



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

**PETITION RESPONSE
ASHLEY ROAD, WEYBRIDGE
28 FEBRUARY 2011**

KEY ISSUE

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

SUMMARY

This report informs the Committee on investigations carried out following concerns raised by the Ashley Road Residents' Association and the parents of pupils of Ashley C of E Primary School about road safety in and near Ashley Road.

OFFICER RECOMMENDATIONS

The Local Committee Elmbridge is asked to note the contents of the report and consider the suggestions made when determining the 2011/12 Programme.

1 INTRODUCTION AND BACKGROUND

- 1.1 A letter of representation has been submitted to this Committee, signed by 300 signatories from the Ashley Road Residents' Association. The full details are as follows:

“We the undersigned are becoming increasingly concerned about the apparent lack of response from Surrey County Council Highways officials. This is with regard to the urgent need for traffic calming measures in and around the Walton on Thames environs. Indeed this is probably true for the whole of Elmbridge. The current coalition government aims to give power back to local communities. We, therefore, respectfully request that a public meeting be set up with transport officials in attendance to discuss and find solutions for these priority issues.”

- 1.2 In addition, a letter of representation has been submitted, signed by 130 signatories, from the parents of pupils of Ashley C of E Primary School. The details are as follows:

“We the undersigned are gravely concerned about the safety of children crossing the roads near to the school.”

- 1.3 The B365 Ashley Road links the A317 at its southern end with the A244 in Walton town centre. It is wholly residential in character, except at the northern end where there is a one way gyratory system where the frontaging properties are predominantly shops and businesses. Ashley C of E Primary School is situated on the west side of the northbound arm of the gyratory. A 30mph speed limit is in force. A location plan is attached at Annex A.
- 1.4 The Ashley Road Residents' Association is concerned about road safety in the Walton area in general, and along the entire length of Ashley in particular. The parents of pupils of Ashley C of E Primary School are concerned about road safety immediately outside the school, and on the approaches to it from Hershams Road and from Ashley Road south of the gyratory. The tables below set out the main suggestions made by the petitioners, alongside which comments have been made about the suitability of the suggestion.

SUGGESTED MEASURES (ASHLEY ROAD R.A.)	COMMENTS
An HGV weight restriction on Ashley Road	Extensive site observations/traffic surveys required to determine whether measures justified & displaced traffic can be accommodated on alternative routes
Traffic signals at the junction of Queens Road & Ashley Road, OR	Presumably these measures are intended to manage congestion at

one way working on Sir Richard's Bridge	busy times. Feasibility studies required
Traffic calming measures on Ashley Road (safety cameras or road humps)	Speed surveys and a full analysis of personal injury collisions required to see if measures justified
A roundabout at the junction of Ashley Road & Ashley Drive	Feasibility study required
A revised layout for the gyratory, including the closure of Ashley Road at its junction with New Zealand Avenue & traffic signals at the junction of Ashley Road & Hersham Road	Full feasibility study required

SUGGESTED MEASURES (PARENTS OF PUPILS OF ASHLEY C of E SCHOOL)	COMMENTS
Widened footway at the northern end of Ashley Road	Existing footway is narrow. Problem is exacerbated by street furniture
Improved "school" warning signs, preferably electronic	Existing signs missing or damaged
More pedestrian barriers to the south side of the school	Assessment needed in conjunction with other suggestions
Signal controlled pedestrian crossing at the junction of Ashley Road & one way system, plus pedestrian refuge outside the school	Full feasibility study required
Traffic calming measures on the northern end of Ashley Road	See above

2 ANALYSIS

- 2.1 The County Council database of personal injury collisions, supplied by Surrey Police, shows that, in the 36 months to the end of September 2010 (the latest date for which figures are available) there have been nine personal injury collisions along Ashley Road, between the Queens Road roundabout and Hersham Road, a length of just over 1500m.
- 2.2 The collisions were all "slight" in nature. There were no collisions involving pedestrians, and no collisions outside Ashley C of E School or within the gyratory system. No collisions have taken place at the junction of Ashley Road and Ashley Drive.
- 2.3 No traffic surveys have been carried out in the Ashley Road area recently. However, a survey carried out in May 2006, just north of Red House Lane, revealed that typical mean speeds were about 25mph (southbound) and about 23.5 mph (northbound). However, 85th percentile speeds were about 37mph. Traffic volumes were just under 8,000 vehicles per day. (Two way, 24 hour flow).

3 OPTIONS

- 3.1 The two petitions suggest a large number of measures, ranging in cost from about £3,000 for school warning signs incorporating flashing amber lights, to upwards of £100, 000 for new traffic signals. A revised layout for the gyratory at the northern end of Ashley Road, which would incorporate a new traffic signal junction, could cost considerably more than this.

4 CONSULTATION

- 4.1 To follow if location is included in the 2011/12 Programme.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 The precise costs of the suggested measures are unknown at this stage, as further work would need to be undertaken, and in many cases a feasibility study and detailed design would be required.
- 5.2 It is not known at this stage whether funding will be available for some or any of these proposals.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 There are no equality 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 nine slight personal injury collisions in Ashley Road in the last 3 years (to end of September 2010). They are not considered to be particularly relevant to the issues that have been raised. There have been no pedestrian collisions. Funding is not currently available to progress these schemes.

9 REASONS FOR RECOMMENDATIONS

- 9.1 Further work would be required to progress the petitioners' requests 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 progress these schemes at present. However the location could be considered as part of the 2011/12 Programme if Members deem appropriate.

10 WHAT HAPPENS NEXT

- 10.1 If funding becomes available, it may be possible to progress these schemes, although they would need to be assessed in terms of cost/benefit and prioritised.
- 10.2 If it becomes apparent that Ashley Road 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.

LEAD OFFICER: Matthew Scriven
North East Area Team Manager

TEL NUMBER: 08456 009 009

E-MAIL: eastsurreyhighways@surreycc.gov.uk

CONTACT OFFICER: Matthew Scriven
North East Area Team Manager

TEL NUMBER: 08456 009 009

E-MAIL: eastsurreyhighways@surreycc.gov.uk

BACKGROUND PAPERS: None

