



## **WEYBRIDGE 20MPH ZONE**

**SURREY COUNTY COUNCIL  
LOCAL COMMITTEE (ELMBRIDGE)  
24 JANUARY 2006**

### **KEY ISSUE**

To update the Committee with the results of the statutory advertising of the 20mph zone for Weybridge and to seek approval of the final zone for implementation.

### **ELECTORAL DIVISION AND MEMBER**

Weybridge – Mr Ian Lake

### **OFFICER RECOMMENDATIONS**

- 1) The committee notes the results of the statutory consultation and amends the final 20mph zone to consist of the original traffic calmed area together with Wey Road and Round Oak Road.
- 2) The committee includes a traffic management scheme to provide improved turning facilities at the High Street junction with Elm Grove Road, to be funded from the Local Capital Allocation for 2006/07.

---

<b>LEAD CONTACT OFFICER:</b>	Chris Paisley - Local Transportation Manager Sean Wotherspoon - Engineer
<b>TELEPHONE NUMBER:</b>	08456 009 009
<b>BACKGROUND PAPERS:</b>	Speed Management Policy (SCC) Determining and Applying Appropriate Speed Limits Policy (SCC) Letters of objection to the statutory consultation

---

**1 INTRODUCTION AND BACKGROUND**

- 1.1 Members are reminded that a report was presented to the Committee in March 2005 seeking approval to advertise the making of a 20mph zone for the Weybridge Area.
- 1.2 It was noted in that report, that the views of Surrey Police would also be sought, as they are responsible for the enforcement of speed limits. It was also reported that should an objection to the scheme be received from Surrey Police, as is the case, that the matter would be referred back to this committee.
- 1.3 The report also highlighted the fact that two key Surrey County Council Policy documents covering speed management and speed limits; the ‘Speed Management Policy’ and ‘Determining and Applying Appropriate Speed Limits’ were still in draft form.
- 1.4 Since then the 20mph zone has been advertised and three letters of objection have been received including the one from Surrey Police. In addition the two Surrey County Council policy documents have also been formally approved. As a result of the above it is now proposed to make some changes to the final zone area.

The plan below indicates the proposed final area to be included in the 20mph zone.

