

## 1. TRAFFIC REPORT

The Traffic Report was presented by Surrey County Councillor Richard Walsh and was met with some confusion and a great deal of disappointment.

As previously distributed, the full traffic report can be found by following the link below.

The Laleham Village section start on page 95 (actual page 105). The Ashford Road section on page 141 (actual page 151).

<https://mycouncil.surreycc.gov.uk/documents/g5466/Public%20reports%20pack%20Monday%2020-Mar-2017%2018.30%20Spelthorne%20Joint%20Committee.pdf?T=10>

You don't need to read it, I will try to summarise below.

This report is the culmination of a couple of years of talks between Surrey County Council and LRA members . The LRA committee are constantly approached by members about the safety of our roads given the size, speed and density of traffic passing through. Although the report is notionally concerned with all aspects of traffic / pedestrian safety in the area, the end result is focused on speed and the following requests by Laleham Residents were considered.

1. A reduction of the speed limit in the centre of the village from 30 to 20mph.
2. A reduction in the speed limit on the Ashford Road from 40 to 30mph
3. A reduction in the speed limit on Shepperton Rd from 50 to 40mph

### Items 1. And 2. Were dismissed entirely.

The report findings, presented by Richard Walsh , gave many reasons for this. Lack of "personal injury" accidents was one, (accidents causing no personal "bodily" injury were discounted). A review of the "personal injury" accidents which had occurred in the area turned up a plethora of causations which were not speed-related, though this seemed to be based on witness statement rather than scientific fact. (I imagine that if I careered off the road and was subsequently questioned by the police, I might decide to tell them that the "the sun was in my eyes" rather than admit I was speeding...).

Richard explained that the main criteria for changing speed limits appears to be vehicles "finding their own limit". So the speed which the majority of vehicles find "comfortable" on a given stretch of road, is probably the correct limit for that stretch.

On this basis, items 1. and 2. were dismissed because the majority of vehicles going through the village were recorded as "comfortable" at the existing limit. Consider the report extracts below...

Items 1. The Village and 3. Shepperton Rd

Road	Current limit (mph)	Requested limit (mph)	Existing mean speed (mph)
Shepperton Road (site 1)	50	40	42.65
Shepperton Road (site 2)	50	40	41.3
Shepperton Road (site 3)	30	20	35.25
Shepperton Road (site 4)	30	20	32.45
Shepperton Road (site 5)	30	20	31.45
Shepperton Road (site 6)	30	20	26.9
The Broadway (site 7)	30	20	25.5
The Broadway (site 8)	30	20	29.0

Item 2. Ashford Rd

Road	Current limit (mph)	Requested limit (mph)	Existing mean speed (mph)
Ashford Road (site 1)	30	30	32.6
Ashford Road (site 2)	40	30	36.8
Ashford Road (site 3)	40	30	40.4
Ashford Road (site 4)	40	30	39.35
Ashford Road (site 5)	30	20	29.8

At the AGM, a great deal of debate ensued about the sanity of this method of speed regulation and also the accuracy of “mean speed” calculation. HGV speed in particular is widely believed to be at dangerous levels. Reducing the speed of HGV’s only was one idea but no one could suggest how to do this unless it was by voluntary agreement with the truck companies which seemed fanciful.

**Item 3. Received a warmer reception from Surrey Highways.**

The Traffic Report recommended that the speed limit on the Shepperton Road be reduced from 50mph to 40mph as requested, (see the extracts above for speed analysis). This change was received well by members present as a brief show of hands confirmed.

Additionally, there was consensus from the floor that the 30mph sign at the entrance to the village, currently just before Abbey Drive, should be moved back as far as possible to allow more time for vehicles approaching the village to reduce their speed. The 30mph sign in its current position is also weakened by a number of other signs in close proximity. See picture below.



## **2. HGV Traffic**

Although one would have assumed that oversized tanks thundering past a local school on a narrow road with no proper crossing may have cropped up as an aspect of traffic / pedestrian safety, HGV movements were not specifically targeted in the Traffic Report and there were no recommendations on how to deal with them.

Richard Walsh opened by stating that HGV traffic from Bretts will reduce substantially in February 2020 when the current licence for the Littleton Lane processing plant expires and – presumably – the processing plant closes down. Richard advised that he believes Bretts want to clear the trading estate in order to excavate gravel from beneath it, which they must do before 2020. However if they do not, the trading estate could continue to operate and there would still be traffic from ABC, Fowles etc, who rent land from Bretts and can stay and do whatever they like as long as Bretts own the land and allow them.

As another point of discussion, a member from the floor suggested that the Eco Park might INCREASE the number of HGV's passing though Laleham. Richard Walsh stated the opposite. HGV traffic will actually REDUCE when the Eco Park is up and running. There was some confusion about how this was possible. We have asked Richard for Clarification.

Members brainstormed ideas about laws or standards which could be applied to help us reduce the number of HGV's in the Village. However, it seems there is no limit to the density, size and speed of traffic we must suffer. Our roads, houses and children are all at the mercy of "Commercial Enterprise" who seem to hold many more cards than residents.

It was pointed out that "Commercial Enterprise" do need HGV licences, issued by Surrey County Council, to operate and perhaps pressure could be bought to bear in this respect?

Richard Walsh reminded us that our neighbours in Charlton and Shepperton feel exactly the same about HGV traffic.

## **CONCLUSIONS**

The LRA believe that:-

Traffic passing through Laleham is too dense, too big and too fast.

The centre of the village should be a 20mph zone

The number and size of HGV vehicles needs to be reduced

Crossing facilities – particularly by the school – should be improved.

HGV traffic in particular is seriously eroding the quality of life of Laleham residents and their right to enjoy their homes and gardens.

It is patently dangerous and damaging to set no limit on the size of vehicle which is allowed to use our narrow streets.

As mentioned at the AGM, the LRA are now in possession of a large data dump from the traffic survey sensors. Although this is incomplete and from an arguably unrepresentative week in July 2016, it does provide a great deal of information for us to process. Hopefully, this will provide ammunition and focus for future battles with the council.

We will keep you informed of the figures which emerge.

The LRA are committed to pursuing the safety of our Roads.