

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (RUNNYMEDE)****DATE:** 9 JUNE 2014**LEAD OFFICER:** Andrew Milne, Area Team Manager**SUBJECT:** QUEEN MARY'S DRIVE, NEW HAW – REPLACEMENT TRAFFIC CALMING**DIVISION:** Woodham and New Haw**SUMMARY OF ISSUE:**

The full length of Queen Mary's Drive is due to be resurfaced as part of the Surrey Highways capital works programme. There are 2 round top humps within this length of road and they need to be removed as part of the resurfacing work due to their poor condition.

Round top humps are no longer used as a method of traffic calming in Surrey and so cannot be reinstated after the resurfacing work. Given the continued need for traffic calming in Queen Mary's Drive, it is proposed to replace the round top humps with pairs of speed cushions.

However, because speed cushions are a different type of traffic calming feature, their introduction needs to be advertised (in the same way new traffic calming measures would need to be) and this report seeks the Local Committee's approval to do this.

RECOMMENDATIONS:

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

- (i) The existing round top humps in Queen Mary's Drive are replaced with speed cushions when the road is resurfaced.
- (ii) A notice is advertised in accordance with the Highways Act 1980 detailing the proposed removal of the round top humps and the introduction of speed cushions in their place.
- (iii) Any objections received should be considered and resolved by the Area Team Manager for Highways in consultation with the Divisional Member and Chairman of the Runnymede Local Committee.

REASONS FOR RECOMMENDATIONS:

The existing round top speed humps in Queen Mary's Drive need to be removed as part of resurfacing works. Such humps are no longer used in Surrey and so cannot be reinstated after this work is completed. There is still a need for traffic calming in Queen Mary's Drive, and it is recommended that pairs of speed cushions are introduced in lieu of the existing humps.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Queen Mary's Drive is a residential road that forms part of a convenient route between Rowtown and New Haw which avoids the need to use a longer route via higher class roads that are often congested at peak times.
- 1.2 The site of the Grange Community Infant and New Haw Junior Schools bounds Queen Mary's drive and there is a pedestrian access to the schools from the road.
- 1.3 Queen Mary's Drive is a bus route.
- 1.4 A number of years ago traffic calming measures were installed in Queen Mary's Drive (between its junction with Copthall Way and its western most junction with Kingston Rise) to help reduce vehicle speeds and improve road safety. These measures consist of 2 round top road humps and a flat top speed table. More recently, a zebra crossing has been installed across the flat top table which is located near the pedestrian access to the schools.
- 1.5 As part of the 2014/15 programme of works, the existing road surface is due to be planed off along the length of Queen Mary's Drive and a new surface installed.

2. ANALYSIS:

- 2.1 The existing traffic calming features will be removed as part of the programmed resurfacing works due to their poor state of repair.
- 2.2 When the traffic calming measures were originally introduced in Queen Mary's Drive, road top humps were an acceptable form of traffic calming in Surrey. However, the County's traffic calming policy has subsequently changed and round top humps are no longer used. There was no requirement to retrospectively remove existing round top humps when the policy changed. However, when they need to be removed (as in this case) they must be replaced with traffic calming features that comply with the County Council's current policy, unless there is evidence to suggest that traffic calming features are no longer required.
- 2.3 Flat top road tables remain an acceptable form of traffic calming measure under SCC's current traffic calming policy.
- 2.4 Following the resurfacing, the existing flat top table will therefore be reinstated. However the round top humps cannot be reinstated. As such, it needs to be decided whether alternative measures should be installed in their place.

3. OPTIONS:

- 3.1 There are two options that can be considered in the circumstances:
 - Remove the round top humps without installing alternative measures in their place.

- Remove the round top humps and replace them with traffic calming features that are acceptable under SCC's current traffic calming policy.
- 3.2 There is considered to be a need to retain traffic calming in Queen Mary's Drive. Removing the humps without installing alternative measures in their place is likely to result in an increase in vehicle speeds. This would be unpopular with residents and also the local schools/parents because of its potential impact on road safety.
 - 3.3 There are two main forms of vertical traffic calming that are now used in Surrey which could be installed in place of the humps. They are flat top road tables (similar to the one which already exists in Queen Mary's Drive) or speed cushions.
 - 3.4 Flat top tables extend from kerb to kerb and therefore additional drainage gullies are often required to ensure they do not cause flooding.
 - 3.5 Speed cushions are raised sections in each running lane, which can be straddled by larger vehicles such as buses, fire engines and ambulances etc. Speed cushions are the preferred form of traffic calming on a bus route.
 - 3.6 Since a bus service runs along Queen Mary's Drive, flat top tables would require a 7.5m long flat top to comply with policy. Together with the ramps at either end this would give an overall length of approximately 10m. This is significantly longer than the existing round top humps. Speed tables could therefore not be installed at the same location as the existing humps without impacting on the accesses to adjacent properties. In addition, drainage improvements would be required and would significantly increase the cost of the traffic calming such that it could not be included as part of the resurfacing scheme.
 - 3.7 Although there is a risk that speed cushions will not reduce speeds as much as the existing round top humps, on balance, they are considered to offer the best alternative option.

4. CONSULTATIONS:

- 4.1 Letters will be delivered to the residents of Queen Mary's Drive advising them about the resurfacing works and the proposed changes to the traffic calming.
- 4.2 Surrey Police and the bus operator will be consulted about the proposed changes to the traffic calming measures.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 All costs associated with replacing the traffic calming measures (including advertising the public notice and any required design work) will be met from Project Horizon budgets.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 There are no Equalities and Diversity implications.

7. LOCALISM:

- 7.1 The Highways Service is mindful of the localism agenda and engages with the local community as appropriate before proceeding with any highway schemes.

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 The traffic calming measures in Queen Mary's Drive need to be removed as part of forthcoming resurfacing work. The existing flat top table (with a zebra crossing over it) will be reinstated following the resurfacing. However, the 2 existing round top humps cannot be reinstated since the County Council's Traffic Calming Policy no longer allows the use of such features in Surrey.
- 9.2 An alternative form of traffic calming is required to help constrain vehicles speeds and it is recommended that speed cushions are used in place of the round top humps.
- 9.3 Speed cushions are consider the most appropriate alternative in the circumstances since it is anticipated they can be installed at the same locations as the humps (although a detailed assessment will be required), will not impede drainage and are the preferred form of traffic calming on a bus route.

10. WHAT HAPPENS NEXT:

- 10.1 The statutory public notice (detailing the intention to replace the 2 existing round top humps with pairs of speed cushions) will be advertised.
- 10.2 Letters will be delivered to local residents advising them of the resurfacing works and the proposed changes to the traffic calming and the reasons for this.
- 10.3 The resurfacing works will then take place and the existing flat top table will be reinstated whilst the round top humps will be replaced with speed cushions.

Contact Officer:

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Consulted:

Annexes: 0

Sources/background papers:

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