

Summary

Traffic calming schemes rarely achieve universal consensus, placing the Parish Council in a challenging position. This is intensified by the fact that the plan's core elements are interdependent, yet the upcoming Traffic Regulation Order (TRO) is expected to consult on each element individually. At present, there is insufficient evidence to support the interdependent aspects (the 20mph zone, speed cushions, and the church crossing). Questions remain unresolved although an independent speed survey has the potential to resolve the problem and FOIs are still coming in that might clarify the situation.

1. A 20MPH zone would require speed tables and cushions because the average mean speeds exceed 28MPH (just), which is the maximum speed for 'light touch' options (signs, roundels).
2. It is still unclear whether the crossing at the church will just need flanking cushions or the array of cushions presented.
3. The TRO is open to anyone to respond to, and it is unclear whether additional weight will be given to residents' responses over passers by.
4. The results of the speed studies used are not without controversy because the methods used (winter months and possible use of tubes in the road versus covert radar) can reduce speeds by 2 MPH or more (as was demonstrated by the independent survey carried out in Compton in 2018). Given that the speeds at the western end of the village are only 1-2 MPH short of meeting the criteria for Average Speed Cameras, a covert, independent study that straddled both holiday and term time, should demonstrate whether the speed aspect of the ASC criteria can be met.
5. Given the proximity of the cushions to property and the volume of traffic and heavy traffic, impact assessments might have been expected but there haven't been any. The baseline noise survey was not an impact assessment – but it did confirm the high level of continuous noise that those facing the Street endure every day (equivalent to having a vacuum cleaner on all the time).
6. Speed cushions would increase both noise and vibration (confirmed in SCC's own policy document), both of which can have a detrimental effect on resident's health and wellbeing (unaccounted for at any level).
7. Clarity over feasibility of vertical measures is ongoing as the decision to allow them does not align with their own policy. FOI in place (expected early to mid-August).

It should be noted that assessments for traffic calming schemes use *mean average speeds* which are lower than *85th percentile speeds*, which are used to assess for average speed cameras.

For the reasons stated, I believe there is insufficient information to support the aspects of the scheme that are interdependent at the present time. [20MPH zone/ Speed Cushions/Crossing the Church]. Other aspects are less controversial.

Points 2 and 3 are awaiting an answer via FOI (due early to mid August).

Point 4 has been priced and William Bagnall will propose a case.

Point 5 is awaiting an update from the acoustics company that reviewed the report.

Point 6- In its policy document, Surrey County Council acknowledges that not all roads are suitable for vertical traffic calming. It states

'Traffic Calming –Traffic calming is very effective at reducing speeds in 30 mph or 20 mph speed limit areas but cannot be used on higher speed limit roads. Vertical traffic calming is not usually considered for more strategic routes with large volumes of traffic and heavy goods vehicles where the road is close to residential properties because of the possibility of noise and vibration'

