



**OFFICER REPORT TO LOCAL COMMITTEE
(ELMBRIDGE)**

**LETTER OF REPRESENTATION
QUEENS ROAD/SOUTH ROAD, WEYBRIDGE**

28 FEBRUARY 2011

KEY ISSUE

To update the Committee on conclusions and recommendations made, following a Letter of Representation being submitted to this Committee.

SUMMARY

This report informs members on investigations carried out following concerns raised by South Road Residents' Association about parking at the junction of South Road and Queens Road, Weybridge.

OFFICER RECOMMENDATIONS

The Local Committee is asked to note the contents of the report. There is insufficient justification for intervention at this location in terms of recorded collisions; therefore it is not considered value for money to progress a scheme at this time.

1 INTRODUCTION AND BACKGROUND

- 1.1 A letter of representation has been submitted to this Committee, signed by 48 signatories from South Road Residents' Association. The full details are as follows:

From the undersigned:
"Ref: Convenience Store is a Big Inconvenience

Since Tesco took over the premises on the junction of Queens Road and South Road Weybridge, we have been subjected to selfish parking from the public, albeit for 2 minutes on double yellow lines in South Road and on Queens Road from 7am – 11pm.

This not only makes it difficult to get in or out of the road, making it single lane, but the main concern is driving out of South Road, you can't see fast moving traffic coming from the right and there will be undoubtedly a fatality before long.

The litter also caused by the drivers using it as a car park makes it an embarrassment to live or work in. We suggest to solve the problem to build up the pavement at the junction where the double yellow lines extend and into South Road, making it single track, as has been done in St. Marys Road, obviously for the same reasons. This was due to the school which is not 7am – 11pm, and not anywhere near as busy as the Queens Road."

- 1.2 South Road is a predominantly residential cul-de-sac, accessed via the A317 Queens Road, which links Weybridge with Hersham to the west and Addlestone and Chertsey to the east. Both of these roads are subject to a 30mph speed limit.
- 1.3 There is a waiting restriction in force at the junction of South Road and Queens Road that prohibits waiting at all times. There is no restriction on loading/unloading.
- 1.4 The County Council database, supplied by Surrey Police, of personal injury collisions shows that, in the 36 months to the end of September 2010 (the latest date for which figures are available) there have been two personal injury collisions at the junction.
- 1.5 Both collisions were slight in nature and did not involve vehicles turning out of South Road.

2 ANALYSIS

- 2.1 The problem is essentially one of enforcement. However, because the parking infringements are short term in nature, and can take place throughout most of the day, it is difficult for Elmbridge Borough Council (who enforces the restrictions) to deal effectively with this problem.

- 2.2 There is no vehicular flow or speed data available for this junction. However, site observations indicate that average speeds are in keeping with what speeds are expected in a 30mph speed limit.

3 OPTIONS

- 3.1 The petitioners have requested a kerb build-out at the junction, in order to physically deter drivers from parking on Queens Road and blocking sightlines to the right for drivers emerging from South Road.
- 3.2 The cost of such a build-out is likely to be in excess of £10,000. However, it would not be possible to provide a more accurate cost estimate until a detailed design has been undertaken.

4 CONSULTATION

- 4.1 This report is being considered following the request of residents within this area.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 The precise cost of the suggested measure is unknown at this stage, as a feasibility study and detailed design would be required.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 There are no equalities and diversity implications arising from this report.

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 There are no crime and disorder implications arising from this report.

8 CONCLUSION AND RECOMMENDATIONS

- 8.1 There have been two slight injury collisions in the last three years to the end of September 2010, which are not considered to be relevant to the issues raised. The Council regularly reviews collisions across the County, there is no evidence to suggest that intervention is necessary at this location at this time.

9 REASONS FOR RECOMMENDATIONS

- 9.1 A feasibility study would be required to progress the residents' request and funding would be required that is not available at this time. **It is recommended** that Members note the contents of this report and recognise that it is not possible to take forward a scheme at present.

10 WHAT HAPPENS NEXT

- 10.1 If it becomes apparent that this site is subject to further personal injury collisions then this trend will be picked up in the normal way through the Elmbridge Casualty Reduction Working Group, which convenes twice a year to assess patterns of personal injury collisions. The Group consists of Officers from the Casualty Reduction Group, Road Safety officers, Surrey Highways, Surrey Police, Surrey Fire & Rescue.

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BACKGROUND PAPERS:	none