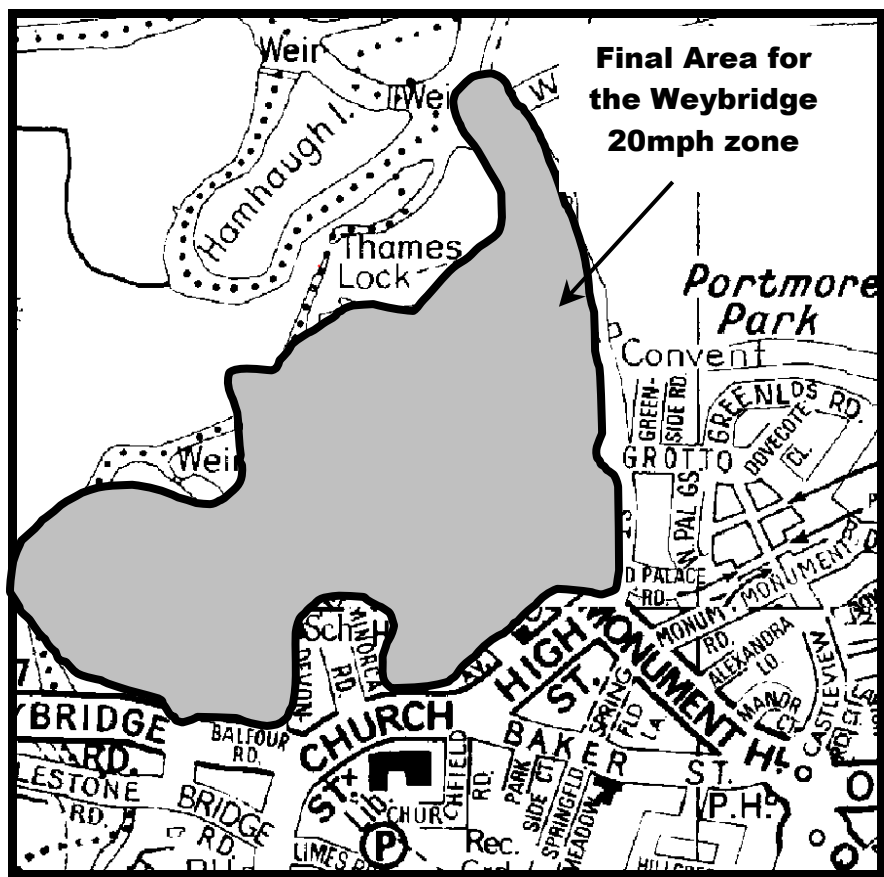


Figure 1: Proposed final 20mph zone area.

**2 RESULTS OF THE STATUTORY ADVERTISING**

- 2.1 The formal views of Surrey Police were sought following the advertising of the scheme in March 2005.
- 2.2 At the request of the Police, an officer meeting was held to discuss the scheme in detail and seek to address the concerns that Surrey Police have regarding aspects of the advertised scheme.
- 2.3 Following that meeting Surrey Police have submitted a formal objection to the advertised scheme. A copy of their letter is attached as Appendix 'A'.
- 2.4 In summary their objection covers a number of areas;
- The A317 High Street has been assigned the wrong category within the SCC Roads Hierarchy, which indicates the appropriate speed limit.
  - The analysis of vehicle speeds along the High Street has been based on the results of 7 day 24 hour average flows and not the free flow conditions suggested by the new policy.
  - The results of Surrey Police's own covert survey would suggest that on reflection the numerical criteria for a 20mph limit is not met in the High Street.
- 2.5 Two other letters of objection have also been received from residents in the Borough raising broadly similar points to the Police.
- 2.6 It should be noted that the County Council's policy for Determining and Applying Appropriate Speed limits has been developed in close partnership with Surrey Police as one element of the Joint Road Safety Strategy.
- 2.7 Having received the response from Surrey Police and with this policy now approved, the opportunity has been taken to carefully review the work done to date, in assessing the High Street element of the proposed zone.
- 2.8 The description in the Road Hierarchy Table of the appropriate speed policy for a 'Busy town centre shopping street' and a 'Local Distributor' is presented in the table below.

Description of Road	Preferred Maximum Speed Limit	Officer Comment
<b>Busy, town centre shopping streets</b> are where pedestrians, cyclists, children and the elderly access public transport, shopping, business, schools and will have priority over "through" traffic.	<b>20</b>	While it is noted that the A317 is a busy street it is principal road and does clearly act as a through route and a key strategic route both locally and as link to other national routes.
<b>Local Distributors</b> are for	<b>30</b>	It is felt on balance that the A317

Description of Road	Preferred Maximum Speed Limit	Officer Comment
towns where movement of traffic is important, though care is taken to ensure that adequate facilities for vulnerable road users are provided e.g. crossing places, cycle lanes.		High Street's key role is as a Local Distributor Route of significance within the south of the District and is a key link to other districts and national routes. While there are no specific cycle lanes in Weybridge High Street there are a good number of crossing points, the majority of which are controlled and within close proximity of each other.

2.9 It must be remembered that whilst on reflection, the criteria for the 20mph limit is not met, the speeds recorded along the High Street and the adjacent roads are low, particularly at busy times of the day.

2.10 Having now reassessed the High Street again, however, it is felt that at the same time as introducing the 20mph zone, the opportunity should be taken to provide a right hand turning lane from the High Street into Elm Grove Road. If possible an additional non-controlled pedestrian crossing point could also be introduced similar to that near the Library.

### 3 FINANCIAL IMPLICATIONS

3.1 This estimated cost of the scheme is £10,000 and is being funded from the Local Allocation, for 2005/06. Should the scheme not be completed in 2005/06 the budget will be rolled forward into 2006/07 programme to enable completion.

### 4 SUSTAINABLE DEVELOPMENT IMPLICATIONS

4.1 The introduction of a 20mph zone will complement the existing traffic calming and enhance the road safety message for lower vehicle speeds throughout the area, thus encouraging cycling and walking.

