

**SURREY COUNTY COUNCIL
SPELTHORNE BOROUGH COUNCIL**



SURREY

JOINT COMMITTEE (SPELTHORNE)

DATE: 08 October 2018
SUBJECT: PETITION – Stanwell Moor
DIVISION: Stanwell North

PETITION DETAILS:

We ask the Joint Committee to agree to the following actions:

- a) The installation of width restrictions at the M25 and Spout Lane entrances to the village.
- b) The construction of a new access road to Oakleaf Farm from the A3044 Stanwell Moor Road.
- c) Traffic calming measures and double yellow lines along Horton Road.
- d) Double yellow lines along Spout Lane.
- e) Painted roundabout/give way lines on the junction of Horton Road and Hithermoor Road, in front of The Anchor Pub.
- f) Speed humps along Horton Road – particularly at the shops and at the entrance to the recreation ground.

Lead petitioner: Mr J Harvey, Vice-Chair, Stanwell Moor Residents' Association
Number of signatures submitted: 61

OFFICER COMMENT:

Members will be familiar with previous requests for measures to manage HGV movement elsewhere in Spelthorne, and some of the technical challenges involved in delivering new projects to mitigate the impact of HGV traffic. Residents often feel unhappy with HGV drivers using residential roads, and typically cite concerns including noise and vibration, road safety and pollution. HGV traffic is often considered by communities to have a very negative impact on the quality of life for people living in those communities. On the other hand the expeditious movement of goods is vital to the local and national economy.

In the case of Stanwell Moor Village, from a technical point of view, there is already an environmental 7.5t weight restriction that should, in theory, prevent HGVs entering the village directly from the M25 junction. The 7.5t weight restriction is termed an “environmental” restriction, because it is not there for the benefit of a weak structure; all the bridges in Stanwell Moor Village are strong enough to support HGV loading. From an enforcement point of view, the section of road covered by the weight restriction is quite short, making enforcement quite

straightforward. If Surrey Police were to enforce the weight restriction, it could well lead to a reduction in HGV traffic through the village.

There is no evidence that HGV traffic in Stanwell Moor Village is contributing to any casualty concern. In the past full three year period for which data is available, there have been no personal injury collisions in Horton Road or Spout Lane.

There is currently no data available to show the volume or distribution of HGV journeys within Stanwell Moor Village.

There are planning conditions preventing HGVs exiting Oakleaf Farm via the village, unless they have business there, and also restricting the numbers of HGVs entering the site from the village. Some of the operators on the site may be in breach of these conditions. The County Planning Authority are currently investigating to determine if there have been any breaches of planning permission and will remind the site owners and tenants of the conditions restricting access to and from Stanwell Moor Village. Any operators routing vehicles in contravention of a goods vehicle operators' licence would be a matter for the Traffic Commissioner to investigate.

The petition suggests a number of potential measures to mitigate and manage HGV movement through the village:

- a) New width restrictions, were they to be feasible, would reinforce the existing weight restriction, and could potentially make it physically impossible for HGVs to enter or leave the village via the restricted routes. Officers have added a suggestion for a new width restriction in Horton Road to Committee's prioritisation list for transport improvement schemes (which is published as an annex to the Highways Update report elsewhere on this evening's agenda). Committee's funding is already fully committed for the current Financial Year 2018-19, and so the earliest that Committee could allocate funding for a feasibility study would be 2019-20, subject of course to the relative priority of this scheme compared to others on the list. A new width restriction in Spout Lane could also be considered in the context of this feasibility study, but is likely to be more challenging to achieve than Horton Road.
- b) A new access from Oakleaf Farm to Stanwell Moor Road would need to be promoted by the site owner and / or site occupier.
- c) New traffic calming is not recommended. New traffic calming is normally promoted in response to a pattern of speed related casualties, or to manage excessive speeds. In this case there is no evidence of any casualty concern in Horton Road. Furthermore it is unlikely that new traffic calming would deter HGV drivers, and may exacerbate any perceived problems with noise, vibration, and pollution. It is not recommended to implement further waiting restrictions in Horton Road, which would simply displace parking onto other roads in the village.
- d) It is not recommended to implement further waiting restrictions in Spout Lane, which would simply displace parking onto other roads in the village.

e) A new mini roundabout by The Anchor would need to be assessed as part of a feasibility study. Well-designed mini roundabouts generally take up more space than a priority junction; there is no guarantee that there is enough space for a new mini roundabout at this location. A feasibility study would also weigh up the benefits of a new mini roundabout might be, and the cost of implementation. The petition does not state what problem is intended to be solved by a new mini roundabout at this location; officers are not aware of a problem at this location that might be solved by a new mini roundabout.

f) New traffic calming is not recommended. New traffic calming is normally promoted in response to a pattern of speed related casualties, or to manage excessive speeds. In this case there is no evidence of any casualty concern in Horton Road. Furthermore it is unlikely that new traffic calming would deter HGV drivers, and may exacerbate any perceived problems with noise, vibration, and pollution.

RECOMMENDATION

The Local Committee is asked to note the officer response.

Contact Officer:

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