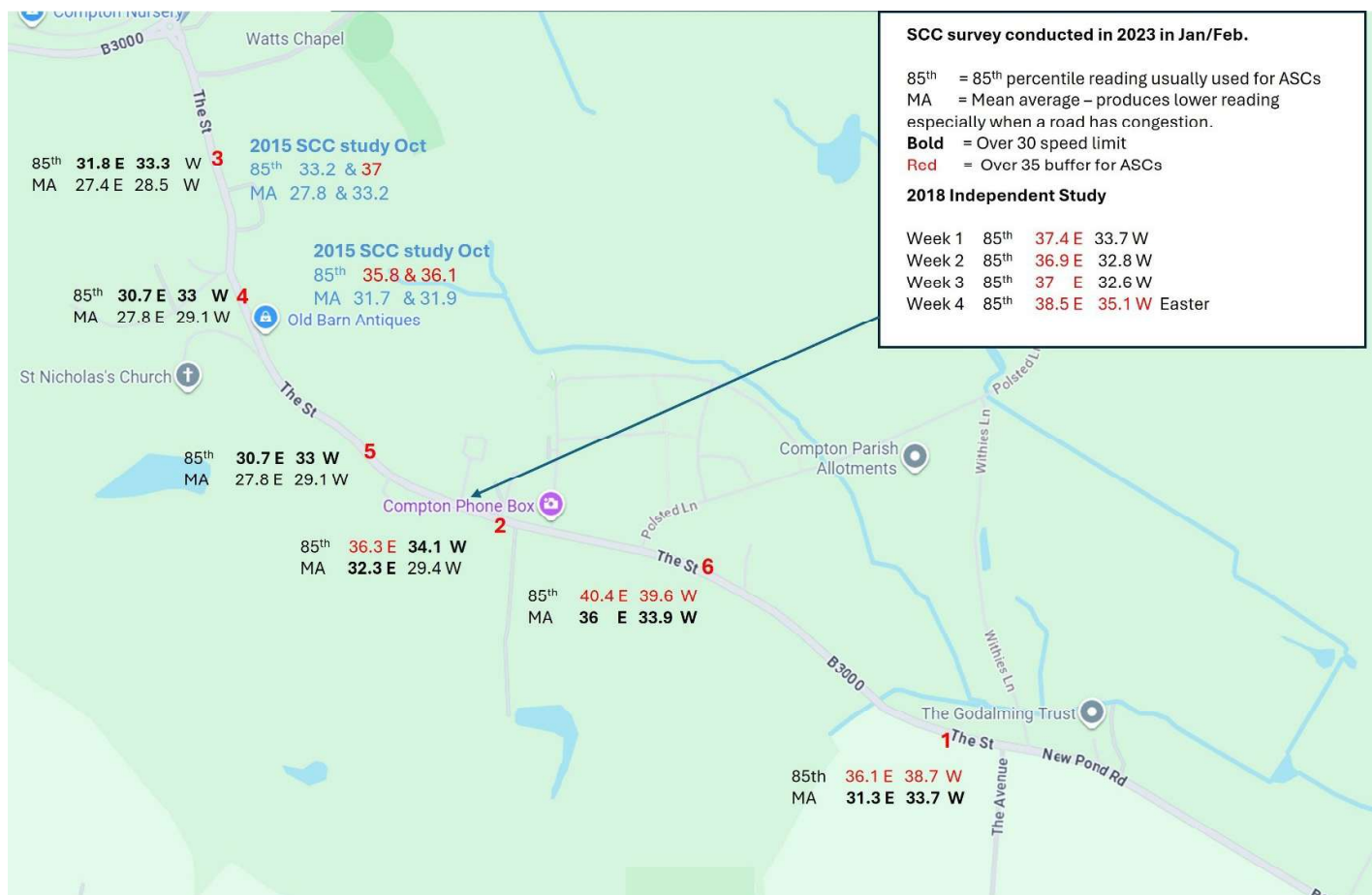
A FOI response is due in mid-August seeking clarification over ‘feasibility’, as it stands the scheme appears infeasible, supported by the fact that there are no successful comparable schemes but several where schemes have had to be removed.

The procedural anomaly where the consultation included speed tables, but the draft plan included speed cushions was accentuated because the report written for SCC before the consultation (Atkins Report November 2023) also included speed cushions, pointing to a degree of predetermination.

No reason has been given to explain why the tables (which were not supported at most locations in the Street) were replaced with cushions when the report accompanying the scheme for Shalford states ‘*Speed tables are more effective and lead to fewer accelerations and decelerations*’ and that ‘*National Institute for Health and Care Excellence recommends considering measures other than speed bumps, such as speed tables, that lead to smoother driving*’.

In 2015 a speed survey was conducted by SCC at the western end of Compton at the request of users of Eastbury Lane to see whether a crossing would be viable. Speeds were 37 MPH, 35.8MPH and 36.1MPH (light blue on the map below). They were above 35MPH which meant speeds were too fast for a crossing without traffic calming which we were told was not possible because it was a strategic route in all but name and complaints would lead to its eventual removal, which would be a waste of public money). It was ‘infeasible’. Traffic volume remains the same, yet speeds (85th percentile) differed by almost 4MPH in the 2023 study.

