

Surbiton Neighbourhood Committee

13 June 2018

King Charles Road – Review Of Existing Traffic Calming Measures

Report by Interim Head of Shared Environment Service

Call-in deadline: 5pm on Wednesday 27 June

Purpose

To approve amendments to the existing traffic calming measures on Kings Charles Road subject to consultation with local residents.

Recommendations

That the Committee **resolves** -

1. Subject to local consultation, and no significant objections being received, that the proposed changes to King Charles Road's existing traffic calming measures be implemented as shown in Annex 1, and;
2. any minor objections received during the consultation are addressed by the Interim Head of Shared Environment Services in consultation with the Chair.

Key Points

- A. Concerns have been raised by residents regarding the level of traffic using King Charles Road as a cut through road and dangerous traffic speeds near the existing chicane measures which are being caused by drivers trying to avoid the existing 'Give Way' arrangements in place at these chicanes.
- B. Similar concerns were previously raised by residents in 2005 when a public consultation was carried out on the completed traffic management scheme. The most common change called for by respondents was for the removal of the chicanes and the introduction of replacement road speed tables.
- C. In October 2005 the Committee considered the results of the review and approved the replacement of some of the chicanes with speed tables on the road between its junctions with Avenue South and Derby Road.
- D. Ever since the above changes were implemented the Council has received calls from residents to replace the remaining chicanes.

Context

1. For the five year period up until July 2017 there were 12 collisions reported on the road. 2 were serious and 10 slight . (Please see annex 2 for further details)
2. According to a 2015 traffic survey the road's mean speeds are below 20 mph however the survey results also show that some drivers do travel in excess of 20mph speed limit.

3. The existing two chicanes on King Charles Road, by the end of Berrylands, have been reviewed and it is proposed to replace them with other types of traffic calming measures as shown in Annex 1.
4. Based on a review of accidents records, a speed survey, comments received from residents and site observations, six locations have been identified for new traffic improvement measures as shown in Annex 1.

Proposal and Options

5. King Charles Road is used as a diversion route for northbound traffic should an incident occur on the A240 Ewell Road and this is an important factor that needs to be considered whenever changes are proposed for this road. This is especially the case when we consider options designed to address the through traffic problem.
6. Having taken into consideration the above points, it is proposed to introduce the following traffic improvement as shown in Annex 1.
7. **Location 1 - Existing uncontrolled pedestrians crossing chicane, close to entrance of Alexandra Recreation Ground by Ewell Rd end:**
Existing chicane to have a raised road table to improve pedestrian safety at the uncontrolled crossing.
8. **Location 2 - Existing uncontrolled pedestrians crossing point between junctions with Derby Road and Broomfield Rd:**
4 collisions of which one was serious, took place between junctions with Broomfield Road and Derby Road. A pedestrian refuge is proposed to slow traffic speed and provide a safer pedestrian crossing point.
9. **Location 3 - Near junction with The Retreat :**
Proposed removal of the existing build out and its replacement with a raised road table to reduce speed.
10. **Location 4 & 5 - At junction with Berrylands and Smith Street:**
Proposed removal of the existing chicanes with priority arrangements and their replacement with a new road table at the junction with Berrylands and a new pedestrian refuge near the junction with Smith Street. This proposal will reduce the risk of accidents that are currently caused by some drivers speeding up to avoid having to give way at the priority arrangements.
11. **Location 6 - At junction with Berrylands Road**
Two collisions, including one rated as serious, have taken place at this junction and all of these collisions involved turning maneuvers. This part of the road is not wide enough to accommodate a pedestrian refuge that would segregate all manoeuvring traffic to be on the correct path. A raised overrun island is proposed instead to fit within the existing road width and segregate different traffic movements safely.

Consultations

12. If the Committee approve the proposals a public local consultation will be carried out with all residents of King Charles Rd in July 2018.
13. All other stakeholders will be consulted such as emergency services and traffic Police.

Timescale

14. Subject to Committee's approval and no significant objections received during local consultation, the scheme is programmed to be implemented by the Autumn 2018.

Resource Implications

15. The scheme will be funded from our Local Implementation Plan (LIP), and it is estimated to be £40k.

Legal Implications

16. There are no legal implications associated with this report.

Risk Assessment

17. King Charles Road is used as a diversion route for northbound traffic, should an incident occur on the A240 Ewell Road. The aim of the proposed scheme is to ensure that through traffic using this residential road, is within the 20mph traffic speed limit, and is not raising any accident risks.

Equalities Impact Assessment

18. There is an overarching Equalities Impact Assessment in place that covers local implementation plan (LIP) schemes, and as such individual assessments are not required. This proposal has the potential to benefit King Charles residents by providing safer uncontrolled crossing points.

Network Implications

19. There are no significant network implications associated with the proposed scheme. However, the scheme would reduce accidents risks and discourage some of through traffic using this road to avoid the A240 Ewell Road.

Environmental Implications

20. This scheme would reduce aggressive driving and speeding near the chicane areas. This would reduce pollution caused by sudden accelerating and braking.

Background papers -

- Accidents records Jan 12 - Jul 17
- Speed surveys

Background papers held by - Younes Hamade, Senior Professional Traffic Engineer, tel 020 8547 5922 email: younes.hamade@kingston.gov.uk

Author of report - Nancy Mikhael, Engineer, Highways & Transport: