



**OFFICER REPORT TO LOCAL COMMITTEE
(SPELTHORNE)**

B375 RUSSELL ROAD, SHEPPERTON

**REVIEW OF TRAFFIC CALMING AND CONSIDERATION OF
20MPH SPEED LIMIT**

16 MARCH 2009

KEY ISSUE & SUMMARY

To consider whether to replace the speed cushions previously removed as a pilot scheme. To consider the introduction of a 20mph speed limit on B375 Russell Road between the junction of A244 Walton Bridge Road/Gaston Bridge Road and B376 High Street, Shepperton.

OFFICER RECOMMENDATIONS

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

- (i) No action is taken.

1 INTRODUCTION AND BACKGROUND

- 1.1 The B375 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/open spaces and the River Thames on the southern side. Halliford School lies directly on Russell Road and Thamesmead School is in close proximity in Manygate Lane.
- 1.2 The road is much used by lorries, including those serving the local gravel extraction sites due to Walton Bridge being the nearest useable 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 a weight restriction the parallel route is Green Lane (also heavily residential), 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 buildings on the northern side. (The footway on the southern side only exists for a short distance at the most easterly and westerly ends). It is therefore not practical 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 incidents that resulted in 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 incidents. In the most recent three years ending October 2008 there were two personal injury incidents.
- 1.5 The 85%ile speed, (the speed up to which 85% of vehicles travelled) reduced from over 40mph before 1998 to 34mph in 2002. Data taken in January 2009 revealed a further reduction to 29mph.
- 1.6 Residents have expressed concerns 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. A petition was received in April 2006 requesting that the speed cushions were removed and replaced with chicanes throughout the whole length of Russell Road. However, the likely implications are that collisions and speeds would increase together with congestion and pollution.

- 1.7 A trial scheme to remove two sets of cushions outside Mulberry Trees and Riverbend was carried out in September 2007. Speed data was recorded along Russell Road prior to the removal of the cushions. The average speed for both directions was 26mph. Data collected in January 2009 since their removal revealed the average speed for both directions was 25.5mph.
- 1.8 In May 2007 an informal consultation was sent to residents in the vicinity of Mulberry Trees and Riverbend. They were asked for their views on the locations for the replacement cushions. The majority of residents stated if the cushions had to be replaced they would prefer the existing position at Mulberry Trees, although the majority at Riverbend would prefer the second of the proposed alternative locations at the western end of the Red Lion pub car park. However, 81% (nine) of the eleven replies asked for their permanent removal. (All of the residents at Mulberry Trees asked for their removal, whilst three of the five residents at Riverbend asked for their removal).

2 ANALYSIS

- 2.1 As reported to the December 2006 Committee, chicanes and build-outs are not recommended due to heavy traffic flow along Russell Road. Both would lead to increased unnecessary congestion and pollution causing a detrimental effect to the local environment.
- 2.2 Traffic islands were also considered but their introduction would not be feasible due to the insufficient carriageway width available along the length of Russell Road.
- 2.3 The use of road tables would be the most effective way of reducing speeds. However, this would be very costly and it is unlikely that the residents would agree to this method of traffic calming having already requested the removal of the existing cushions.
- 2.4 Speed data taken before and after the removal of the cushions revealed there has been no increase in speed since their removal.
- 2.5 The introduction of the speed cushions in 1998/99 has proved to be very successful in reducing personal injury collisions.
- 2.6 Surrey Police support the removal of the cushions on the basis that the speeds have remained unchanged. It is likely that this decision would be reversed if there were any increase in speeds or collisions.

- 2.7 To comply with SCC's policy for the introduction of 20mph speed limits or zones, the area would need to be self enforcing with average speeds of 20mph or less. The combined average speed for vehicles heading in both directions along Russell Road is 26mph, which does not meet the criteria for the introduction of a 20mph speed limit.
- 2.8 Surrey Police do not currently support the introduction of a 20mph limit at this location.
- 2.9 In order to comply with the criteria it would be necessary to introduce further traffic calming measures to reduce the average speed to 20mph or less.

3 OPTIONS

- 3.1 Replace the speed cushions in their existing locations. This is likely to cost approximately £10,000.
- 3.2 Replace the speed cushions in the proposed new locations. This would require formal consultation and is likely to cost approximately £12,000.
- 3.3 Do not replace the speed cushions on Russell Road.
- 3.4 Introduce a 20mph speed limit on Russell Road. Carry out a formal consultation asking the residents for their views on additional traffic calming in the form of road tables. If the majority of residents are in favour, carry out a detailed design and costing.
- 3.5 Do not introduce a 20mph speed limit on Russell Road.

4 CONSULTATIONS

- 4.1 Surrey Police were consulted prior to the removal of the existing cushions.
- 4.2 Residents at Mulberry trees and Riverbend were consulted prior to the removal of the existing cushions.
- 4.3 If traffic calming or a 20mph speed limit is proposed a formal consultation would be carried out through the public notice procedure.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 If options 3.1/3.2 are progressed, funding would need to be identified.
- 5.2 If option 3.4 is progressed, funding would need to be identified.

- 5.3 Neither extending the existing traffic calming or introducing a 20mph speed limit would provide good value for money as personal injury collisions have reduced considerably since the introduction of the traffic calming in 1998/9.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 There are no implications.

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 Surrey Police are responsible for enforcing speed limits and the current average speeds along Russell Road fall within the 30mph speed limit. To reduce the limit to 20mph would mean that the vast majority of motorists would be breaking the law. Surrey Police will not support a 20mph speed limit unless the average speeds are 20mph or less effectively making the road self enforcing.

8 CONCLUSION AND RECOMMENDATIONS

- 8.1 Following the pilot scheme to remove two sets of speed cushions from various locations in Russell Road, speed data taken before and after has shown that the removal of the cushions has not had an impact on increased vehicle speed. An informal consultation has identified that nine (81%) of the residents have requested their permanent removal. It is recommended in this case that the cushions are not replaced.
- 8.2 The average speed along Russell Road does not meet the SCC guidelines for the introduction of a 20mph speed limit. It would not provide good value for money to provide alternative means of traffic calming to reduce the speed to 20mph or less. It is recommended that a 20mph speed limit is not introduced along Russell Road.

9 REASONS FOR RECOMMENDATIONS

- 9.1 Replacing the speed cushions previously removed would not provide good value for money.
- 9.2 Introducing a 20mph speed limit would require additional traffic calming to meet the average speed criteria, this would most likely be rejected by the residents and would not provide good value for money.

10 WHAT HAPPENS NEXT

10.1 It is recommended that no further action is taken on traffic calming and the proposed 20mph speed limit along Russell Road.

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BACKGROUND PAPERS: