

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (RUNNYMEDE)****DATE: 29 SEPTEMBER 2014****LEAD OFFICER: ANDREW MILNE****SUBJECT: QUEEN MARY'S DRIVE, NEW HAW – REPLACEMENT TRAFFIC CALMING****DIVISION: WOODHAM AND NEW HAW****SUMMARY OF ISSUE:**

At its meeting on the 9 June 2014, the Local Committee agreed that alternative traffic calming measures should not be installed in place of 2 road humps that needed to be removed from Queen Mary's Drive as part of resurfacing works. This decision went against the Officer Recommendation to install speed cushions in place of the humps.

The report previously presented to the Local Committee did not include an analysis of the potential impacts of removing the humps without replacing them with alternative measures. In addition, no consultation had been undertaken about this option with local residents or Surrey Police.

It was therefore subsequently agreed that a further report should be presented to the Local Committee once a public consultation had been undertaken. This would then allow the Local Committee to review its original decision with the benefit of having considered the views expressed by local residents, Surrey Police and other key parties.

RECOMMENDATIONS:**The Local Committee (Runnymede) is asked to :**

- (i) Revoke its resolution made on 9 June 2014 and agree that :
 - a) Speed cushions are installed in place of the 2 round top humps removed when Queen Mary's Drive was resurfaced.
 - b) A notice is advertised in accordance with the Highways Act 1980 detailing the proposed introduction of speed cushions.
 - c) 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:

Local residents have been consulted and the majority (68%) of those that responded supported the installation of speed cushions in place of the road humps that have been removed.

Queen Mary's Drive currently has a very good safety record with no personal injury accidents having occurred between Copthall Way and Kingston Rise (western junction) since the traffic calming measures were installed in this length of road in 1991.

If alternative speed reducing measures are not installed then vehicle speeds are likely to be higher and this may adversely affect road safety. This would be particularly concerning due to the large number of child pedestrians at the location.

Surrey Police also have concerns that there will be negative impacts on road safety if the humps are not replaced with alternative measures. As such, the police do not support the removal of the humps without alternative speed reducing measures being introduced.

Failing to replace the humps with alternative speed reducing measures may also result in an increased number of vehicles using the road as it becomes a more attractive route compared to adjacent roads (a number of which are traffic calmed).

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 In 1991 traffic calming measures were installed in Queen Mary's Drive (between its junction with Copthall Way and its western most junction with Kingston Rise). These measures consisted of 2 round top road humps and a flat top speed table. In 2012, a zebra crossing was installed across the flat top table which is located near the pedestrian access to the schools.
- 1.5 At its meeting on the 9 June 2014 the Local Committee considered a report which advised that these traffic calming measures would shortly have to be removed as part of resurfacing works. The Local Committee were informed that the road table complies with SCC's current traffic calming policy and would there be replaced (together the Zebra Crossing over it) following the resurfacing. However, round top humps (which were an acceptable form of traffic calming at the time they were installed) are no longer installed in Surrey. As such, they cannot be replaced.
- 1.6 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 or speed cushions.
- 1.7 Having considered relevant factors (such as the position of driveways, nature of the road, type of traffic and drainage requirements), speed cushions were

identified as the most appropriate alternative form of traffic calming for the location.

- 1.8 It was therefore recommended that speed cushions should be installed in place of the humps to be removed. However, the Local Committee decided not to approve the Officer recommendation and instead agreed that no alternative measures should be installed in place of the round top humps.
- 1.9 The report presented to the Local Committee did not include a detailed analysis of this option. Furthermore, residents had not been consulted about the traffic calming measures being removed.
- 1.10 Following the decision made, it was therefore agreed that a further report should be presented to the Local Committee including details of the following. The Local Committee would then have the opportunity to reconsider its original decision in the light of this additional information.
- an analysis of the potential impacts of removing the humps without providing any alternative measures to reduce vehicle speeds.
 - the results of a public consultation seeking the views of residents and other key stakeholders including Surrey Police, bus operators and the local schools.
- 1.11 Since the original report was considered by the Local Committee, the resurfacing works have been completed and the traffic calming measures removed. The flat top table and Zebra crossing have subsequently been replaced.

2. ANALYSIS:

- 2.1 The traffic calming measures were originally installed in Queen Mary's Drive in 1991 by Runnymede Borough Council.
- 2.2 It has not been possible to locate copies of the Committee report(s) that would have been considered prior to the measures being installed. As such, the specific reasons why the traffic calming was installed cannot be confirmed. However, such measures are generally introduced to improve road safety by reducing vehicles speeds or/and to manage problems with vehicles "rat running" along inappropriate roads.

Accidents

- 2.3 Personal injury accident data is only available from January 1989. As such, it is only possible to establish the safety record for a relatively short period prior to the installation of the traffic calming. However, from January 1989 to December 1990 there was one personal injury accident between Copthall Way and Kingston Rise (western junction). This accident resulted in a serious injury.
- 2.4 Since the traffic calming measures were installed there have been no personal injury accidents over the same length of road. This is a very good safety record.

Vehicle Speeds

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- 2.5 Information about vehicle speeds before and after the installation of the traffic calming measures is not available. As such, the impact of the measures in reducing vehicle speeds cannot be accurately assessed. However, it is reasonable to assume that speeds will have increased since the humps were removed.
- 2.6 Further to the above comments, removing the humps without installing any alternative traffic calming measures could have the following impacts:
- Vehicle speeds are likely to increase which may adversely affect safety at a location which currently has a very good safety record and where there are high levels of child pedestrians (due to the schools).
 - Vehicles may approach the existing flat top table/zebra crossing at higher speeds which could adversely impact on safety for pedestrians using the zebra crossing and increase the risk of loss of control.
 - The number of vehicles using the road may increase as it becomes a more attractive route for motorists compared to adjacent roads (a number of which are traffic calmed).

3. OPTIONS:

- 3.1 The Local Committee is being asked to revoke its original decision and instead agree that speed cushions should be installed in place of the 2 round top humps that have been removed. However, it could decide to maintain its original decision.

4. CONSULTATIONS:

- 4.1 A questionnaire (together with a pre-paid envelope) was delivered to 105 local residents asking them to indicate their preference. 62 responses were received (which is a very good response rate) with the majority (68%) of residents wanting speed cushions installed in place of the humps that have been removed. The table below gives a summary of the views expressed.

Option	Number or residents in favour
Install speed cushions in place of humps	42 (68%)
Remove humps without installing alternative measures	20 (32%)

- 4.2 Below is a summary of the other comments received in response to the consultation.
- 4.3 Surrey Police do not support the removal of the humps without alternative speed reducing measures being introduced. They have highlighted that Queen Mary's Drive's has a very good safety record which suggests the traffic calming measures have helped create a safe road environment with low vehicle speeds, which especially benefits pedestrians going to and from

the schools. The Police are also concerned that removing the humps without providing alternative measures would set a precedent when other roads with traffic calming measures are resurfaced. This could result in significant amounts of traffic calming being removed from some areas which would have a measurable negative impact on road safety in the area.

- 4.4 The Grange Community Infant and New Haw Junior Schools School have advised that the safety of their pupils is their primary concern. They therefore support the use of traffic calming measures to reduce vehicle speeds in roads in the immediate vicinity of the school.
- 4.5 Abellio buses support the introduction of speed cushions since they do not affect buses passing over them (unlike the humps that have been removed). However, they feel that appropriate parking restrictions are also required to ensure parked vehicles do not prevent buses from being able to straddle the cushions. They also stated that, on balance, they support this form of traffic calming on a residential road of this nature because there is a tendency for cars to speed in the absence of traffic calming which increases the risk of collisions.
- 4.6 South East Coast Ambulance Service NHS Foundation Trust and Surrey Fire and Rescue Service have both confirmed they have no objection to speed cushions being installed in Queen Mary's Drive.
- 4.7 Runnymede Borough Council has also been consulted but no comments have been received at the time this report was prepared.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The total estimated cost of the proposed cushions is £10,000.
- 5.2 The funding source is to be determined and will be confirmed at the Committee meeting.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 There are no Equalities and Diversity implications.

7. LOCALISM:

- 7.1 The views of local residents have been sought as part of the public consultation undertaken.

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.

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Public Health	No significant implications arising from this report.
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9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 Failing to replace the 2 round top road humps with alternative traffic calming measures could lead to increased vehicle speeds and adversely impact on road safety
- 9.2 The majority of residents (68%) that responded to the public consultation support the introduction of speed cushions in place of the road humps, as do the local schools.
- 9.3 Surrey Police do not support the removal of the humps without alternative speed reducing measures being introduced.
- 9.4 The Local Committee is therefore being asked to revoke its resolution made on 9 June 2014 and instead agree that speed cushions are installed in place of the 2 round top road humps that have been removed.

10. WHAT HAPPENS NEXT:

- 10.1 If the Local Committee revokes its original decision and agrees that speed cushions should be installed in place of the round top humps then the following will happen next:
 - The statutory public notice (detailing the intention to replace the 2 existing round top humps with pairs of speed cushions) will be advertised.
 - The speed cushions will be constructed.

Contact Officer:

Jason Gosden – Senior Engineer – tel: 0300 200 1003

Consulted:

Local residents, Surrey Police, Runnymede Borough Council, Surrey Fire and Rescue Service, the Grange Community Infant and New Haw Junior Schools, Abellio buses and South East Coast Ambulance Service NHS Foundation Trust.

Annexes:

Sources/background papers:

“Queen Mary’s Drive, New Haw – Replacement Traffic Calming” report presented as item at the Runnymede Local Committee meeting on 9 June 2014.

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