



SCC LOCAL COMMITTEE IN SPELTHORNE

RUSSELL ROAD, SHEPPERTON FEASIBILITY REPORT

11 DECEMBER 2006

KEY ISSUE AND SUMMARY:

To propose traffic calming enhancements following the receipt of a petition from 230 residents of Russell Road, adjoining roads and users of the road that was reported to the Local Committee at their meeting on 19 June 2006. The petition requests the introduction of chicanes to replace the existing speed cushions and mini-roundabout. Annex A and Annex B are circulated separately to Members and copies will be available at the meeting.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree that:

- (i) the resurfacing of the carriageway and reprofiling of the existing speed cushions on Russell Road between Walton Lane and High Street be considered for inclusion in the Maintenance programme;
- (ii) the hatching along the centreline shown at Annexe A be funded from the Local Allocation; and
- (iii) the roundabout improvement shown at Annexe B be assessed and prioritised for inclusion in the Forward Programme.

1. INTRODUCTION AND BACKGROUND

- 1.1 The B376 Russell Road runs east-west between A244 Walton Bridge Road/Gaston Bridge Road and B376 High Street, Shepperton. 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 lorries serving the local gravel extraction sites due to Walton Bridge being the nearest usable crossing of the River Thames. The volume of lorries using Russell Road is a cause of concern to residents as is the difficulty of large vehicles passing each other on the narrow carriageway sometimes causing one or both to mount the footway. No suitable alternative route exists for these vehicles. If Russell Road was subject to an HGV restriction the parallel route is Green Lane which would result in heavy goods vehicles passing through the centre of Shepperton.
- 1.3 The carriageway and footways are 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 Speed cushions were introduced along Russell Road in 1998/99. In the three years prior to their introduction, there were ten collisions involving personal injury located throughout the length between Walton Bridge Road and High Street. During the three years after their introduction there were four personal injury collisions; in the most recent three years there have been also been four personal injury collisions.

- 1.5 The 85%ile speed, (the speed up to which 85% of vehicles were travelling), 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. Analysis of 2006 data shows that the 85%ile speed has risen to 30 mph.
- 1.6 At the Shepperton Local Forum, held on 21 March 2006, residents expressed concern about the existing speed cushions between Walton Bridge Road and High Street and the raised mini roundabout at the junction with Walton Lane, stating that they caused vibration, noise, dirt, debris, damage to property and danger to pedestrians.
- 1.7 A report was presented to the Local Committee on 19 June 2006 regarding a petition received from 230 residents of Russell Road, adjoining roads and users of the road. The petition specifically requested that chicanes are introduced to replace the speed cushions and the mini roundabout. The Committee resolved that a feasibility study should be undertaken to establish the appropriateness of introducing a different traffic calming scheme to the present one and should the study find a viable alternative that it should be developed for committee approval.
- 1.8 At the September Committee meeting a member of the public tabled a series of photographs highlighting possible problems at the mini roundabout with Walton Lane and problems associated with heavy goods vehicles, narrow footways and vehicles exiting Manygate Lane.
- 1.9 A letter has also been received requesting that the speed cushions be removed throughout the length of Russell Road.

2. ANALYSIS AND COMMENTARY

- 2.1 Chicanes could take two forms, either a priority system or alternate kerb build-outs. A priority system would not be feasible because of the volume of traffic on Russell Road. A traffic count in early July 2006 showed that the average weekday 24 hour two-way traffic flow was approximately 14,500 vehicles. The peak hour flow was approximately 1200 vehicles which is equivalent to one vehicle every three seconds. At this rate of approach to any priority system, once a vehicle had given way to opposing traffic, a queue of traffic would form behind it leading to unnecessary queues of traffic and pollution. This method of traffic calming is therefore not recommended.
- 2.2 There is insufficient existing carriageway width to maintain two-way flow if kerb build-outs are introduced.
- 2.3 Traffic islands have also been considered but their introduction would have minimal impact upon reducing vehicle speeds because a minimum through

width of 3.05 metres would need to be maintained. Furthermore there is insufficient carriageway width for their introduction.

- 2.4 The existing speed cushions have proved to be successful at reducing personal injury collisions. However those to the west of Walton Lane are flattened and crumbling at their edges; it is therefore it is recommended that they should be reprofiled. The condition of the carriageway to the west of Walton Lane is poor and will be recommended for inclusion in the rolling maintenance programme. Ideally the reprofiling of the speed cushions should be carried out at the same time as the carriageway is resurfaced but may need to be carried out before this if the resurfacing is delayed for several years. At the same time as the speed cushions are reprofiled, hatching along the centreline, which would give the impression of reduced lane widths and help reduce vehicle speeds, is recommended over a length of approximately 180 metres at the western end of Russell Road and 50 metres either side of Wadham Close as shown at Annexe A.
- 2.5 The existing mini roundabout at the junction with Walton Lane has minimal deflection on the Russell Road approaches and therefore does not act as a speed-reducing feature as it should. It is therefore recommended that the roundabout is reshaped and traffic islands introduced on Russell Road approaches as shown at Annexe B in order to reduce the speed of approaching vehicles. This will also have the benefit of reducing the number of vehicles over-running the raised centre island. The opportunity would also be taken to improve the signing at the roundabout.
- 2.6 A request to upgrade the surface of Footpath 59 which runs through common land on the west side of Walton Lane has been received. This request has been forwarded to the Rights of Way team who have indicated that it is on their list of footpaths requiring maintenance.

3. CONSULTATIONS

- 3.1 Further to the petition, tabled photographs and letter detailed above, it is proposed that the decision of the Committee be made known to residents on and around Russell Road by means of letter.

4. FINANCIAL IMPLICATIONS

- 4.1 Reprofiling of the existing speed cushions and the carriageway surfacing would be funded from the Maintenance Budget.
- 4.2 The hatching along the centreline would be funded from the Local Allocation. It is recommended that the hatching should be implemented at the same time as the speed cushion reprofiling.

- 4.3 The cost of improving the existing mini roundabout at the junction between the B376 Russell Road, and Walton Lane, Shepperton is estimated to be £50,000. This improvement would have to be assessed and prioritised with other proposals for inclusion in the Forward Programme.

5. SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 5.1 There are no implications.

6. CRIME & DISORDER IMPLICATIONS

- 6.1 There are no implications as vehicle speeds would remain within 30 mph.

7. EQUALITIES IMPLICATIONS

- 7.1 There are no implications.

8. CONCLUSION & REASON FOR RECOMMENDATION

- 8.1 The existing speed cushions have proved to have reduced the personal injury rate and vehicle speeds along Russell Road. Although they have caused concern for some local residents, their retention and upgrading where necessary is recommended. The current layout of the mini roundabout at the junction of Russell Road with Walton Lane is substandard and should be improved which will further reduce vehicle speeds.

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BACKGROUND PAPERS: Report presented to Committee on 19 June 2006
Photographs tabled at Committee on 25 September 2006
Letter dated 20 October 2006