



**SCC LOCAL COMMITTEE IN
SPELTHORNE**

**RUSSELL ROAD SHEPPERTON
PETITION FROM RESIDENTS**

19 JUNE 2006

KEY ISSUE AND SUMMARY:

To discuss and propose actions following the receipt of a petition from 230 residents of Russell Road, adjoining roads off it and users of the road. The petition requests the introduction of chicanes to replace the existing speed cushions and mini-roundabout.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree that:

- (i) a feasibility study is undertaken to establish the appropriateness of introducing a different traffic calming scheme to the present one;
- (ii) the study is funded from the Local Allocation at a cost of £5,000; and
- (iii) should a study find a viable alternative to the present speed reducing features a scheme will be developed for Committee approval.

1. INTRODUCTION & BACKGROUND

- 1.1 The B376 Russell Road runs east-west between A244 Walton Bridge Road / Gaston Bridge Road and B376 Renfree Way. It is primarily residential on its northern side with parks and river on the southern side. One school lies directly on Russell Road and another is in close proximity in Manygate Lane.
- 1.2 The road is much used by tipper lorries serving the local gravel extraction sites due to Walton Bridge being the nearest usable crossing of the River Thames. The volume of tipper lorries using Russell Road is a cause of concern to residents and also the difficulty of large vehicles passing each other on the narrow carriageway causing one or both to mount the footway.
- 1.3 The carriageway and footways are relatively narrow in places. At these points the river is very close to the road on the southern side as are the buildings on the northern side. It is therefore not feasible to widen the road.
- 1.4 A report was presented to the Local Committee on 22 March 2004 regarding the speed cushions along Russell Road introduced in 1998/99. At that time it was noted that in the three years since the introduction of speed cushions along Russell Road there had been four reported personal injury accidents compared to the ten in the three years prior to their introduction.
- 1.5 It was noted that the 85%ile speed had reduced from in excess of 40 mph before 1998 to 34 mph in 2002. A further study in 2004 found the 85%ile speed for westbound traffic to be 24 mph and 25 mph for eastbound.
- 1.6 It was also reported to the Committee that other forms of traffic calming had been considered but found to be unsuitable and stated "High traffic

volumes would preclude alternative traffic calming systems such as priority measures and the narrowness of the carriageway, with little or no room for widening, means traffic islands could not be introduced". With regard to a 20 mph zone it was noted that under current guidelines that require self-enforcement multiple speed violation cameras along the length of the road would be needed in the absence of speed cushions.

- 1.7 A petition has been received by the Local Transportation Service, signed by 230 residents of Russell Road, adjoining roads and regular users of the road. The petition specifically requests that chicanes are introduced to replace the speed cushions and mini roundabout. A copy of an e-mail from Sustrans, a group that promotes alternative modes of transport to the car, was attached stating it was their belief a 20 mph zone should be imposed along Russell Road as they considered it would improve safety for cyclists and pedestrians.

2. ANALYSIS AND COMMENTARY

- 2.1 As mentioned above alternative methods of speed reduction have been considered and found to be either not possible or likely to have an adverse effect on vehicle speeds. However it is considered appropriate, due to the high level of concern shown by the petitioners regarding safety, that the situation is reviewed.
- 2.2 During the three year period ending December 2005 there were four reported accidents that resulted in personal injury.
- 2.3 It is therefore proposed to undertake a study to identify a means of introducing priority measures in the vicinity of the junction with Manygate Lane where the carriageway is at its narrowest.
- 2.4 Should the study find an acceptable alternative to the existing measures it would be further developed for Committee consideration.

3. CONSULTATIONS

- 3.1 Public consultation will be carried out if a viable alternative traffic calming scheme is identified.

4. FINANCIAL IMPLICATIONS

- 4.1 The study is estimated to cost £5,000 and could be funded from the Local Allocation.

5. SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 5.1 The likelihood of increased congestion and the impact on alternative routes likely to be chosen by drivers would be considered as part of the study.

6. CRIME & DISORDER IMPLICATIONS

- 6.1 The study would consider the impact on the current low speed levels.

7. EQUALITIES IMPLICATIONS

- 7.1 There are no implications

8. CONCLUSION & REASON FOR RECOMMENDATION

- 8.1 The current situation is of major concern to residents and other users of Russell Road. A full appraisal of the situation may lead to an alternative acceptable scheme for all road users.

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BACKGROUND PAPERS: Petition dated 28 April 2006