The 2023 results of the study were too fast for ‘light touch’ measures but too slow for ASCs. If an Independent speed study found 85th percentile speeds of 35MPH or greater this should meet policy guidelines for ASCs which would provide a workable solution for the B3000 from end to end.



The case below has gone full circle and includes comments from residents who lived in an area with speed bumps. Some are positive but most wanted them removed. They may be helpful to the Parish Council. This was in Spelthorne in Surrey. It should be noted that getting speed humps removed after installation can be VERY difficult and if data shows they are effective the police can refuse to allow removal. I used this because it came up first on the list and I wanted to get this note to Joanna for your PC meeting in July.

CASE – Russell Road

There are many cases where vertical speed measures have been removed because residents cannot tolerate additional noise and vibrations. This case includes residents' comments (for and against) because they raised a petition.

- **1998/1999** speed bumps were installed on Russell Road due to speeding and accidents (10 in 3 years).
- **2006** Spelthorne Council received a petition asking for them to be removed. The council stated that they were effective (reduced the number of accidents and speeds from 40MPH to 30MPH and then to 29MPH). Residents wanted them removed, stating that they caused vibration, noise, dirt, debris, damage to property and danger to pedestrians.
- **2007** 2 speed humps were removed as a trial after 81% of residents requested their permanent removal at consultation.
- Speeds remained the same (presumably due to a change in driver behaviour over the 7-year period) and the police agreed that they should not be replaced but if speeds increased they would install them again. The 20MPH zone was refused because the average mean speed was still too high and residents were unable to tolerate the noise from traffic going over the speed bumps.
- Some residents had stated a willingness to keep the speed humps if a weight restriction were placed on the road (as most of the problems stemmed from vehicles weighing more than 7.5 ton) but this was not viable.

Residents' perspectives on the Changes

Local residents shared their personal experiences living alongside these traffic measures.

Arguments to Keep Traffic Calming

- **Safety Concerns:** Residents worry removing speed cushions will increase dangerous driving and threaten children's safety (p. 1).
- **Excessive Speed:** Multiple responses note that vehicle speeds remain lethal and dangerous without intervention (p. 1).

Arguments to Remove Traffic Calming

- **Property Damage:** Heavy trucks hitting the bumps create severe structural vibrations that crack house walls and ceilings (pp. 1-3).
- **Noise Pollution:** Empty aggregate tipper trucks bouncing over the cushions and the mini-roundabout create invasive, gunshot-like noise starting at 6:30 am (pp. 2-3).
- **Ineffectiveness:** Critics argue that cushions fail to reduce overall vehicle speeds (pp. 2-3).
- **Inadequate Measures:** Some feel current cushions are too narrow, allowing vehicles to straddle or ride over them without slowing down (p. 1).

Proposed Alternative Solutions

- **Speed Enforcement:** Many residents strongly advocate replacing the cushions with strategically placed speed cameras and a 20mph speed limit (pp. 1, 3).
- **Infrastructure Design:** Suggestions include flattening the mini-roundabout and installing wider, full-width speed bumps (pp. 1-2).
- **Access Restrictions:** Residents suggest implementing weight, height, or lorry restrictions to stop heavy commercial trucks from using the road (p. 1).

ITEM 11

Annexe B – Russell Road Comments

Respondents who would prefer to **remove** the traffic calming commented as follows:

There are 3 speed bumps directly outside my home within about a hundred yards of each other, which have a detrimental effect on the environment here. The need for measures to encourage motorists to stick to the speed limits is understood as it is a busy and narrow road. However I feel that the installation of the speed bumps in the 1990s was misguided, since they are not compatible with a road which is used so frequently by fully laden 38ton aggregate trucks shuttling from the nearby extraction sites. The impact of these trucks when they hit the 8in high speed bumps causes shock waves which literally shake our homes to their foundations. This lasts all day from approximately 6:30am. In fact the walls and ceilings in my home had to be covered with lining paper simple because the plaster had cracked throughout – in my opinion mainly due to prolonged exposure to vibrations originating at the speed bumps.

To compound this problem is the noise caused by the empty aggregate trucks returning to base together with other similar commercial vehicle traffic. This noise is extremely invasive and due to the close proximity of the 3 speed bumps, it results in multiple loud crashes, similar to gun fire. Again this occurs throughout the day and really spoils this otherwise calm and attractive riverside village.

I would encourage your team, and the Police Officers who have in the past support the use of speed bumps, to visit the site and witness the disturbance for themselves, and to consider how they would feel if these were placed outside their own homes.

In desperation, I wrote to our MP about this problem, appealing for something to be done. I noted that at the western end of Russell Road, the residents' campaign had been successful and the bumps alongside the Mulberry Trees development had been removed. It is significant that this has not apparently had a detrimental effect on road safety.

As our previous requests were denied, I am delighted that the authority is again considering removing the speed bumps. We hope that a more 'resident friendly' and up-to-date alternative can be found to encourage speed compliance.

I do very much hope that they are removed, and am sure that the quality of life at this end of Russell Road for all users: motorists, pedestrians and residents alike, will be improved as a result.

Many thanks for consulting us.

I can in all honesty say that if the mini roundabout was made flat most of the noise and vibrations would ease. Traffic still goes fast regardless of speed humps.

(Flat) mini roundabout at Walton Lane most noise from tippers going over this roundabout, not so much noise from humps along the road.

In response to your letter regarding speed cushions we have lived[here] 8 years now and the extreme noise from traffic going over speed humps is frightening! Heavy goods (tipper) with large chains attached to them the noise and vibrations from these tippers makes life in our garden unbearable.

[The mini roundabout] is where the main noise and vibrations come from. Why we can't we have a flat roundabout is beyond me, on this small mini roundabout coaches from schools and extremely large car transporters do a full turn very dangerous.

Please flatten roundabout.

In our opinion these cushions do not slow down traffic.

I have taken photos when large car transports do a full circle on this mini roundabout if you would live to see them you can also school coaches.

I have substantial vibration and internal damage caused by the speed humps (traffic calming). I have made many complaints to the local authority.

1) Would like speed cushion outside [my house] removed. Lorries hit it at speed causing house to vibrate.

2) We have contacted lorry companies direct.

3) There do not appear to be very noticeable speed restriction signs either end of Russell Road?

Respondents who would prefer to **remove** the traffic calming commented as follows:

But introduce and enforce a 20mph speed limit using speed camera at the half way point for the safety of school children and elderly residents.

This form is not concise enough. It does not give residents a true option of what is available. An ultimatum of "keep or remove" is not the way to resolve such an emotive issue. I see no point in incurring the cost of alternative feasibility after the event. Why not use this funding towards speed camera installation now?

Many vehicles straddle the cushions at high speeds, better to install cameras and cheaper to maintain and more effective at reducing speeds.

Lorries straddle them, cars do not slow down. Houses damaged by vibrations.

Or made higher. If vehicles were going the right speed there would be no vibrations. When they go too fast you feel it through the walls.

Annexe B – Russell Road Comments

Respondents who would prefer to **remove** the traffic calming commented as follows:

Please can you take in to consideration our comments below when deciding the fate of speed cushions in Russell Road.

As residents who live only 10 feet away from the roads edge we feel that we are in the best position to give you a true depiction of living with traffic on Russell Road.

The introduction of speed cushions has not solved any of the problems we experience on a daily bases.

[This respondent made a number of comments on the detail provided in the consultation letter.]

Point 1 excessive vehicle speeds: It is our experience the speed cushions have not reduced excessive vehicle speeds

Point 2 personnel injury collisions:

What type of accidents occurred?

Not sure what this relates to!

What was the cause these accidents?

What does this prove?

Information given seems contradictory and ambiguous!

May we know the cause of these personal injury collisions 1987 to date?