### 5 CRIME AND DISORDER IMPLICATIONS AND EQUALITIES IMPLICATIONS

5.1 None

### 6 CONCLUSION AND REASON FOR RECOMMENDATION

Having carefully reassessed the extent of the 20 mph zone it is now proposed that the Weybridge 20mph zone be based on the area that was traffic calmed in 2001, but extended to include Wey Road and Round Oak Road.

## Appendix 'A'

Our Ref: MSN/GC/445-10-57  
Your Ref: GT/47027001

Mr S Wotherspoon  
Surrey County Council  
Local Transportation Service  
Civic Centre  
High Street  
Esher  
KT10 9SD

PLEASE INSERT FILE REF ABOVE
SW 16 NOV 2005
SCC LOCAL TRANSPORTATION SERVICE
ELMBRIDGE 64000152



■ SURREY ■  
POLICE

Graham Cannon  
Police Constable 40

10<sup>th</sup> November 2005

Dear Mr Wotherspoon,

**Re:- Weybridge 20mph Speed Limit Zone.**

Thank you for your recent correspondence regarding the proposed 20mph zone in the Weybridge Town area.

The initial proposals were for a 20mph zone to include the residential areas north of the A317, as indicated in the SCC Local Committee report of 23<sup>rd</sup> March 2005. I have always supported a 20mph zone in this area as many of the roads are already traffic calmed, the area is of a residential nature and such a proposal conforms to the agreed SCC/ Surrey Police policy. An amendment to these proposals has seen the inclusion of other roads, particularly the A317 Church Road/ High Street. I have always expressed my concerns over this additional part of the scheme and welcomed the opportunity to meet with Chris Paisley and yourself yesterday to fully discuss and reaffirm my views on this matter.

I have studied the SCC policy on determining and applying appropriate speed limits. This policy has been agreed with Surrey Police and ensures that all speed limits in the county will be consistent and realistic. The procedure is to firstly determine the hierarchy of the roads under review and to consider what function they perform. This is achieved by using a table categorising different classes of road and indicating a suitable speed limit. From our discussions, I am aware that your office has initially classed the A317 route as a 'busy town centre shopping street' which allows for a 20mph limit. My view is that the A317 has been categorised incorrectly in this case and should be classed as a 'Local Distributor Road' and therefore remain a 30mph limit. The classification of a 'Local Distributor' is a road through a town where movement of motorised traffic is important, though care should be taken to ensure that adequate facilities, such as crossing places are provided. I feel that this exactly describes

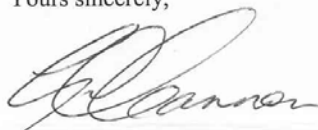
the main A317 route through Weybridge Town. By categorising it as such it acknowledges its importance in the strategic road network and the volume of traffic it carries. Also the provision of catering for the vulnerable road user is more than covered by the provision of 3 pelican crossings, 1 zebra crossing and 1 pedestrian refuge crossing point over this relatively short distance.

With regard to the monitoring of actual vehicle speeds along the A317 route, PC Haden and I carried out our own covert survey. This was carried out mid morning, on a busy day with what I would consider to be normal traffic flows. Our results show that the 85%ile was 27mph, with the mean average speed being 24.9mph. These results were taken from vehicles in free flow conditions. One interesting fact was that of all the vehicles monitored only 4% were travelling at or below 20mph. Of course, I think it would be fair to assume that vehicle speeds would increase during the evening hours when traffic becomes lighter. One other factor that should also be considered is that due to the physical nature of the road and the waiting restrictions that are in place we would be unable to carry out speed enforcement along this A317 route with our mobile enforcement unit. Therefore given the above, a 20mph limit would be unrealistic and with no enforcement likely would have little or no impact on what currently occurs. It would only serve to raise expectations of the local community which cannot be met.

In conclusion it is my view that the main A317 route through Weybridge Town should remain at 30mph. A reduction to 20mph would be unrealistic, inconsistent with other main distributor roads in the county and not in accordance with SCC's own policy. Therefore I officially object to these current proposals. Of course I would continue to support a 20mph zone in the original traffic calmed area as outlined in the aforementioned committee report.

Should you wish to discuss this matter further or require any clarification of the above please do not hesitate to contact me.

Yours sincerely,



Graham Cannon  
Safety Management Officer.