesting the introduction of CCTV cameras to help address concerns about crime and antisocial behaviour and well as to enforce the prohibited turns at the junction. This request is being considered by the Borough Council.

Changes to existing junction layout

- 3.9 The existing junction has been designed to try and make it as difficult as possible for vehicles to make the restricted turns whilst still allowing vehicles to make the other permitted manoeuvres at the junction. It would not be possible to amend the junction layout to make it physically impossible for drivers to make the restricted turns.
- 3.10 Bollard has been installed on the built out areas at the junction to deter drivers from over running these.

Introduce Traffic Calming Measures

- 3.11 Average vehicle speeds in the north eastern section of Franklands Drive are already lower than at many other locations where traffic calming measures have been introduced. Such measures are therefore unlikely to have any significant impact on vehicle speeds or road safety. They would also be costly to install and could only be introduced after extensive consultation (and residents did not support traffic calming measures when they were consulted previously).

Permanent closure of the North-Eastern Section of Franklands Drive at the junction with Strawberry Fields

- 3.12 Public roads would only be permanently closed in exceptional circumstances and only when there are compelling highway reasons to do so. In this instance there is not considered to be sufficient justification given the low vehicles speeds and good safety record.

4. CONSULTATIONS:

- 4.1 The new junction layout and prohibited turns were introduced after local residents were consulted and indicated their overwhelming support for this option.
- 4.2 Surrey Police were consulted prior to the introduction of the new junction layout and restricted turns. They had no objection to the measures but indicated they would be unable to provide regular enforcement of the

prohibited turns should drivers contravene these. As outlined in paragraph 3.4, Surrey Police have since reiterated this remains the position.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 There are no financial implications for Local Committee budgets resulting from the recommendations of this report.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 The Highway Service is mindful of its needs within this area and attempts to treat all users of the public highway with equality and understanding.

7. LOCALISM:

- 7.1 This report responds to a petition from residents about an issue of local concern.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
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 In response to the petitioners concerns about vehicles contravening the prohibited turns and road safety in the north-eastern section of Franklands Drive, the following points are noted:
- Franklands Drive has a good safety record with no personal injury collisions having occurred within any part of the road since the new junction layout and prohibited turns were introduced.
 - A speed survey undertaken in the north-eastern section of Franklands Drive following the introduction of the new junction layout and prohibited turns recorded a comparatively low average speed of 20mph.
 - Site observations confirm that whilst some drivers contravene the prohibited turns it is only a relatively small number (and this would typically be expected with most restrictions of this nature).

- The developer has completed the works agreed as part of the planning consent. As such, they could not be required to undertake or fund further works. No other source of funding has been allocated to allow additional works to be undertaken at the location.
- The prohibited turns are clearly signed to motorists and signs have also been erected to advise motorists that there is no access to the new development via the north-eastern section of Franklands Drive.
- It would be difficult to amend the existing junction layout to make it physically harder for drivers to make the prohibited turns if the other manoeuvres that are currently legal are to be maintained.
- Alternative possible proposals such as introducing traffic calming measures would be costly and require extensive consultation (and residents did not support such proposals when consulted previously). Given the relatively low vehicle speeds and good safety record, the cost of such measures would be difficult to justify when considering other priorities.

9.2 Further to the above comments, it is recommended that no further action is taken.

10. WHAT HAPPENS NEXT:

10.1 The prohibitions will receive limited enforcement from Surrey Police.

Contact Officer:

Jason Gosden – 0300 200 1003

Consulted:

Surrey Police
Runnymede Borough Council

Annexes:

None

Sources/background papers:

- Runnymede Local Committee Report (considered 1 November 2010) – Franklands Drive – Proposed Traffic Calming Measures.
 - Runnymede Local Committee Report (considered 27 June 2011) – Franklands Drive – Proposed Traffic Calming Measures.
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