Point 3 trend:

There has been an increase of cyclist through Russell Road i.e club cyclists and charity cyclists and from our observations we often see cyclists making repairs which would suggest deterioration of road surface and sunken gully drains

Tipper and other heavy commercial vehicles run rough shod over the existing speed cushions which would suggest the cause of deterioration of the cushions, also motor cyclist speed through the cushions

Point 4 Surrey police: not in a position to check and report speed levels in Russell Road

Point 5 Vibrations: these vibrations cause cracks within properties, in fact a speed cushion was removed because of this problem

Point 6 Removal of traffic calming: whilst we would agree with the concerns of Surrey police it is clear to us that renewing speed cushions is not going to resolve the problems, however, the obvious answer is to install strategically placed speed cameras, this would have the desired effect of reducing speed, vibrations and noise

As you will be aware there is a school on Russell Road and in Manygate Lane that leads into Russell Road this needs to be taken into consideration when making the final decision which we very much hope will be the installation of speed cameras.

Respondents who would prefer to **remove** the traffic calming commented as follows:

And repair my cottage since the cushions were installed they have caused so much damage to my home and others.

There were no cracks or damage to [my house] on viewing twice before I bought [it shortly] after the installation of speed bumps.

I was 'shaken awake' at 6:30 the morning after I moved in. [a survey] found the house was sound but I was not told of the noise or damage etc. [Other residents] had the speed bump removed because of damage from the speed bumps. [My house] is further off the road but is still shaking and cracking up see photos. [The] survey did not mention a problem with the speed bumps and raised roundabout.

I will send photos. I only received your letter today so not enough time to print them out.

Massive cracks in the walls [of my house] since the installation of speed humps.

I was shaken awake at 6:30am by traffic every day except Sunday.

[When I viewed my house before the traffic calming was installed] no cracks in walls. [Also I knew a previous occupant who lived there prior to the installation of the traffic calming] no damage then.

Annexe B – Russell Road Comments

The comments below have been reproduced verbatim. Some have been edited to maintain the anonymity of the respondent.

Respondents who would prefer to **keep** the traffic calming commented as follows:

I am concerned to see the council is even considering removing the speed cushions. Living on Russell Road I can confirm that vehicles still travel at high speed and by removing these measures the situation will further deteriorate and encourage dangerous driving.

Having young children this is of great concern and should you elect to remove the speed cushions I will hold the council liable if any of my family is injured in an accident on Russell Road that could have been avoided by keeping these traffic calming measures in place.

The unpleasant vibrations are in fact caused by overly large trucks using the road, not normal vehicles, and can thus be avoided by placing weight / height restrictions on the road.

I strongly urge you to keep the traffic calming measures in place to ensure a safe environment for us and our children.

This road is lethal. People drive way too fast already as the speed humps are too narrow. Proper bumps required across full width.

But ban heavy lorries as road not suitable for them. Too dangerous.

Indeed, increase in traffic calming is warranted as many vehicles still drive too quickly over existing speed cushions and can 'ride' over them without being affected as they are not wide enough.

[We] are extremely concerned about not only the speed of the traffic (so YES the speed humps should be reinstated), but also the weight of the large lorries going past our [house].

- 1) Yes the house shakes when heavy traffic flies past
- 2) There are no speed bumps on Russell Road where Halliford Green is. Can we suggest a speed camera to slow traffic down please?
- 3) [Difficulties for residents emerging from driveways] Nightmare with speeding traffic
- 4) Cyclists fly [along the road and are unsighted from driveways due to its alignment]
- 5) Many young children, including our own live on or around Halliford Green. The speed of the traffic makes it unsafe.
- 6) We don't agree with Walton Lane becoming a no entry road from Walton Bridge, as this will simply drive more traffic onto Russell Road.

Speed restrictive signs, each end of Russell Road would help.

There should be a weight restriction on this road too! The lorries 'bounce' over the humps causing vibration and noise.

Vehicle speeds in Russell Road are excessive and often dangerous.

Keep please – slows traffic and our dog got run over there.