



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

**LETTER OF REPRESENTATION  
Weston Avenue – Request for traffic calming**

**19th September 2011**

**KEY ISSUE**

A letter of representation has been received requesting traffic calming and an associated 20mph restriction in Weston Avenue, West Molesey.

**SUMMARY**

Further to the request for traffic calming and associated 20mph an initial investigation has occurred to look in to the issues further. The report highlights how it would be hard to justify measures in this location given the lack of evidenced need.

**OFFICER RECOMMENDATIONS**

The Local Committee is asked to:

- (i) Note the content of the report

## 1 INTRODUCTION AND BACKGROUND

- 1.1 A letter of representation has been submitted to this Committee, on behalf of the residents of Weston Avenue. The full details are as follows:

"We, the residents of Weston Avenue, West Molesey, Surrey, KT8, ask for measures to slow down the dangerously high speed of the drivers using our road as a cut through between Hurst Road and Walton Road. We request that the matter be examined with a view to installing traffic calming structures to control this problem."

- 1.2 Weston Avenue is located in West Molesey, it is bound by the A3050 Hurst Rd to the North and B369 Walton Rd to the South.
- 1.3 The road is residential in nature and is subject to both a 7.5T weight restriction and 30mph speed limit.
- 1.4 The County Council collision database, supplied by Surrey Police, of personal injury collisions shows that there has been one personal injury collision in Weston Avenue itself (2006) and three at the junction with Hurst Rd (two in 2006 and one in 2010) in the past five years.

## 2 ANALYSIS

- 2.1 There is no vehicular flow information available at this location, however site observations conclude that the route is used as a cut through by cars/light goods vehicles between the A3050 Hurst Rd and the B369 Walton Rd.
- 2.2 Speed gun readings have been taken and it does appear that most vehicles are driving at or near the speed limit in place.
- 2.3 The only collision recorded in Weston Avenue involved a vehicle manoeuvring at low speed, the other driver believing the vehicle was stationary went to overtake and collided with the manoeuvring vehicle, ie speed was not seen as a contributory factor.

## 3 OPTIONS

- 3.1 From the data available it would not appear of value for money to install traffic calming features along the route given there is no evidenced need in terms of recorded collisions. It would not be proposed that a 20mph be introduced without accompanying traffic calming measures given that it is likely that there would be non-compliance by drivers.
- 3.2 In order to prevent the route being used as cut through an alternative measure could be to block off one end of the road, however this would be likely to be of inconvenience to residents and other highway users.

This would also carry financial cost. If Members did wish to have this option explored further, budget would need to be allocated to such investigation and this year's allocation is fully committed. It should be noted that taking this course of action would no doubt shift the cut through further East to roads such as Bishop Fox Way, Rosemary Avenue and New Rd resulting in complaint / objection from residents of these roads.

#### **4 CONSULTATION**

- 4.1 This report is being considered following the request of residents within this area.
- 4.2 The location was visited and reviewed by Highway Officers. Surrey Police concur with the views above, including that the speed limit in place is appropriate and if it was reduced to 20mph associated traffic calming would be required to make it self enforcing.

#### **5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

- 5.1 To introduce a 20mph restriction would require associated traffic calming measures, without further detailed work it is difficult to estimate the cost of works, typically to calm this route would require in excess of £100,000.
- 5.2 The alternative option of creating a no through route would be less expensive but likely to result in local objection.

#### **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 Given the lack of collision justification the recommendation is that Committee note the content of the report.

#### **9 WHAT HAPPENS NEXT**

- 9.1 9.1 Subject to the above recommendation being agreed, the location will be monitored and if the situation changes it will be identified via the Elmbridge Casualty Reduction Working Group which 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:** 03456 009 009

**E-MAIL:** highways@surreycc.gov.uk

**CONTACT OFFICER:** Matthew Scriven  
North East Area Team Manager

**TEL NUMBER:** 03456 009 009

**E-MAIL:** highways@surreycc.gov.uk

**BACKGROUND PAPERS:** none